

TAIPEI CYCLE SHOW DAILY

FRIDAY

ENGLISH

中文



ALL THAT'S NEW AT THE SHOW

INSIDE TODAY'S SHOW DAILY:

EXHIBITOR REPORTS | BAS ESG FORUM | AI & AUTOMATION
GLOBAL INDUSTRY REPORT | ANTI-OWNERSHIP TREND
GREEN FORWARD EVENT | EVENT GUIDE | NEW PRODUCTS

PRODUCT ROUNDUPS: **BRAKES** | **TIRES** | **GRAVEL BIKES**

NEW PRODUCTS

Microtech Grip VLG-2022D2	
Material	Hard Plastic/VEXT
Key point	• Double Density • Microtech Texture
Vis	• G2 • One Side Rings • Aluminum
Spec	Ø22.4mm(Closed End) 133mm
Handlebar	■ 22.2mm □ 19.1mm



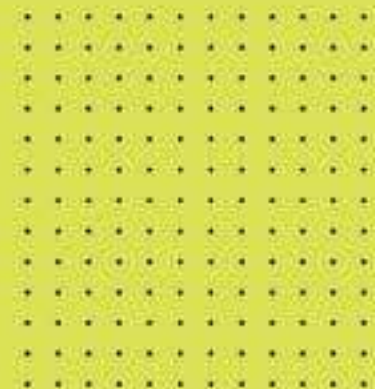
Microtech design for slip-less function and better finger grip.



SafeMove Series	
Safemove	• 158 • 174 • 190
Fill	Pu
Rail	Steel
Weight Steel	• 392g±2% • 442g±2% • 478g±2%
Size	• 270x152mm • 279x174mm • 281x187mm



Abzortek Tape VLT-5129	
Texture	• Diamond Pattern
Key point	• Super Anti-slippery • Stretchable
Thickness	• It effectively absorbs vibrations and offers cushioning.
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Fenders appeal with brushed finish

Chic [Hall 1 / 1F / J1231] is seeing increasing demand for its fenders, particularly e-bikes and e-cargo. This brushed alloy fender CC-067-110 is the latest in the series that commenced with the CC-067 in a width of 100mm and height of 37mm in sizes 20"-26". The CC-67-123 is next in a width of 123mm and height of 19mm, sizes 20", 24", and 26". The CC-067-110 debuts at Taipei Cycle introducing the brushed finish in a width of 100mm. While the width is fixed, the radius along with the color is customizable to customer preference.



Asus enters e-bike market

Taiwanese tech giant **Asus [Hall 2 / S1014-01]** enters the micro-mobility market with its Intelligent Booster, a compact system designed to convert standard bicycles into e-bikes. "This is our first micro mobility product," explains Hank Chang, Senior Director ME System R&D Department. Mounted on the seat post, the system fits bikes from 16 to 29 inches and 700C, supporting tire widths up to 60 mm. It delivers up to 30 Nm via a 250 W motor, with a 50 km range.



Micro Mobility Labs Convoy trailer

UK-based company **Micro Mobility Labs [Hall 2 / S1014-07]** is set to commercialise its Convoy trailer range this summer, built around a sensor-driven architecture designed to preserve natural bike handling under load. "It makes you feel like you haven't got all that weight at the back," says CTO Ryan Dunwoody. The C.01 model targets conventional bikes with a fully integrated 250W/40Nm assist motor, combined with a 150W rear-wheel steering system and a removable 370Wh battery. Weighing 12 kg, it supports up to 50 kg of cargo and integrates pedal and steering sensors, a dual locking axle clamp and a recycled aluminium frame. The C.03, designed for e-bikes, removes the propulsion motor while retaining the same steering system and geometry, reducing weight to 9 kg. Both platforms can be equipped with accessories such as weather protection, child transport modules or soft panniers.

Alex fork with short taper

32-inch wheels are popping up everywhere, but one drawback of the larger wheels is that they move the handlebar up. To address this issue and allow for shorter head tubes, some fork manufacturers are shortening the tapered section on the steerer tube. While SR Suntour does so moderately, **Alex Global [Hall 1 / J1117]** has a USD fork on display that pushes this to the extreme. With an upper section 3D-forged from one piece, this fork stands out from the crowd.



TAIPEI CYCLE MARCH 25 — 28, 2026

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CYCLING TO WELLNESS

Event Schedule

Taipei Cycle Event Schedule 活動日程表		
24 (Tues)	15:00 - 16:30	TAIPEI CYCLE x SHIFT What's Next? 2026 Industry Forecast Seminar TAIPEI CYCLE x SHIFT 2026 產業趨勢發佈會 6F, Grand Hilai Taipei 台北漢來大飯店 6F
	18:00 - 20:00	CYCLE NIGHT TAIPEI (By Invitation) CYCLE NIGHT TAIPEI (邀請制) 3F, Grand Hilai Taipei 台北漢來大飯店 3F
25 (Wed)	08:30 - 10:00	Leaders' Breakfast (By Invitation) 領袖早餐會 (邀請制) 6F, Grand Hilai Taipei 台北漢來大飯店 6F
	10:30 - 11:30	Opening Ceremony 開幕典禮 Main Stage (R1111), TaiNEX ② 南港二館 4 樓, 大會舞台, 攤位號: R1111
	11:30 - 12:30	IBDC Award Ceremony 全球自行車設計比賽 (IBDC) 頒獎典禮 Conference Room 402, 4F, TaiNEX ① 南港一館 4 樓 402 會議室
	13:30 - 16:00	WBIA Forum WBIA 論壇 Conference Room 401, 4F, TaiNEX ① 南港一館 4 樓 401 會議室
	15:30 - 16:30	d&i Awards/Green Forward Award Ceremony d&i Awards/Green Forward 聯合頒獎典禮 Main Stage (R1111), TaiNEX ② 南港二館 4 樓, 大會舞台, 攤位號: R1111
	17:00 - 18:30	Sports Party Night (By Invitation) Visitor's Lounge (R1014), 4F, TaiNEX ② 南港二館 4 樓, 買主休息區, 攤位號: R1014
26 (Thurs)	10:00 - 12:30	Motion Vision-Pitch & Demo Motion Vision Stage (S1014), 4F, TaiNEX ② 南港二館 4 樓, Motion Vision 舞台, 攤位號: S1014
	09:00 - 12:00	(BAS) ESG Forum 中華自行車永續聯盟協會 (BAS) ESG 全球倡議論壇 Conference Room 402, 4F, TaiNEX ① 南港一館 4 樓 402 會議室
	11:00 - 16:00	Cycling Workshop 騎, 有此理 Workshop 騎趣轉生之旅 & 主題導覽 Workshop Stage (S0308), 4F, TaiNEX ② 南港二館 4 樓, Workshop 舞台, 攤位號: S0308
	14:00 - 17:00	TAIPEI CYCLE Industry Forum TAIPEI CYCLE 國際產業論壇 Main Stage (R1111), TaiNEX ② 南港二館 4 樓, 大會舞台, 攤位號: R1111
	14:00 - 17:00	Motion Vision-Future Salon Motion Vision Stage (S1014), 4F, TaiNEX ② 南港二館 4 樓, Motion Vision 舞台, 攤位號: S1014

27 (Fri)	09:00 - 18:00	2026 National Secondary School Cycling Esports Championships 全國中小學電競自由車錦標賽 Main Stage (R1111), TaiNEX ② 南港二館 4 樓, 大會舞台, 攤位號: R1111
	09:00 - 18:00	Cycling Workshop 騎, 有此理 Workshop 騎趣轉生之旅 & 主題導覽 Workshop Stage (S0308), 4F, TaiNEX ② 南港二館 4 樓, Workshop 舞台, 攤位號: S0308
	09:45 - 11:30	LEV Hall of Fame Induction Ceremony Motion Vision Stage (S1014), 4F, TaiNEX ② 南港二館 4 樓, Motion Vision 舞台, 攤位號: S1014
	09:20 - 12:00	Smart Mobility Future: Kickstarting Co-Creation for the AI Cycling Revolution (By Invitation) 「智行未來」跨業圓桌會議 (邀請制) Conference Room 401, 4F, TaiNEX ① 南港一館 4 樓 401 會議室
	14:30 - 15:00	Riding into the Future: Sustainable Disclosure Strategies for the Bicycle Industry Amidst Regulatory and Market Trends 馳聘未來: 自行車產業在法規與市場趨勢下的永續揭露策略 Motion Vision Stage (S1014), 4F, TaiNEX ② 南港二館 4 樓, Motion Vision 舞台, 攤位號: S1014
	15:00 - 15:30	The DACH Market Blueprint: 2026 Trends and Distribution Strategies for Manufacturers 2026 德語區市場藍圖: 製造商必備的通路佈局與趨勢指南 (德國、奧地利、瑞士) Motion Vision Stage (S1014), 4F, TaiNEX ② 南港二館 4 樓, Motion Vision 舞台, 攤位號: S1014
28 (Sat)	10:00 - 14:00	Cycling Workshop 騎, 有此理 Workshop 騎趣轉生之旅 & 主題導覽 Workshop Stage (S0308), 4F, TaiNEX ② 南港二館 4 樓, Workshop 舞台, 攤位號: S0308

TODAY

March 27

NANGANG DISTRICT

24°C

RAIN

TONIGHT

19°C

RAIN

TOMORROW

26°C

RAIN



M-Nova Decal [Hall 1 / L1012] has made a habit of turning trade-show booths into conversation pieces. In past years, including at Taichung Bike Week, the decal specialist used oversized stuffed-animal bears to stop visitors in their tracks. This year, for its 28th anniversary, the company opted for something more monumental: more than two-meter-tall figures similar to the famous stone figures of Rapa Nui. The goal, as general manager Barry Lin put it during our booth visit, is simple: draw attention - and celebrate. M-Nova did not stop there: it also presented electronic decals that illuminate at night. A clever campaign, with a sequel already promised: M-Nova also wants to bring the giant figures to Eurobike. **WMS**

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BICYCLING ALLIANCE FOR SUSTAINABILITY

BAS OUTLINES NEXT PHASE OF INDUSTRY SUSTAINABILITY

At its Global ESG Initiative Forum yesterday, the Bicycling Alliance for Sustainability outlined how Taiwan's bicycle industry is turning sustainability goals into systems. Key priorities include human rights due diligence, climate risk assessment and cycling carbon credits.



The 3rd Global ESG Initiative Forum drew more than 150 industry stakeholders, including many high-profile industry decision-makers.

When the third Global ESG Initiative Forum opened yesterday at Taipei Cycle, the central message was clear: for Taiwan's bicycle industry, sustainability is no longer just a framework for the future but an increasingly concrete part of business practice. Hosted by the Bicycling Alliance for Sustainability (BAS), the event brought together industry leaders, government representatives and international stakeholders to assess progress – and define what comes next.

Senior officials, including Chen Pei-li, Deputy Director-General of the Department of International Trade at the Ministry of Economic Affairs, attended alongside leading figures from Taiwan's bicycle ecosystem. International organizations such as WBIA, WFSGI, Cycling Industries Europe, EBMA, LEVA, PeopleForBikes and ZIV reinforced that ESG in the bicycle industry is now a global issue. In total, more than 150 guests from the Taiwanese and international bicycle industry were present.

Opening speaker Young Liu, chairman of Giant Group, focused on execution rather than ambition. A central pillar of BAS's work is human rights due diligence. "We have taken the first step by establishing a human rights due diligence code of conduct," he said.

"All our members have signed it, and the sign-off must come from CEO level or above." The urgency was reinforced by external pressure. Referring to a review by U.S. Customs and Border Protection, Liu acknowledged the impact on the Taiwanese bicycle industry – but stressed that BAS's work had already been underway before the incident. The alliance now reports implementation among selected members.

The second major focus was climate risk and carbon reduction. BAS presented its first industry-wide climate physical risk assessment, covering 298 locations. Alongside this, 89% of members have completed carbon footprint verification, supported by a 90-hour training program with full participation. Liu commented: "Taiwan's bicycle industry is export-oriented, so meeting international expectations is essential." He also pointed to Giant's own progress: "We set a target of reducing emissions by 25%, and we have already exceeded it, reaching 28%."

Beyond data, BAS is working to standardize methodology and is planning a platform to ensure future approaches can be properly verified and certified. This shift from data collection to system-building also applies to human rights. "The code of conduct is only the first step," Liu said. "We are

implementing a six-step due diligence process," he continued. One of the most technical but potentially most important areas is the development of Product Category Rules (PCRs). "We have planned 17 product categories," Liu said. Five PCRs have been completed and published so far, with several more in progress. Additionally, BAS is also developing a carbon footprint calculation platform, supported by Giant and already verified by a third-party laboratory according to ISO standards.

The forum's program extended well beyond the opening presentations. Participants attended in-depth sessions on human rights due diligence implementation as well as presentations of BAS's climate physical risk assessment report and its cycling carbon credit report. A panel discussion addressed current sustainability challenges in the bicycle industry from both a regional and global perspective. The event also included a best-practice sharing session, in which Taiwanese cycling companies presented how they are putting ESG principles into practice on the ground.

The broader message of the forum was consistent: ESG in the bicycle industry is moving from principle to practice – and increasingly, from



Young Liu, Giant Group chairman, outlined BAS's progress on human rights and climate action.



Robert Wu represented the Taiwan Bicycle Association on stage.

voluntary action to structural necessity. BAS plans to complete its PCR frameworks and publish them in English, expand its carbon accounting platform, and deepen human rights due diligence into a second implementation phase. Young Liu's opening speech closed with a line that captured the underlying logic of BAS's approach: "Do the right thing, do it right the first time, and do it as early as possible. The earlier you act, the lower the cost." ■ WMS

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GREEN FORWARD AWARDS AWARDING COMMITMENT TO GREENER OPERATIONS

While bicycles are very eco-friendly in use, the same is not necessarily true for their industrial production. Taiwan's bicycle industry has been putting a considerable effort to reduce its eco footprint.

Taipei Cycle launched the Green Forward Awards as a stage to present those efforts, tasking Bicycle Cluster, Price Waterhouse Cooper and the AI and Sustainability Action Alliance with organizing the entire format. For 2026 the Awards have seen a significant upgrade, sharing a large stage at Nangang with the well-established D&I Awards for the prize giving on Wednesday afternoon.

As a driving force behind the Bicycling Alliance for Sustainability (BAS), **Giant Manufacturing [Hall 1 / M0820]** is leading the way within Taiwan's bicycle industry with its Product Carbon Footprint ID, quantifying the exact eco footprint of every model in its line-up and backing up its environmental claims with hard facts. Taiwan's largest bicycle manufacturer has also launched lighthouse projects such as the Pre rCarbon balance bike that halves CO2 emissions by relying on recycled carbon fibres for most of its parts. These ongoing and pioneering efforts were rewarded with the Green Forward Annual Outstanding Exhibitor Award.

With a product portfolio ranging from stems, handlebars and seat posts

to e-drive systems and compact kick scooters, **JD Components** and its **TranzX** brand [Hall 1 / J0308] are part of many eco-friendly mobility solutions. Apart from a 42 percent reduction of its Scope 1 and Scope 2 GHG emissions by 2030, the company has committed to reduce its Scope 3 emissions by 25 percent, and the ongoing assessment and approval process shows that the company is on track to meet its targets, earning it the award as Best Environmental Exhibitor.

As a supplier of bags, locks and various accessories, **Sinox Company [Hall 1 / K1216]** has been actively compensating parts of its emissions through reforestation projects in the Taitung area, thus adding to the biodiversity and supporting indigenous families in an area with little employment options. For this Sinox has been honored as the Best Social Exhibitor. The award of Best Governance Exhibitor went to **Yee Jee Technology [Hall 1 / N0922]**. With its Pax-branded repair kits and its eco-friendly sealant based on natural rubber and pineapple fibers, this company shows that improvements



Taipei's Executive VP Joe Chou hands over the Green Forward Annual Outstanding Exhibitor Award to Giant Manufacturing's Team Merchandising Leader Marcel Yang.

can be found in small parts as well.

An additional 15 Taiwanese exhibitors at Taipei Cycle were honored as Selected Exhibitors, receiving Green Forward Awards for consistently

demonstrating excellence in their ESG practices and showing strong potential for growth, including Astro, DDK, Formula, Jagwire KMC, Nuvo and Sram. ■ LVR

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At last year's Taipei Cycle, **Legion [Hall 2 / S0229a]** launched its Trojan valves, which are hidden within the rim. This year the parts specialist follows up with the Trojan Safety Valve that combines features of the hidden Trojan valve and a classic valve. If the stem should get damaged while riding or pumping, the Trojan Safety Valve keeps the air within the tube or tyre, allowing you to finish your ride. Legion also has a Beto floorpump on display that snaps on its Trojan valve.



H2 Lite Mobility [Hall 1 / N1024] enters the light-mobility debate with the LiteWheel Flex, a hydrogen-powered platform for last-mile delivery. General manager David Lin told the Show Daily that the company wants to bring hydrogen's "core" technology into lighter vehicles and build "the future of plug-and-play re-fuelling." Backed by hydrogen expert Nexellent Energy, H2 Lite Mobility is pitching solid-state hydrogen as a safer, faster-refuelling alternative to conventional lithium-ion systems. The company is also aiming to supply modular hydrogen energy units for other cargo-bike brands. That makes H2 Lite one of the show's more serious hydrogen propositions.

UK-based company **Illii [Hall 2 / R0729]** enters the bike lighting market with the One, a connected front light engineered in the US and manufactured in Taiwan. Weighing 186 grams, it delivers 100 lux for up to five hours—"three times more than current lights," says founder Richard Wu—and up to 10 hours at 50 lux. Fully app-controlled, the light offers customizable covers, automatic updates, and a replaceable battery ahead of 2027 regulations. Illii is now preparing global distribution from July while working on a rear light for future release.



Adaptive Cycle [Hall 2 / S0115a] shows how inclusive design can widen cycling's appeal. Speaking to the Show Daily, Christopher Wiegand said his goal is to give more people access to riding and to "the joy that cycling brings," with benefits for both mental and physical health. The recumbent trike is designed not only for older riders, but also for people with disabilities and anyone seeking a more comfortable, confidence-inspiring way to cycle. Wiegand is currently looking for potential distributors.



NECO TECHNOLOGY INDUSTRY 44MM HEADSETS IN THE SPOTLIGHT

Neco Technology Industry is deeply rooted in the OE business. At its core this Taichung-based family-owned company still looks to supply brands around the world with various tailor-made precision parts.

The history of **Neco [Hall 1 / J0602]** dates back to the mountain bike boom of the 1980s. From the very start in 1986, founder Neco Wang was producing headsets and bottom brackets and the firm grew along with the industry. Over the years the company expanded its lineup to pedals and hubs. With a keen eye for promising trends, Neco Wang then expanded his scope to e-drive systems and ready-to-assemble headsets with clean, internal cable routing. The latter are in the spotlight at this year's Taipei Cycle, with new 44 mm headsets as the most important news.

"Thanks to the additional space that the 44 mm standard opens up in the headset area, Neco can further improve the internal routing and add to the clean look that consumers have come to expect from contemporary bicycles," Jessie Wang told the Show Daily at the company's booth yesterday. Jessie, the daughter of the company's founder, has been learning the ropes within the family-owned enterprise for more than six years now, taking care of various projects and growing into roles that carry more and more responsibility. Her most visible impact thus far is the new logo

and font that can be seen next to the corporate design that has become so familiar over the years.

Due to a long-term partnership with German distributor Messingschlagler, Europe is the most important market for Neco Technology Industry, accounting for 40–45 percent of its turnover. Southern and Central America make up for another 30–40 percent, as the excellent value that the company's pedals, bottom brackets and headsets offer is popular with consumers on a tighter budget. "While the United States only adds about 5 percent to the overall turnover, we have seen a rise in OE demand from Vietnam in recent years. But due to the general slump in the industry, our aftermarket business has surpassed our OE business as of late," Wang adds.

While the company's headquarters, based in Taichung's Wufeng district, focuses on R&D, administration and the small batch production of bottom brackets and headsets, Neco Technology Industry also operates three factories in China. The two factories in Tianjin and Guangdong province each employ a staff of 30 to 40, as does the headquarters. The



Jessie Wang of Neco Technology Industry

bulk of the company's staff can be found at the Jiangsu plant, where 200 employees focus on the construction of e-drive motors, pedals and hubs.

One thing is for sure: as soon as demand is back up, Neco Technology Industry is ready to intensify its OE business again. ■ **LvR**

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THE STATE OF THE INDUSTRY**GLOBAL CONFLICT, TARIFFS MAKE FOR A BUMPY ROAD TO RECOVERY**

The bicycle industry heavily depends on the state of the economy and consumer sentiment in key markets, two factors that have been shaky at best in recent years. As the world appears to be in turmoil, perspectives can be blurred. Still, there are signs of improvement within the industry.

Most of Taiwan's bicycle-related exports rely on sea freight.



One thing is for sure: Recovering from the mess that the global bicycle industry faced when the Covid-bubble burst would have been a challenging task even under optimal circumstances. Unfortunately, the last couple of years have been everything but that. First Russia invaded Ukraine, and four years later this bloody conflict is unresolved and continues to weigh on consumer sentiment particularly in Europe. As NATO states are increasing their defense budgets, tax rates are likely to go up, leaving folks with less money to spend on consumer durables.

Things are looking even more dire in the Middle East. The attack conducted by Hamas on Israel in October 2023 led to a vicious circle of retaliation, with armed conflicts spilling over to Lebanon and Yemen. To make matters worse Israel and the United States started a full-scale attack on Iran at the end of February 2026. As a consequence, the Strait of Hormuz got in danger of getting blocked, taking out a key route to transport oil and gas to Asia and countries like China and Japan, but also Taiwan. Energy costs are likely to skyrocket due to the current armed conflict.

This is bound to have a serious impact on all kinds of industrial production. Things could still get much worse, however. The conflict in Middle East could spill over to more key energy suppliers. Global trade is at risk of another escalation as well as the Houthis may resume their attacks on commercial shipping. This would force ships to avoid the Horn of Africa and the Suez Canal, requiring a costly detour around the Cape of Good Hope.

Adding to the geopolitical misery

is the U.S. administration disrupting global trade and derailing supply chains with arbitrary tariffs in an attempt to force industrial production back to the United States. The real-world consequence of these tariffs include rising costs of living in the United States as consumers and distributors end up paying the tariffs. Even a verdict by the U.S. Supreme Court ruling that President Trump overstepped his authority when imposing these tariffs has had no effect on the politics of the White House.

So, what is the impact of all of this on the bicycle industry? One bit of good news is that consumers show unfazed enthusiasm for cycling as Hayes Bicycle Group's global marketing director Joshua Riddle has observed: "Tradeshows represent a barometer for overall market conditions, and plenty of shows have shown very encouraging exhibitor lists and great foot traffic as of late. This started last fall at regional shows such as the Italian Bike Festival and Sea Otter Europe that were all largely successful. After Velofollies, this spring's shows would appear to be lining up in a similar fashion."

Companies also must cope with tariffs. "The reduction of U.S. tariffs to levels comparable with other Asian manufacturing countries helps reduce competitive imbalances", says Giant Group's spokesperson Ken Li. "However, the remaining 15-percent tariff still is a meaningful cost factor that continues to influence pricing and sourcing decisions." Kenda's Sales Director Jerry Tseng points to one strategy to lessen the impact: "Kenda's diversified manufacturing footprint has allowed us to navigate tariff-related challenges ef-



Ken Li, Spokesperson of the Giant Group

fectively. While the remaining 15-percent tariff continues to be a factor, our global production strategy helps mitigate its overall impact."

The biggest problem with the arbitrary trade policies of the current U.S. administration is the lack of predictability and certainty that complicates both planning and decisions surrounding investment. In the short term, the wildly fluctuating exchange rate of the U.S. dollar is causing headaches, too. But there are some positive signs as well. As more bicycles and e-bikes are in regular use, the demand for wear and tear parts increases. This explains why companies producing tires, grips or brake pads are doing relatively well when compared to manufacturers of complete bicycles.

The slump in demand has not been impacting all bicycle categories the same either. While mountain bikes without electric assistance have taken



Jerry Tseng, Sales Director at Kenda

the hardest hit, the dropbar segment has bucked the trend. According to Claudio Marra, global vice president of FSA and Vision, there are signs for a turn of the tide. "At Taichung Bike Week, we observed a clear pivot within the industry: Major brands are now aggressively investing in the development of next-generation models," Marra says. "For a high-end component specialist like us, this surge in R&D activity is a strong indicator of market health. It signals a move toward high-performance, tech-driven products."

Some seeds have thus been sowed, and it remains to be seen what will flourish and what will not. The road to recovery may still be bumpy and strewn with potholes. But bicycles are famous for braving harsh conditions, and the bicycle industry has shown a similar resilience. ■ **LvR**

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MOBILITY AS A SERVICE

RENTING, NOT OWNERSHIP COULD BE THE FUTURE

As the generation that grew up with smartphones joins the ranks of active consumers, the attitudes toward ownership are changing. This opens business opportunities for Mobility as a Service offerings in which people pay for the specific use rather than own things - bicycles included.



The third generation of Taiwan's YouBike sharing bikes comes with electric assistance.

Many in the bicycle industry still remember those haunting images of sports stadiums filled to the brim with piles of bicycles, sorted by color. Not only was the end of China's first bike share craze unsightly, but it had also absorbed a major part of the production volume of many factories at low margins and was in no way a step toward more sustainability in transport. But with the changing mobility habits and patterns of young customers in particular, the trend toward paying for the use rather than for ownership of transportation vehicles has been given a second chance, albeit in the shape of e-scooters rather than bicycles in many places.

Mobility as a Service does have a more significant impact on the bicycle industry, however, be it in some of Europe's largest cities or across entire countries. Visitors only have to stroll out of the Nangang Exhibition Center or their hotels in downtown Taipei to witness this first-hand: Initiated by **Giant Group [Hall 1 / M0820]**, the YouBike sharing system has become an integral part of Taiwan's local traffic, covering the last mile from public transport stops to universities, night markets or sport stadiums at little to no cost. The first 30 minutes of usage are free, and most rides on YouBikes are much shorter. Today an estimated 90,000 YouBike sharing bikes can be found in 14 urban areas across Taiwan.

For residents with a Taiwanese mobile phone number, renting a YouBike is extremely convenient: simply walk to a docking station, open the YouBike app, select a bike, scan its QR code, and you are ready to go. The second YouBike generation featured an easy-to-operate saddle height adjustment, and the third generation packs a mid-drive motor with the battery hidden in its rear fender. For many in



Leasing of e-bikes is popular with consumers in Germany, and service and repairs are part of the package.

Taiwan, YouBike offers an easy way to experience the advantages of an e-bike in an everyday setting. As the infrastructure for cyclists improves across Taiwan, it seems only nasty typhoons can bring all those sharing bikes to a halt temporarily.

Just like Taiwan's YouBike system, the Vélib sharing system in Paris, with its fleet of roughly 20,000 bicycles, and the roughly 12,000 bicycles of the Santander Cycles system in London are not free-floating but rely on docking stations instead. While this may be a bit less convenient for users, it is a proven way to counter rogue parking. And it allows for reasonable planning of the exact locations of stations, coordinated with various communities, educational institutions and public transport offerings, based on real needs of the population

rather than the urge for fast growth in chase of investors. Since sturdiness, reliability and low maintenance are key criteria for all sharing bicycles, they usually are built using internal gear hubs.

As a special use-case, sharing cargo bikes facilitate a daily life without a car, as the carvelo2go system in various cities across Switzerland goes to show. Based on Bosch-equipped cargo bikes from Riese & Müller, this model relies on local retail stores that host a cargo bike, keeping the display and keys for the lock at their counter. Cargo bikes can be booked through an online platform, and hourly fares are moderate. Similar offerings have been successfully launched by companies such as sigo, Avocargo and Cargoroo in various German cities. Advanced cloud solutions that state-of-the-art e-drive systems, such as the smart systems of **Bosch eBike Systems [Hall 1 / F0404]**, come with nowadays allow for the tracking of both the location and the technical status of sharing bikes, functions that are of great convenience for fleet operators. Add smart locks and e-bike sharing gets even easier.

For people who use bicycles more frequently, other alternatives to classic ownership may be more attractive. One example for this is the Dutch company SwapFiets that has been acquired by PON Holdings. For a monthly fee, you can rent a utility bicycle and get repair and maintenance through dedicated service points as an added bonus. They all come with a blue front tire so SwapFiets bicycles are easy to recognize and a common sight in the Netherlands and beyond. According to PON Holdings, the number of subscriptions has grown to more than 280,000, while the turnover mostly has grown thanks to an increasing share of e-bikes offered at a higher monthly rental fee.

Finally, leasing has really taken off in Germany, but also grown quickly in Belgium, the Netherlands and Austria. According to numbers from the Conebi industry association, a total of 750,000 leasing contracts were signed in Germany in 2024. Typically, these contracts are offered through one's employer for a term of three years. While leasing offerings have kept sales up in the premium segment throughout the recent economic slump and thus aided IBDs in particular, this does not come without downsides. Once the leasing contract expires, used and often refurbished e-bikes hit the market and compete with the sales of new e-bikes. The compensation for repairs and service included in leasing contracts has also proven to be a point of contention between leasing companies and IBDs. When compared to the automotive market, leasing still is in its infancy in the bicycle business.

■ LVR



The rental bikes of Swapfiets are easily recognizable by the blue tire up front, e-bikes included.

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THE FUTURE OF MANUFACTURING

MAN, MACHINE AND THE BIKE

For years, manufacturing futurists have promised the “lights-out factory”, a place where production runs almost entirely automatically. In Taiwan’s bicycle industry, that future is visible – but only in parts.



Will the bicycle factory of the future run without humans? For now, that seems unlikely.

A factory, fully automated. Robots producing robots, metal arms moving in perfect sequence, identical units descending through a sterile, multi-level system with no human hand in sight. In the 2004 film “I, Robot”, a scene at the plant of the fictional company US Robotics offered a vision of what manufacturing might one day become. Two decades later, this vision no longer feels especially far-fetched. In some industries – electronics in particular – so-called “lights-out factories”, where machines work through the night and humans are needed mainly to supervise the system, are already a reality. In the bicycle industry, too, automation has been advancing for years, even if fully autonomous factories remain far away. With AI advancing rapidly, the question of how far a bicycle or bicycle-component factory can be automated before the human role changes beyond recognition is becoming increasingly urgent.

The answer is less straightforward than the futurists suggest. In its report “Agents, robots, and us: Skill partnerships in the age of AI”, U.S. consulting firm McKinsey & Company estimates that today’s technology could – in theory – automate about 57% of current U.S. work hours. A striking figure, though still a theoretical ceiling rather than an imminent outcome. In practice, adoption is shaped by more prosaic constraints: labor costs, investment cycles, policy choices and the time required to redesign production around new systems. However, the direction of travel is clear: At Hannover Messe, Amazon Web Services has used an “e-Bike Smart Factory” showcase to demonstrate how digital twins, machine data, predictive maintenance

and defect detection can be integrated into a connected manufacturing environment. The bicycle industry, in other words, is no longer merely discussing smarter factories. It is beginning to build them – with humans still very much part of the equation. A tour through several factories in Taiwan confirms this middle way.

“Automation is not optional,” says Otis Chen of the Changhua-based company Tektro, which has lately invested heavily in machines and robotic lines that combine processes which once required several separate production steps. The gains are substantial as productivity is now “in some areas maybe five to ten times better” than before, as Chen explains. Yet, the bicycle industry is only in the early stages of adopting AI and automation: “Overall, the industry is increasingly recognizing the potential benefits of AI, but its broader application remains limited to a handful of large companies that are beginning to explore a range of use cases,” he continues. Tektro is leading by example: the company uses monitoring software to analyze production-line efficiency, output and ESG metrics in real time, allowing managers to track factory performance more precisely. “In Taiwan, automation is becoming one of the main ways to preserve quality, scale and industrial relevance,” Chen adds.

Indeed, the island’s bicycle industry faces a growing list of pressures: rising labor costs, persistent recruitment challenges and ever-higher demands for traceability, quality control and ESG compliance. That makes automation look less like a luxury than a necessity – especially as competition from lower-cost production bases in Southeast Asia, notably Vietnam,

Cambodia and Bangladesh, continues to intensify. Yet our factory tour also makes clear that the answer cannot simply be to automate everything. In many manufacturing parts, technical complexity, material variability and smaller production runs still limit what machines can do economically. At Taichung-based framemaker Sunrise, for instance, frame production remains a case in point. As Alex Lin from the President’s Office puts it: “Robot and man need to work together. You cannot always go robot.” That is especially true for e-bike frames, whose more complex shapes often require work in narrow, hard-to-reach areas that remain difficult for robots to handle reliably. In such cases, manual labor is practical, not outdated.

A similar logic applies at Sunny Wheel, back in Changhua. In accessories production, too, not every process lends itself neatly to automation, explains Vice GM Vivian Hsu. Product variation is high, volumes are not always large enough to justify the investment and a number of assembly and finishing steps still require dexterity and quick adjustment. Rather than treating manual work as a weakness, the company sees it as part of staying flexible in a business where design changes, customer requirements and smaller batches remain common. In that sense, Sunny Wheel illustrates the same broader point as Sunrise: the near future of bicycle manufacturing will not be fully automated, but selectively so, with human labor still essential wherever complexity and adaptability outweigh the benefits of mechanization.

The companies Nuvo and Novatec offer similar lessons from

different ends of the supply chain. At accessory specialist Nuvo – also based in Changhua – automation has advanced rapidly in high-volume plastic production. But the company is clear that the limits appear as soon as processes become more complex or volumes less predictable. “If it’s a complex process, you need people,” confirms Amy Shih, noting that smaller or urgent orders favor manual handling over full automation. Taichung-based component specialist Novatec makes the economic case even more bluntly: For CEO Jeff Chen, automation only begins to make sense once output reaches a certain scale. Full “lights-out” production, he argues, is more realistic for firms such as “Tesla and even BYD”, where a single model can run for years with little change in specification.

Therefore, in all visited factories, the conclusion is the same: automation is advancing, but only where quantity, stability and standardization make it worthwhile. That is why the near future of bicycle manufacturing is unlikely to resemble the humanless world imagined in “I, Robot”. Interestingly, McKinsey also argues that AI is unlikely to make most human skills obsolete. Instead, it will change how they are used. The prognosis: workers will spend less time on repetitive preparation and routine analysis and more on interpreting results and applying judgment where the system reaches its limits. In that sense, the bicycle factory of the future will not be a place without people. In Taiwan, that may prove less a constraint than an advantage. One that helps sustain the island’s reputation for quality, responsiveness and manufacturing depth. ■ **WMS**

CONSUMER SURVEY OFFERS SOME BRIGHT SPOTS

A survey conducted last month among 1,437 cyclists across the US, UK, Europe, China and Japan, shows that many still expect to invest in their riding this year. That spending will not always take the form of a complete bike purchase, but it is still a positive sign for the industry.

Interestingly, among riders planning to buy a bike, 60% said they were looking for a better version of their main bike, while 29% wanted a bike that would help them start a new discipline. Gravel emerged as the top choice, while purchase intentions were strongest for apparel (40%), followed by accessories (37%), components

(33%), training equipment (23%) and complete bikes (22%). Even more tellingly, 47% of those not buying a bike still expected to spend on accessories or components. Average planned spend came to \$310 for accessories and \$680 for components.

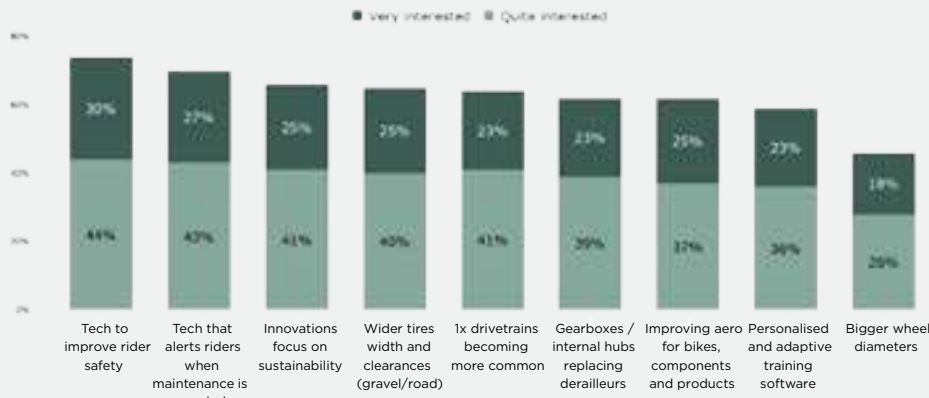
At the survey presentation on Tuesday in Taipei, Doug Baker, Chief

Strategy Officer at Shift Active Media, the company that conducted the survey, offered a sober interpretation: "Overall, we don't see there being significant growth in consumer demand. But we do see that there are pockets of optimism," he said.

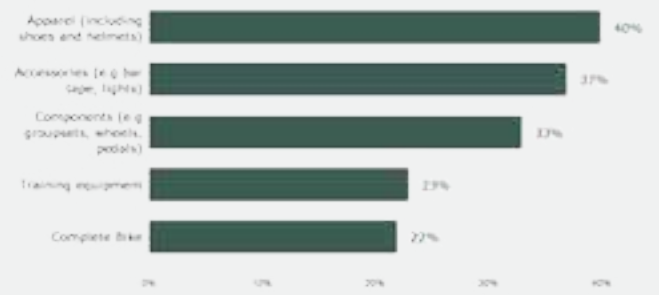
Those pockets are visible both in rider preferences and in search

behavior. Safety-related technology attracted the strongest interest, ahead of maintenance alerts and sustainability-focused innovation. As Baker put it: "There are some categories that are showing more decline. But we do see that there is some stability and there are actually areas with a positive development." ■ **WMS**

Technology that riders are interested in



Rider purchase plans for year ahead



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EUROBIKE'S FUTURE**PHILIPP FERGER: "EUROBIKE 2026 WILL BE AN IMPORTANT MILESTONE"**

Philipp Ferger, the managing director of Fairnamic since January, is now responsible for the future of Eurobike. In this interview, he explains how he plans to rebuild trust, redefine the concept, and secure Eurobike's role as a global leading trade show for the bicycle industry.



Philipp Ferger is the new managing director of Eurobike organizer Fairnamic.

Eurobike has undergone profound change in recent years. After relocating from Friedrichshafen to Frankfurt in 2022, the show aimed to position itself as both a global industry platform and a public event. Yet the past two editions have taken place amid a difficult market environment and growing debate about the event's direction. Major German industry associations ZIV and Zukunft Fahrrad recently announced their withdrawal from the 2026 edition, citing a need for stronger reform. At the same time, Fairnamic underwent a leadership transition, with Ferger replacing Stefan Reisinger as managing director on January 1, 2026. Ferger spoke with The Show Daily about rebuilding trust, redefining the concept, and the path forward for Eurobike.

Mr. Ferger, you took over as managing director of Fairnamic on January 1, having spent more than two decades at Messe Frankfurt. What makes Eurobike an attractive challenge for you at this stage of your career?

Philipp Ferger: If I include internships, I have spent 22 years at Messe Frankfurt. I know how to run international leading tradeshows, how to manage restructuring processes, and how to work with the requirements of major global brands. I have gone through different roles, and now I am very much looking forward to this new challenge. Eurobike is a project with enormous potential. We have a motivated team, strong ideas, and a very good foundation. At the

same time, the bicycle industry itself remains a fascinating sector with long-term growth potential – even though the past three years have been challenging. It is always a good starting point when both the internal organization and the industry itself offer room for development. The combination of a capable team, strong concepts, and a market with future potential creates momentum. It would be far more difficult if we were dealing with a saturated, declining market. That is not the case here.

Major industry associations such as ZIV and Zukunft Fahrrad have recently announced their withdrawal from Eurobike 2026, citing insufficient reform. What are your first steps to rebuild trust with these organizations?

Philipp Ferger: We have already initiated discussions. Before Christmas, I personally introduced myself in initial meetings, and since the beginning of the year, we have continued these conversations on a more substantive level. I do not want to comment on specific content at this stage, because it is important that communication happens jointly when there is something to announce. What I can say is that I have encountered open ears and a constructive spirit. The conversations show that there is a shared interest in a strong, forward-looking Eurobike. Eurobike 2026 will be an important milestone in laying the foundations for a further developed tradeshow concept from 2027 onward.

What role will Eurobike 2026 play in this transformation process?

Philipp Ferger: Eurobike 2026 is absolutely not a lost year. On the contrary, it will be an important step in the transition. We have a highly motivated team in Friedrichshafen and Frankfurt, and we are already using Messe Frankfurt's global sales network to strengthen exhibitor and visitor acquisition. The key objective is to ensure that visitors already experience the direction we are heading in. We want to avoid any situation where someone attends Eurobike and leaves disappointed because they do not see the progress. With the newly introduced Advisory Board, we are also creating a long-term framework for dialogue that brings together expertise, market insight and future-focused perspectives. Our aim is to reposition Eurobike from 2027 as the leading global trade fair for the bike and ecomobility universe. Eurobike 2026 is much more than a standard, compact tradeshow – it marks the beginning of a consistent reorientation.

You previously worked on Ambiente, one of the world's leading consumer goods tradeshows. What lessons from that experience can be applied to Eurobike?

Philipp Ferger: Ambiente faced a similar situation during and after the pandemic. Some German brands withdrew because they questioned the event's value. We addressed this by listening carefully, adapting participation formats, and clearly defining the value

proposition. One key lesson is that the traditional tradeshow model where brands simply book large exhibition spaces is no longer sufficient. Today, companies need flexible, intelligent participation formats. This includes digital lead generation, matchmaking, networking opportunities, and extended media presence beyond the physical event. The good news: We were able to win back many brands at Ambiente through this approach. Not all of them, but a significant number. I believe similar principles can be applied to Eurobike.

How important is Eurobike's international dimension, particularly with regard to Asian exhibitors?

Philipp Ferger: Eurobike will remain a consistently international platform, and exhibitors from Asia – especially from Taiwan – are an important part of this global ecosystem. For 2026, we are strengthening the clear B2B focus and further expanding our international outreach, including through Messe Frankfurt's global sales network. We are already working intensively on visible improvements and additional services, such as international buyer programs and new networking formats designed to connect Asian brands even more directly with European retail partners.

What does the new hall concept mean for visitors from Taiwan?

Philipp Ferger: The new hall concept for Eurobike 2026 will make the trade fair visit significantly more efficient for international guests: more compact, clearly structured, and with shorter walking distances. Performance and sport will be concentrated in Hall 11, while everyday mobility will be located in Hall 12. Global Sourcing in Hall 8 will remain the international meeting point for industry and trade with a strong "East meets West" format that is particularly relevant for Taiwanese companies and visitors.

■ **Interview: Werner Müller-Schell**

RST SUSPENSION

TAIWANESE BRAND MELTS TRADITION WITH INNOVATION

Most of Taiwan’s bicycle industry is operating in a cluster around the city of Taichung. As one of the outliers, RST’s parent company Dah Ken Industrial set up shop in one of New Taipei’s industrial zones more than 50 years ago and remains there to this day.

When Dah Ken Industrial started its operations in 1972, it was supplying parts to motorcycle and car manufacturers in Taiwan and beyond. Thus, the proximity to Keelung’s harbor was a key asset. Its Rapid Suspension Tech subsidiary, in short **RST [Hall 1 / K0802]**, was introduced in 1990 when the mountain bike boom picked up pace. To this day, both branches of Dah Ken Industrial operate side-by-side in two factory halls located in New Taipei’s Industrial Park. An additional factory has opened in China’s Suzhou area, along with two offices in Europe to offer quick and competent service to customers, and to pick up trends early in key markets.

Despite having its base in New Taipei, RST, which was a founding member of Taiwan’s A-Team management alliance – is closely connected to the bicycle industry’s dense production cluster around the city of Taichung, as senior sales manager Susan Chang explains: “Whenever our truck heads south to deliver finished

products to assembly factories in the Taichung area, it fills up with small parts from suppliers – from pre-forged fork crowns to coated stanchion tubes in diameters ranging from 30mm to 38mm and cast lower units from magnesium. As for the production steps performed in-house, we focus on machining, finishing touches and the manual assembly of rear shocks, dropper posts and suspension forks.”

To speed up servicing, RST uses damping cartridges throughout its fork line-up. If there is an issue, a cartridge can be replaced easily, taking much less time than disassembling an entire fork. For consistent quality and proper traceability, all cartridges are assembled in-house in boxed work units with air-conditioning and plenty of light. The same goes for the assembly of the main products RST produces: suspension forks, rear shocks and dropper posts.

Since 80 percent of RST’s business stems from the OE market, the



The headquarters of Dah Ken Industries are in New Taipei’s Industry Park.



The assembly of RST’s damping cartridges, forks and shocks happens in boxed work units.

company has not been affected too badly by the disturbances caused by the U.S. tariffs. For the future, RST is looking to expand its aftermarket business, and as such, the brand has dedicated 8 to 10 percent of its workforce to R&D and recently added a sensor-driven electronic suspension technology linked to a dropper post

to its portfolio. In-house CAE analysis ensures that all products wearing RST’s brand logo are structurally sound and safe as well. To guarantee the safety of products in actual use, the company works with certified third-party testing institutions. ■ LVR

VISIT US AT TAIPEI CYCLE SHOW BOOTH #J0517



DUE DILIGENCE

TAIWAN'S INDUSTRY RESPONDS TO MIGRANT WORK FORCE ISSUES

Taiwan's bicycle industry has been reducing the ecological footprint of its operations as of late, citing green criteria of investors under the ESG banner as an important driving force.

The last six months has put working conditions in the spotlight, however, due to the reliance of Taiwan's industrial sector on migrant labor.

Giant Group has recently upgraded the dormitories for its foreign workers.



Since many migrant workers send a part of their salary back home, financial services specializing in this can be found in industrial areas.



Articles critical of Taiwan's industries have been published in high-profile newspapers such as Le Monde Diplomatique.

The week after Taichung Bike Week normally serves to assess interest for new products and incoming orders, and to check if the capacities are up to demand along the supply chain. This year was different however, and the reason could be found thousands of nautical miles to the Northeast. At a container harbor on the United States's West Coast the Custom Border Protection agency (CBP) had issued a Withhold Release Order on a delivery of made-in-Taiwan products from Giant Group. The CBP cited allegations of forced or bonded labor as reason for this intervention, referring to research by Danish journalist Peter Bengtsen.

Among the Taiwanese companies Bengtsen reported on were three large players of Taiwan's bicycle industry: Giant Group, Merida Industries and Cheng Shin Tire, the parent company of Maxxis. Bengtsen reportedly chose these companies due to their size and not because their behavior stood out. Anyone who has visited factories in Taiwan is likely aware of the importance of the migrant labor work force to keep factories running. For example, multi-lingual warning signs can be found throughout most factories.

The core issue Bengtsen wrote about are agents and intermediaries in both the countries of origin and in Taiwan who demand advance-payments or a share of the monthly salary for recruiting, travel costs and other services. Additional fees for board and lodging in dormitories on

company grounds were another point of contention, as is the residence status of migrant workers that is linked to their job contract. The situation of the migrant labor workforce in Taiwan is in no way unique to the bicycle industry or the three companies named in Bengtsen's report, which includes more than 30 companies from various industries.

Due to Taiwan's extremely low birth rate and that most natives prefer to work in offices, industries cannot sufficiently staff their production lines with domestic workers. And automation can only ease the pinch to a certain extent. This is where migrant workers come in to keep factories running. According to numbers compiled by the Ministry of Labor, the number of foreign workers in Taiwan stood at 866,275 at the end of 2025, with 766,212 holding a valid working permit. Of those, 108,738 were employed in the fabricated metal products sector relevant for the bicycle industry, with Vietnamese accounting for more than half of that workforce. With more than 22 percent of the employees, Indonesia is ranking second, and Thailand and the Philippines evenly share the remaining 26 percent.

Following the Withhold Release Order, the Giant Group acted quickly and publicly shared the full timeline and ongoing remediation efforts on its corporate website. Its multi-step Corrective Action Plan ranges from investing in upgraded dormitories to introducing a new Zero Recruitment Fee

Policy and enhancing worker grievance mechanisms internally. Giant Group's spokesperson Ken Li acknowledges the importance of the topic: "The 'S' in ESG, especially around migrant worker protection, is increasingly important for Taiwan's bicycle industry. This is a shared challenge across the industry and closely tied to national labor regulations, which requires collaboration across the industry and with the government."

Merida was lucky not to export goods under its own brand to the United States, as Merida's senior vice president and spokesperson Daryl Chang explains. Still, "we've announced and adopted a zero-fee policy from October 1, 2025 and full reimbursement was completed by October 25. With these actions, we believe we are fully aligned with current international standards and expectations and remain committed to continuous improvement," he says. "As a consequence, Merida no longer is listed to be at risk from CBP, according to Peter Bengtsen's tracker webpage."

Since this topic affects Taiwan's entire bicycle industry, the Taiwan Bicycle Association (TBA) called for an Extraordinary Board of Directors and Supervisors meeting in mid-October to approve the initiative of subsidizing its member companies to undergo supply chain due diligence. As a follow-up, TBA and the Bicycling Alliance for Sustainability (BAS) signed a Memorandum of Understanding

with WRAP (Worldwide Responsible Accredited Production), an internationally recognized organization known for its auditing frameworks centered on labor, human rights, workplace safety, and corporate responsibility. Additional workshops, training programs, and assistance initiatives will be introduced to help all TBA member companies complete systematic assessments as quickly as possible and move toward full compliance with international supply chain responsibility standards.

The chairman of TBA, Robert Wu explains: "Recently, many international customers have expressed concern about the situation and have begun requesting immediate actions from their suppliers. Some companies have already been instructed to implement urgent countermeasures. TBA will take an even more active role in helping SMEs identify appropriate solutions, progressing step by step – starting with compliance under Taiwan's regulations, and then gradually aligning with international norms."

Until now, the response for TBA's due diligence is overwhelming and the participating member companies cover 85 percent of the production value in Taiwan. Out of which, many adopted SMETA, SEDAX, BSCI and WRAP for due diligence certification. The topic also was part of the recent negotiations on reciprocal tariffs held between the United States and Taiwan.

■ LVR

JAPAN REPORT

LOOKING TOWARDS THE FUTURE WITH OPTIMISM

Japan's bicycle industry is entering 2026 with renewed confidence, underpinned by resilient domestic demand, technological innovation and the continued rise of e-mobility. While global headwinds - from geopolitical tensions to currency volatility - continue to shape export markets, leading Japanese manufacturers are sharpening their focus at home, where cycling remains deeply embedded in everyday life.



Amid global headwinds, Japanese manufacturers are sharpening their focus at home, where cycling remains embedded in everyday life.

Japan's macroeconomic environment has stabilized after several years of disruption linked to trade tensions, pandemic-related shocks and weaker export performance. The country's economic assessments in 2024-2025 have consistently described activity as "recovering at a moderate pace," supported by improved corporate earnings and gradual wage growth.

For the bicycle sector, this translates into relatively steady consumer demand. Unlike more cyclical discretionary categories, bicycles in Japan straddle the line between lifestyle product and essential mobility tool - particularly in urban and suburban areas where commuting by bike is routine.

A Mature, Technology-Driven Market

Although Japan is not among the world's largest volume producers of complete bicycles - production has long since shifted to lower-cost Asian economies - it remains one of the most technologically advanced cycling markets globally.

Companies such as **Shimano [Hall 1 / M0814]** continue to dominate the global high-precision components segment, supplying drivetrains, braking systems and electronic shifting technology to brands worldwide. Domestically, manufacturers including Panasonic Cycle Technology and Bridgestone Cycle maintain strong positions in city bikes and electric-assist models.

However, imports play a decisive role. Industry data indicates that roughly 85-90 percent of complete bicycles sold in Japan are manufactured overseas - primarily in Taiwan and mainland China - while domestic production accounts for only about 10-15 percent of unit sales. This reflects Japan's strategic focus on high-value components, advanced systems and premium segments rather than mass-market assembly.

Japan's bicycle ownership rate remains one of the highest in the world,

often cited at roughly one bicycle per 1.5 people, reinforcing the structural depth of the domestic market.

Premiumization and Price Shifts

Over the past several years, average selling prices for high-end bicycles have risen sharply, driven by currency depreciation, higher logistics costs and premiumization trends. Industry sources report that flagship road bikes from leading international brands now frequently retail in the JPY 1 million to JPY 1.5 million range (€6,000-€9,000 equivalent, depending on exchange rates), positioning them firmly as aspirational products.

Despite higher pricepoints, demand in the performance segment has proven relatively resilient, particularly among enthusiasts prioritizing advanced materials, integrated electronics and weight optimization.

Panaracer: Doubling Down on Domestic Growth

Against this backdrop, tire specialist **Panaracer Corporation [Hall 1 / M1010]** is accelerating domestic investment. The company, which operates its main manufacturing facility in Hyogo Prefecture, views Japan as a strategic anchor market.

According to company spokesperson Mark Okada, Panaracer has structured its recent development efforts around three pillars, including the launch of the "RE:LOADING PROJECT" and the introduction of its next-generation road tire, AGXERO, scheduled for release in March 2026.



Panaracer's next-generation road tire, the AGXERO, comes out in March.

Positioned at the high end of the road segment, AGXERO is engineered specifically for Japan's varied road surfaces and demanding rider expectations. The launch reflects a broader push to strengthen the company's presence in the core sports bicycle segment, where domestic riders increasingly demand race-level performance combined with durability suited to urban riding conditions.

Panaracer is also targeting the fast-growing e-bike replacement market. Electric-assist bicycles generate higher torque and place greater stress on tires due to increased system weight. By developing reinforced models that balance durability and safety, the company aims to secure a larger share of the aftermarket tied to daily mobility.

Beyond product launches, Panaracer continues to cultivate gravel cycling culture in Japan through its GRAVELKING series and direct engagement initiatives. In April 2026, the company plans to host a cycling event in Tamba City, Hyogo Prefecture, near its main factory, combining brand building with regional tourism support.

E-Bikes: Structural Growth Driver

Electric-assist bicycles remain the most dynamic segment of the Japanese market. Japan was among the earliest adopters of pedal-assist technology in Asia, with domestic manufacturers pioneering systems tailored to urban commuting and family transport.

An ageing population, high urban density and sustained fuel costs are reinforcing the shift toward electric mobility. E-bikes are no longer limited to traditional user groups such as seniors and homemakers. Younger commuters and recreational riders are increasingly embracing performance-oriented e-models, expanding the demographic base.

Major metropolitan areas - including Tokyo, Osaka and Yokohama - account for the largest share of

demand, where congestion and limited parking make electric bicycles a practical alternative to cars.

Collaboration is also intensifying. In September 2023, Suzuki Motor Corporation and Panasonic Cycle Technology announced a joint development initiative to create next-generation mobility solutions built around electric bicycle drive units. The partnership signals growing cross-industry convergence between automotive and cycling technologies.

Meanwhile, Shimano has expanded its urban-focused offering with Q'AUTO, an automatic electronic shifting system built on its CUES platform, targeting everyday and utility bikes. Such innovations highlight how digitalization and automation are reshaping even entry- and mid-level segments.

Sustainability, Health and Policy Support

Sustainability considerations are increasingly central to both corporate strategy and consumer behavior. Japan's national objective of achieving carbon neutrality by 2050 has placed low-emission mobility solutions firmly on the policy agenda.

Government-backed initiatives promoting cycling tourism and urban cycling infrastructure - including expanded bike lanes and designated long-distance routes - are stimulating participation. At the same time, heightened health consciousness since the pandemic has reinforced cycling's appeal as part of everyday wellness routines.

Commuter cycling has gained a stable foothold in major cities, contributing to steady baseline demand even during periods of economic uncertainty.

Outlook: Qualitative as Well as Quantitative Growth

Industry executives expect the Japanese bicycle and e-bike market to expand steadily over the coming years - not necessarily through explosive volume growth, but via qualitative transformation.

While imports will remain structurally important to unit supply, Japan's competitive strength lies in advanced components, high-spec tires, drive systems and electronic integration. For domestic players, the strategic priority is clear: leverage technological leadership and brand heritage to capture higher value within a mature yet evolving market.

With stable economic fundamentals, strong innovation pipelines and deep-rooted cycling culture, Japan's bike sector appears well positioned to navigate global volatility - and to shape the next chapter of urban mobility at home. ■ EG

CHINA MARKET PIVOTS NAVIGATING THE 15TH FIVE-YEAR PLAN

The Chinese bicycle sector, long considered the 'Bicycle Kingdom' of the world, is currently navigating one of the most significant structural transformations in its century-long history.



Liu Suwen, chairman of the China Bicycle Association

13-percent cycling population, shifting from entry-level e-bikes to high-end speed pedelecs and cargo bikes where margins can absorb tariff costs, and leveraging the EU's Carbon Neutral 2050 goals and the proposed 90-percent emission reduction by 2040 to position Chinese e-mobility as an essential partner in Europe's green transition.

As the industry closes the book on the 14th Five-Year Plan (2021–2025) and accelerates into the 15th Five-Year Plan (2026–2030), the focus has shifted decisively from mass-market volume to high-value innovation, premiumization, and "new quality productive forces."

Despite the specter of trade volatility and domestic economic headwinds, the sector is demonstrating remarkable resilience. According to recent data from the China Bicycle Association (CBA), the market is on track to reach a valuation of approximately 266bn yuan (\$37bn) by 2027. This growth is no longer driven by the ubiquitous utility bikes of the past, but by a sophisticated mix of high-end sports models and technologically advanced e-bikes.

The Five-Year Pivot: From Volume to Value

The transition into 2026 marks a strategic recalibration for Chinese manufacturers. Under the guidance of chairman Liu Suwen, the CBA has aligned the industry with national dual-carbon goals. The 15th Five-Year Plan emphasizes a shift from zero-to-one breakthroughs to one-to-100 industrial scaling. This means the priority is no longer just inventing new materials – such as ultra-lightweight carbon fiber and magnesium alloys – but integrating them into mass production at a competitive price point.

Historically, bicycles were one of China's three major items (alongside sewing machines and watches). Today, they have evolved into high-tech lifestyle products. While the pandemic-era export boom saw a historic peak in Q3 2020 – when exports cleared \$1.1bn

in a single quarter for the first time since 1995 – the post-pandemic era has stabilized. Current export volumes fluctuate between 35 and 40 million units annually, valued at roughly \$2.3bn to \$2.5bn.

Regional Powerhouses and the Cluster Effect

China's manufacturing prowess remains anchored in its specialized industrial clusters. These hubs account for the lion's share of the nation's 51 million-plus unit annual output, and include Tianjin, the global hub for mid-to-entry-level manufacturing and high-volume exports; Guangdong (Shenzhen/Huizhou), the center for high-end carbon fiber frames and electronic component integration; Jiangsu/Zhejiang, the primary engine for the burgeoning e-bike and motor-drive sectors and; Shanghai, home to legacy brands and the headquarters of many premium-tier R&D centers.

Breaking the Component Bottleneck

The industry's greatest challenge remains its reliance on foreign high-end components. For bicycles priced above RMB 1,000 (\$140), Japan's powerhouse Shimano still controls an estimated 95 percent of the transmission market, a dependency that has long been a choke point for Chinese brands.

However, the tide is turning. Domestic component manufacturers like L-Twoo, Sensah, and Wheeltop are gaining significant ground in the mid-range market. In 2025, Shimano reported a sharp decline in sales within China, partly due to inventory gluts but also due to the rising

competitiveness of local alternatives. This domestic catch-up is a cornerstone of the 15th Five-Year Plan, which prioritizes technological self-reliance.

The Rise of High-Performance Domestic Brands

While Taiwan-based Giant and Merida continue to dominate the premium domestic landscape, mainland brands are no longer content with being OEM partners. Brands such as Pardus (Ruibao), SEKA, and Kemp have emerged as legitimate contenders in the performance segment. At the same time, the heritage brands of Shanghai Phoenix & Forever have undergone massive rebranding. Forever's Dragon brand and its Gengchen series frames have successfully tapped into the Guochao (national wave) trend, combining high-end performance with Chinese cultural aesthetics. Pardus, now a staple in the professional racing circuit, is providing equipment for national teams and gaining international recognition for its carbon fiber engineering.

Export Strategies: Navigating Trade Barriers

The export landscape remains complex. In January 2025, the European Commission extended anti-dumping duties on Chinese-made electric bicycles for another five years, with tariffs ranging from 10.3 to 70.1 percent. Similarly, the UK has extended duties specifically targeting folding e-bikes through 2029. To counter these barriers, Chinese firms are pivoting their export strategies to prioritize countries with high cycling advocacy, such as France, which has a 47-percent cycling population and the UK, with a

The E-Bike Frontier: Data at a Glance

The most dynamic segment remains the mid-to-high-end electric bicycle. With an annual growth rate of roughly 20 percent, e-bikes now represent nearly 20 percent of the total market share, according to CBA and Mordor Intelligence reports. Traditional utility bikes represent 55.5 percent of market share, but the growth forecast through 2030 predicts a decline of 2 percent. Performance road and mountain bike took up just 6 percent of share in 2025, but represent future high-growth potential of 12 percent, while cargo/specialty bikes qualify as an emerging segment, with just 2.5 percent of current market share.

Future Outlook: 2026 and Beyond

The domestic potential remains largely untapped. The Chinese State Sports General Administration notes that only 0.4 percent of the population currently engages in cycling as a sport. For comparison, in several European nations, that figure exceeds 20 percent. This gap represents a massive growth runway for mountain and road bikes. Furthermore, the smart bike revolution is just beginning. Integration with 5G, GPS-driven anti-theft systems, and health-monitoring AI are becoming standard features in the latest releases from XDS and Yadea.

As far as 2026 goes, the Chinese bicycle industry is clearly no longer satisfied with being the world's factory. Through strategic investment in R&D, a focus on the domestic sports culture, and a resilient approach to international trade, the sector is geared up to lead the next era of global micromobility. ■ **EG**

SUNNY WHEEL FINDING OPPORTUNITY IN OFTEN-OVERLOOKED PARTS

The Show Daily visited Taiwanese accessory maker Sunny Wheel, where vice general manager Vivian Hsu described how the company is refining its role as both manufacturer and development partner.

Accessories rarely enjoy star status in the bicycle industry. They are the practical items: fenders, baskets, chain covers, child seats, grips. Useful, necessary and often overlooked. Yet, the Taiwanese manufacturer **Sunny Wheel [Hall 1 / K0622]** has built a business by taking exactly those everyday products seriously.

That seriousness was immediately apparent during The Show Daily's visit to Sunny Wheel's headquarters in Changhua, south of Taichung. The company's development, it became clear, has been shaped as much by manufacturing know-how as by market demand. Founded in 1984, the Taiwanese firm began with producing training wheels before steadily expanding into a much broader range of bicycle accessories.

"In the course of our history, we moved from metal processing into plastics and then into products that combine both materials. Today, we offer a wide portfolio across all kinds of accessory categories," vice general manager Vivian Hsu says, while presenting some of the company's bestselling fenders, child carriers, kickstands and

quick-release adapters. Business is split evenly between OEM and the company's own brand. Europe remains Sunny Wheel's largest market, with a share around 50 percent, followed by North America at roughly 35 percent, while Japan accounts for most of the rest.

Despite its broad portfolio, the manufacturer occupies an interesting middle ground. The company employs 164 people in Taiwan and a similar number at its two China-based plants, according to Hsu, giving it enough capacity to support a wide product range without losing the flexibility on which its business depends. During our visit, we also learned that Sunny Wheel has continued to invest in new machinery, in-house testing and additional space, including a new building that came online last year. Together, those investments reflect a company that is not simply adding volume but steadily deepening the technical capabilities behind its accessory range.

Sunny Wheel's thinking on sustainability follows the same pragmatic logic. Hsu spoke less about lofty targets than about the product-level decisions that can make a real



Sunny Wheel's vice general manager Vivian Hsu. (Photo: Werner Müller-Schell)



Inside Sunny Wheel's Changhua factory, south of Taichung. (Photo: Werner Müller-Schell)

difference – from material choices and recyclability to designing products in ways that make end-of-life recycling easier for consumers. "We are not just supplying products; we are offering solutions in close cooperation with the designers and product managers of our partners, also when it comes to sustainability," she says.

Our visit to Sunny Wheel made clear that the company's strength lies precisely in the kind of products

the bicycle industry can too easily overlook. Fenders, baskets, chain covers and child seats may lack the glamour of bigger-ticket components, but Sunny Wheel has turned them into a business built on manufacturing depth, design support and steady technical investment. In that sense, the lesson from Changhua was a simple one: In bicycle accessories, seriousness still counts, and Sunny Wheel has made that its specialty. ■ WMS

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GENIO BIKES

ALLOY EXPERTISE MEETS LOW MOQs

Frames made of carbon may take the center stage, but thanks to the combination of low weight and affordable pricing, alloy frames are still in high demand.

Genio Bikes [Hall 1 / KO021] focuses on building these frames in Taiwan, offering its customers plenty of flexibility at low MOQs (minimum order quantities).

Founded in 1999, Genio Bikes is a relatively young player within Taiwan's bicycle industry but packed plenty of experience from the very start. Having worked for a major assembler, Jeff Lin saw the potential in the frame building business and convinced two other families to join forces to start Genio Bikes. The company tried its hand at carbon frames between 2010 and 2022, but ultimately decided to fully focus on aluminum frames, offering more flexibility at lower minimums and significantly lower tooling costs. Those are all benefits that appeal to the smaller brands Genio builds for, such as Zerode, Propain, Salsa or cargobike specialist Butcher & Bikes.

Genio Bikes operates from three locations in Taichung's rural Houli District, in the backyard of the busier Dajia District. "Of course we would prefer to bring all operations under one roof, as that would be easier and more efficient. But when it comes

to suitable plots of land, we simply can't compete with companies from the booming ICT sector," says sales representative Calvin Lin. So rather than producing under one roof, Genio Bikes decided to focus on different tasks at the three facilities. The original headquarters are now fully dedicated to producing and assembling hand-welded frames. A second facility is solely focused on prepping alloy tubes and parts for the frame production. And while production steps such as hydroforming, forging, casting and painting have been outsourced, there are still plenty of steps being performed in-house.

Apart from office space and meeting rooms, the new, spacious headquarters house welding robots on its ground floor plus a small framebuilding workshop for initial test runs.

There is also an in-house test lab that is state-of-the-art both in terms of the test stands and the protocols that frames are subjected to in the lab. The combination of flexibility and low MOQs for frames made of aluminum puts Genio Bikes in a prime position to produce frames for



Due to its full focus on aluminum frames and forks, craftsmanship can be witnessed in action at Genio Bikes.

the novel 32-inch wheel size, which comes with its own requirements and challenges in terms of frame geometry and kinematics.

Last year was not easy for Taiwan's bicycle industry, and even an ultra-specialized manufacturer like Genio Bikes with plenty of business in the mountain bike segment could not escape the slump, Lin explains: "Full warehouses resulted in reduced order volumes, so we were forced to cut down operations to four working days in 2025, but seeing the improv-



The headquarters of Genio Bikes are surrounded by trees and rice-paddy fields.

ing market situation, we are confident to return to the usual five working days in 2026." ■ LVR

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KARMINA LAUNCHES MID-DRIVE MOTOR DELAYS DIDN'T STOP THE KH GEARS' SUBSIDIARY

Multi-year product delays usually mean huge headaches and logistical challenges to navigate, but for Karmina, the subsidiary of manufacturer KH Gears, a glitch in the original plan to launch its mid-drive motor equated to significant savings for the company.

Karmina [KH Gears, NEX 1 / 10218] originally had planned to launch its mid-drive motor earlier but realized its weight and size to power ratio risked becoming outdated. So, the R&D team went back to the drawing board with a clear goal to get the drive unit smaller and lighter. This brought the overall development time to eight years in total. "At first the delay due to the need to further downsize our e-drive system, it felt like a defeat," Karmina's account manager Will Chung says. "But due to this delay, Karmina did not end up scaling up when demand was already dropping and did not fill warehouses with product that lost value while gathering dust."

Instead, Karmina now is ready to supply bicycle manufacturers with the HX 200, a compact mid-motor e-drive system that delivers a peak torque of 75 Nm at a weight of 1.96 kilograms. In terms of service, Karmina benefits from being a subsidiary of a large corporation. KH Gears was founded in 2003, counts a staff of 900 and has built an excellent reputation in precision transmission systems for power

tools and robotics. Thus, Karmina is backed by some serious industrial capacity, which shows in its service platform. Offering cloud connectivity from production to assembly, delivery to dealers and bringing an e-bike on the road as the final step, it allows for a seamless traceability and an early detection of any potential issues.

While Karmina does offer HMI solutions of its own and a choice of in-tube batteries with a capacity of either 375 Wh or 504 Wh, the system has been designed to be open and modular to allow for more customization. A basic app is ready to go as well, with more functions to follow. Its first customer is a Taiwanese brand that plans to produce a batch of 600 units for the domestic market. This small quantity can be handled by Karmina's scalable assembly lines and test lab set up on an upper floor of a large building in Taichung's Nantun Industrial Zone. Larger quantities will be assembled either in Ho Chi Minh City, Vietnam, or Zhuhai, China, where Karmina has set up production lines to serve markets such as Japan, the United States and Europe.



Harvey Wu, Will Chung and Daniel Chen (from left to right) of KH Gears with consecutive iterations of Karmina's mid-motor unit.



The display of the HX 200 system is neatly embedded in the toptube, adding to the unit's low-profile looks.

With a new website in the works and a service center for Taiwan to become operational by the time Taipei Cycle starts, Karmina is in the final stages of bringing its compact and lightweight e-drive system to the market. The supplier's offices and R&D department are based in the same Taichung location as the first assembly lines, so potential buyers can conveniently add Karmina for

planned trips to the Nantun Industrial Zone. Anyone interested in testing the HX 200 system at Taipei Cycle can get in touch with Karmina's staff at the KH Gears booth. ■ LVR

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OVERVIEW: ROAD & GRAVEL BIKES

ALL ROADS LEAD TO DYNAMIC, MODERN MACHINES

Taipei Cycle 2026 showcases new gravel and road platforms for performance-focused riders and long-distance explorers alike. Here are some of the highlights from the show floor.



Road and gravel innovations at Taipei Cycle 2026 highlight performance, integration and material diversity.

Gravel and road bikes remain among the most dynamic segments in the bicycle industry, and Taipei Cycle 2026 reflects this diversity with a carefully differentiated range of new platforms. Rather than following a single dominant trend, manufacturers are refining distinct approaches: aerodynamic road race machines that balance speed and comfort, gravel bikes that merge racing intent with practical integration, heritage-driven steel frames updated with contemporary standards, youth-specific performance concepts, and increasingly subtle electric-assistance systems.

Across categories, several themes emerge from the show floor. Integration plays a central role, from concealed frame storage and fully internal cable routing to seamless motor incorporation. At the same time, tire clearances continue to expand, underlining the growing overlap between road, all-road and gravel use cases. Material diversity – from advanced carbon construction to high-end stainless steel – demonstrates that performance innovation is no longer limited to one material or one drivetrain philosophy. Instead, brands are shaping highly focused solutions for clearly defined rider groups, from elite racers to ambitious young athletes and adventure-oriented gravel riders. The following overview highlights selected examples that illustrate this breadth of approaches.

We start with the latest evolution of the **Merida [Hall 1 / M0620]**: Reacto, a platform that has been part of the Taiwanese brand's road portfolio since 2011. Now in its fifth generation, the



The Merida Reacto combines aero efficiency, reduced weight and 32mm tire clearance in its fifth generation.



Merida's Mission pairs CF4 carbon construction with 40mm tire clearance and integrated storage for race-focused gravel riding.

aero road model has been further refined with a focus on reduced weight, maintained stiffness and consistent comfort. A race-ready target of 6.8 kilograms underlines its competitive ambitions, while tire clearance has been expanded to accommodate up to 32mm tires, reflecting the current convergence of aero performance and everyday usability. Despite its

aerodynamic emphasis, the Reacto is positioned as more than a pure aero specialist, combining speed with control and versatility. With 10 models available, the range addresses varying budgets and racing priorities within the performance road segment.

Building on that road-focused foundation, Merida also expands into high-performance mixed terrain with the new Mission. Positioned as a gravel-race and multi-surface model, it is built exclusively around a CF4 carbon frame and merges geometry cues from the brand's endurance and gravel platforms with a distinctly sport-oriented setup. A tire clearance of up to 40mm enables both gravel race tires and high-volume road options, reinforcing its dual-surface intent. An aggressive stack height, relatively slack head angle and low bottom bracket are designed to balance stability and direct handling. Integrated frame storage, Disc Cooler technology and UDH compatibility further highlight its alignment with contemporary gravel standards.



KTM's Gravelator Carbon integrates downtube storage and versatile mounting options into a performance gravel platform.

A similarly performance-driven yet more adventure-oriented approach can be found in the new Gravelator Carbon series from **KTM Fahrrad [Hall 1 / L0828]**. Here, integration and functionality take center stage. The newly developed carbon frame features FIS – or Full Integrated Storage – offering concealed downtube space for tools, nutrition or spare parts. On the Exonic and Prime models, the integrated HUT (Helpful Universal Tool) adds further on-bike utility. For model year 2026, KTM has refined the geometry to deliver a more balanced and comfort-oriented riding position without sacrificing agility. Numerous mounting points support extended bikepacking setups, while the Flexibridge system enables quick and secure fender installation. The result is a gravel platform that blends performance ambitions with long-distance practicality.

While carbon continues to dominate much of the performance segment, alternative materials also claim space on the show floor. The Speciale Corsa XCR from **Cinelli [Hall 1 / F0439]** presents a distinctly different interpretation of modern road racing. Conceived as a bridge between tradition and innovation, the frame is crafted from Columbus XCR stainless steel tubing and joined by stainless steel 3D-printed lugs. Handmade in Milano, the 1,990-gram frame is paired with a 392-gram fork and accommodates tires up to 32mm. Fully integrated cable routing and UDH compatibility ensure technical relevance, while premium build options, such as Campagnolo Super Record WRL 13s, SRAM RED eTap AXS



The Giant Seek is a lightweight youth road bike with 650b wheels and geometry tailored to young riders. (Photo: Werner Müller-Schell)



The Eddy Merckx Corsa Pèvèle Ti is a handcrafted titanium all-road bike with up to 40mm tire clearance.



Ridley's E-Noah integrates the compact TQ HPR40 system into a discreet aero e-road platform.



Vitop's E-Gravel 700C frameset supports rear hub motors and fully integrated internal routing.

and Shimano Dura-Ace Di2, underline its race orientation. The XCR illustrates how high-end steel can coexist with – and complement – the carbon mainstream.

Another notable development is the growing attention to younger performance riders. With the Seek, **Giant [Hall 1 / M0820]** presents a lightweight road platform designed specifically for aspiring athletes rather than a scaled-down adult model. Built around an Aluxx aluminum frame with a composite fork and optimized 650b carbon wheels, the Seek 1 weighs approximately 7.4 kilograms.

Geometry, cockpit and controls are tailored to riders between roughly 130 and 150cm tall, including shorter-reach drop bars, calibrated brake levers and 130mm cranks. The tire clearance up to 37mm broadens its range into mixed surfaces, while features such as internal routing, UDH compatibility and electronic 1x drivetrain options align with adult-grade performance standards.

From **Belgian Cycling Factory [Hall 1 / L0329a]**, Eddy Merckx Cycles is showing a titanium interpretation: the Corsa Pèvèle Ti, an all-road platform that combines durability, comfort and contemporary standards. The frame is handcrafted in Italy from Columbus Hyperion titanium tubing, with final assembly completed at the company's headquarters in Beringen, Belgium. Bespoke 3D-printed UDH dropouts ensure compatibility with modern drivetrains and future-proof integration. Geometrically, the Pèvèle Ti positions itself between road and gravel. A slightly lower bottom bracket lowers the center of gravity for added stability, while a wheelbase shorter than that of a typical gravel bike preserves responsive handling. The tire clearance reaches 40mm with a 1x drivetrain and 38mm in a 2x configuration. Mounting points on



Cinelli's Speciale Corsa XCR blends Columbus stainless steel tubing with 3D-printed lugs and modern race standards.

the toptube, mudguard compatibility and optional integrated dynamo cable routing further emphasize its versatility across road and mixed-surface use.

Electrification, meanwhile, continues to enter segments once considered purely analog. A clear example is the E-Noah from **Ridley [Hall 1 / L0329a]**, based on the brand's established aero race platform. Integrating the TQ HPR40 system – with a 1.2-kilogram drive unit and 1.42-kilogram battery seamlessly incorporated into the frame – the

bike delivers 40 Nm of torque and up to 200 W of additional power. With a total weight below 11 kilograms and discreet handlebar-integrated controls, the E-Noah demonstrates how electric assistance can be integrated

into high-performance aero road bikes without fundamentally altering their appearance or ride character.

Finally, not all innovation on display comes from complete bike brands. Taiwanese manufacturer **Vitop [Hall 2 / R0734]** presents itself as a design-driven development partner specializing in custom frame engineering and full bike integration. Its E-Gravel 700C carbon frameset reflects the growing demand for scalable electrified gravel solutions. Designed around 135mm rear spacing and compatibility with rear hub motors, the platform combines carbon construction with fully integrated internal cable routing for a streamlined appearance. With an agile development structure and established supply chains, Vitop positions itself as a bridge between concept and series production – illustrating how the evolution of road and gravel bikes increasingly depends on collaborative engineering as much as on brand identity. ■ **WMS**

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OVERVIEW: BICYCLE TIRES**WHERE THE RUBBER MEETS THE ROAD**

Performance, puncture protection and sustainability define the latest generation of bicycle tires. The Show Daily examines the developments redefining grip, durability and efficiency.



The latest tire innovations at Taipei Cycle 2026 highlight how this sector continues to evolve across every riding segment.

The connection between bicycle and surface is established through a component that is both essential and frequently underestimated: the tire. As the only contact point with the ground, it determines grip, rolling resistance, comfort and puncture resilience, yet often receives less attention than frames, drivetrains or drive units. At Taipei Cycle 2026, however, tires move into sharper focus. Across the road, gravel, mountain bike and urban segments, manufacturers present refined rubber compounds, advanced casing constructions and application-specific tread patterns designed to meet increasingly differentiated demands. Wider formats for all-road versatility, reinforced layers for commuting reliability and lightweight, low-resistance models for performance riding illustrate the spectrum on display. At the same time, sustainability emerges as a parallel development path, with recycled materials and longer service life playing a growing role. The overall direction is clear: Tire technology is evolving in step with changing riding styles and mobility expectations. The following tour through the booths highlights which models and technologies are setting the tone for the season ahead.

We begin with **Challenge Tires [Hall 1 / L0325a]** and its new 4 Stagioni XP – Handmade TLR, an all-conditions road tire positioned for riders who continue training and racing beyond the dry summer months. Built around the brand's Handmade SuperPoly 260 TPI casing,



The 4 Stagioni XP by Challenge Tires is a handmade tubeless-ready road tire designed for year-round performance and enhanced puncture protection.

the tubeless-ready model combines a supple ride feel with added durability through its XP protection layer, featuring Corazza Silver and Gold Armor. A new Easy-Fit shape and updated bead improve compatibility with hookless rims, while the SMARTHIDRO compound is tuned for wet grip and cornering control. Available in five sizes with tan or black sidewalls, the 4 Stagioni reflects the growing demand for performance tires that balance sensitivity and year-round resilience.

Next up is **Hebei Luying Rubber Products [Hall 1 / L1302]**, presenting a camouflage-patterned tire developed for extreme sports.

Hebei Luying's camouflage-patterned tire combines freestyle durability with a bold purple-pink design for BMX and extreme sports use.

Designed primarily for BMX and freestyle riding, the model pairs a bold purple-pink color-block camo aesthetic with a tread construction aimed at maintaining stability on ramps, street obstacles and other complex terrain. Beyond its visual impact, the tire is built to deliver consistent grip and structural reliability under high-impact use. Positioned as both a functional component and a customization element, it reflects the continued overlap between performance requirements and style-driven product differentiation in the freestyle segment.

Back to road speed, **Pirelli [Hall 1 / M0407]** introduces the P Zero Race SL-R, the latest addition to its per-



The Hyper Core by Obor is an all-condition road tire engineered for long-distance training on asphalt and mixed surfaces.



formance-oriented road racing portfolio. Developed with aerodynamic efficiency as a central objective, the tire integrates patent-pending technologies designed to reduce airflow separation and enhance the rim sailing effect, thereby lowering overall drag.

Its new LiteCore construction marks Pirelli's lightest tubeless-ready casing to date, engineered for low rolling resistance and a notably supple ride feel. The Smart-Evo compound

Pirelli's P Zero Race SL-R integrates aerodynamic optimization and a lightweight LiteCore casing for high-speed road and time trial applications.

Schwalbe's Pro One Allroad bridges road racing speed and light gravel capability with reinforced construction and a sustainable material approach.

The 26-inch Airless Tire from Tannus eliminates punctures and reduces maintenance for bike-sharing and rental fleets.

WTB's Resolute, now available in 50mm, is an all-weather gravel tire built for consistent traction across changing terrain and conditions.

targets consistent grip in both dry and wet conditions. Manufactured in Italy, the SL-R underscores how marginal aerodynamic and material gains continue to shape high-level road and time trial competition.

Another road-focused option comes from Georgia-based **Obor [Hall 1 / L1228]** with the Hyper Core, an all-condition tire developed for high-mileage training and variable terrain. Positioned as a durable companion for ambitious road riders, the model features a versatile tread pattern designed to transition from smooth asphalt to rougher surfaces, including light gravel. The construction prioritizes stability and resilience under changing weather conditions, aiming to deliver predictable handling and consistent grip over extended distances. With its emphasis on durability and adaptability, the Hyper Core reflects a broader market shift toward road tires that blur the line between pure performance and everyday reliability.

Staying in the road category, **Schwalbe [Hall 1 / M0313]** expands its portfolio with the Pro One Allroad, a model designed to bridge the gap between pure road racing and light gravel use. Rooted in the extreme demands of Paris-Roubaix, the tire combines race-focused speed on asphalt with dependable grip on rough surfaces and in wet conditions. Its Race Pro construction features three carcass layers on the sidewalls for enhanced cut and impact protection, complemented by an improved, wider V-Guard belt under the tread. An optimized Addix Race compound balances low rolling resistance with precise wet grip. Tubeless-ready and produced using Fair Rubber and recycled carbon black, the Pro One Allroad also reflects

The E-Huntsman from Vee Tire Co. is a reinforced fat tire developed for high-torque e-bikes and diverse terrain, from city streets to snow.

the industry's growing emphasis on sustainability.

Moving into the e-bike segment, **Vee Tire Co. [Hall 1 / L0918]** presents the E-Huntsman, a fat tire developed specifically for high-torque electric applications. Engineered to meet the increased loads and sustained speeds of modern e-bikes, the model focuses on traction, stability and control across a broad range of surfaces, from urban asphalt to sand, snow and mixed terrain. Its reinforced construction is designed to maintain structural integrity under powerful acceleration and heavier system weights, while still delivering balanced rolling efficiency and ride comfort. Offered in 20 x 4.0, 20 x 4.5 and 20 x 5.0 sizes, the E-Huntsman addresses the growing diversity of compact urban commuters and adventure-oriented fat e-bike platforms, reflecting the continued expansion of the electric-mobility segment.

In the gravel segment, U.S. manufacturer **WTB [Hall 1 / L0317]** highlights the Resolute, an all-weather tire developed for riders who prefer a single setup across changing seasons and terrain types. Its small, square-profile knobs are arranged to provide consistent traction on hardpack, dirt and loose surfaces, while the open spacing helps shed mud efficiently in wet and variable conditions. Designed for gravel and cyclocross use, the Resolute's generous volume supports comfort, damping and control on long, undulating routes and endurance-focused rides. Now available in a 50mm width, the latest version responds to the ongoing shift toward higher-volume gravel tires, combining stability, grip and rolling efficiency in a format that reflects the "bigger is better" trend within the category.

Also in the gravel segment, **Vittoria [Hall 1 / F0429]** unveils its new Terreno PRO Gravel Range, a line positioned at the intersection of high performance and reduced environmental impact. Classified under the brand's Gravel Terrain Score from T10 Hardpack to T60 Mixed, the tubeless-ready models are

Vittoria's Terreno PRO range combines race-focused gravel performance with a casing made from renewable and recycled materials.

engineered to deliver measurable gains in speed, grip and puncture resistance compared to the existing Endurance construction. Central to the concept is a casing made from organic cotton and recycled nylon, combined with an Eco Race formulation compound. Manufactured in a carbon-neutral-certified facility and incorporating 92 percent renewable and recycled materials, the Terreno PRO range reflects how sustainability is increasingly embedded into top-tier gravel racing technology.

In the urban mobility segment, **Tannus International [Hall 1 / M1231]** presents its 26-inch Airless Tire developed specifically for bike-sharing and rental fleets. Built from the company's proprietary Aither compound, the tire eliminates the need for inner tubes and air pressure maintenance, offering a fully puncture-proof solution designed for intensive daily use. By removing flats and reducing service intervals, the system aims to lower operational costs and minimize downtime for fleet operators. At the same time, the solid construction is engineered to provide consistent ride characteristics under varying loads and conditions. The concept reflects a growing focus on durability and lifecycle efficiency in shared mobility applications.

Meanwhile, responding to the growing industry discussion around 32-inch wheel platforms, Taiwanese tire manufacturer **Kenda [Hall 1 / J0612]** has expanded its manufacturing capabilities to produce tires in this emerging size. Rather than presenting a single dedicated model, the move reflects a broader strategic investment aimed at enabling selected existing performance lines to be adapted to the larger diameter as demand materializes. As interest in 32-inch setups increases – particularly in off-road segments seeking improved rollover and traction – the company has installed new equipment to remain flexible despite the uncertainty and higher costs typically associated with new standards. Although concrete product details have not yet been communicated, the initiative signals proactive preparation for a potential shift in wheel and tire formats.

This mention is not a specific tire but, rather a product closely linked to tire use. **Jet Rider [Hall 1 / M0403a]** is showing the Granite Crust Tire Covers, developed to prevent dirt transfer after off-road rides. Designed for cyclists

transporting or storing bikes indoors, the stretch-fit covers slip over 24- to 29-inch wheels with tires up to 3 inches wide, containing mud and debris before they reach car interiors, car seats or home floors. Made from durable, washable fabric, the covers are intended for repeated use and pack into a compact storage bag for convenient transport and storage between rides. The product highlights how peripheral solutions can address practical, everyday challenges surrounding modern cycling, particularly for riders who regularly move between trail and urban environments.

Taken together, these exhibits at Taipei Cycle 2026 demonstrate how dynamically the tire segment is evolving across all categories. From aerodynamically optimized road models and high-volume gravel setups to reinforced e-bike constructions and fully airless urban solutions, manufacturers are refining performance while addressing durability and efficiency in equal measure. At the same time, recycled materials, alternative compounds and investments in new wheel standards such as 32-inch platforms signal long-term strategic thinking beyond short-term product cycles. Our verdict when it comes to tires at this year's Taipei Cycle: Whether it's a high-tech race component, a fleet-focused workhorse or a practical accessory, the modern bicycle tire is increasingly defined by specialization, system integration and sustainability.



Jet Rider's Granite Crust Tire Covers help keep car interiors and home floors clean after muddy rides.



OVERVIEW: BRAKES**STOPPING POWER FOR EVERY BIKE**

In the year since the last Taipei Cycle, both SRAM and Shimano have launched new generations of disc brakes for mountain bikes. Tektro is closing the gap to its premium TRP offering and Magura covers a broad range of applications with its new products.



Shimano's new brakes deliver next-generation stopping power for new-school riding.

Disc brakes have become the norm on the vast majority of bicycles sold through IBD channels and have made advances into the mass market as well. One sign of a mature market is product differentiation and disc brakes are no different. As e-bikes have made their way into almost all bicycle segments, the added weight and speed of the bikes have called for beefed-up braking systems, leading to larger-diameter rotors with added wall and pad thickness for durability. E-cargo bikes with system weights of up to 250 kilograms place demands of their own on the brakes, as does gravity mountain biking. For road bikes, weight and drag-free operation naturally are prime considerations, and, for kids bikes, ergonomics and safety are more important than power.

In terms of market relevance, the biggest bicycle brake-related news is the new disc brakes that **Shimano [Hall 1 / MO814]** launched last summer as part of its first wireless XTR, XT and Deore mountain bike groups. All three are available in either four-piston Trail versions for gravity-oriented riding and eMTBs or two-piston XC configurations for weight-conscious



Ergonomics were a key factor for Shimano when developing its next generation of disc brakes for mountain bikes.

builds. Forged from one piece of aluminum, the calipers add stiffness for a precise bite. The brake levers are different as well, with the compact XC unit sporting a carbon lever blade but no tool-free adjustments and the Trail unit visibly burlier, relying on an alloy lever blade and additional dials to



fine-tune settings on the fly.

Shimano also found ways to optimize the shape of both the master cylinder and lever blade and the position of the pivot point. As a result, the lever blade tracks the natural arc of the finger neatly when braking. Following a larger industry trend, the

hydraulic lines exit the master cylinder parallel to the handlebar, while the inner workings of the hydraulics have been refined for a consistent bite point without fading. New seals offer less overall friction within the system and a reformulated lower-viscosity mineral oil are the finishing touches, resulting



Two years after launching Maven, Sram is bringing an improved version to the market.

Maven was introduced two years ago as the first disc brake of the company to use mineral oil rather than DOT brake fluid.

So what's new with the Maven G2? Most visibly the calipers now feature four identically sized pistons with a diameter of 18mm, whereas

the initial design paired two larger-sized pistons with a diameter of 19.5mm and two at 18mm.

This is meant to optimize the hydraulic ratio when combined with the new master cylinders.

Here the Maven G2 offers a real novelty as a redesigned Swing Link transmits force from the lever blade to the master cylinder. Its leverage-rate curve has been tuned for smoother power delivery and enhanced modulation, with SRAM offering a gold-anodized progressive and a red-anodized even more progressive Swing Link to choose from. Thanks to the Stealth lever architecture, the brake lines are kept close to the handlebar.

Over the years Magura [Hall 1 / L0818] has built a rock-solid reputation for building powerful hydraulic brakes, and the Gustav Elite, Louise Elite and Clara Pro as

its latest additions are no exception. All three disc

The Gustav Elite features many advantages of the Gustav Pro disc brake at a lower price.



With plenty of power and durability, the new Orion disc brakes signal the top-end of Tektro's line-up.

brakes come with four-piston calipers that have been forged from one piece of aluminum for added stiffness. They all work with an increased volume of mineral oil for full compatibility with the ABS system co-developed by Magura and Bosch eBike Systems, and they all use Easy Link connectors and fittings that facilitate initial assembly and servicing. The Louise Elite blends stopping power with reliability and affordability while being compatible with standard rotors and pads.

The Gustav Elite and Clara Pro have both been engineered with even more stopping power and therefore rely on rotors with 2.5mm thickness and beefed-up brake pads. The Gustav Elite brings the premium braking performance of the Gustav Pro introduced in 2024 at two thirds of the price, aiming at the gravity and eMTB markets. Built for heavy e-bikes and certified for the use on cargo bikes with an overall system weight of up to 250 kilograms, the Clara Pro oozes pure utility: This brake comes with a sturdy aluminum master cylinder rather than Magura's typical lightweight Carbotechnology units, and the lever blade easily fits three fingers.

While its TRP brand caters to performance-oriented and premium segments, **Tektro [Hall 1 / KO108]** is a key OE supplier for volume markets under its own name. Of course, the know-how gathered with TRP is trickled down to volume-oriented products as well, and the Orion disc brakes at the top-level of Tektro are proof of that. The new master cylinder comes with a lever reach of 80mm and its design allows for a tidy routing of the hydraulic lines along the handlebar. Hinting at Tektro's strong position on the OE market, the two-piece clamp of the master cylinder has been designed to work with shifters of various manufacturers.

For sportive riding and to keep

the added weight of e-bikes in check, Tektro based the Orion on four-piston Performance calipers, combined with 2.3mm-thick rotors and 5mm-thick brake pads. This increases the brake's power and also extends service intervals. If weight is a concern, Tektro has a comprehensive selection of two-piston calipers that work with 1.8mm rotors and standard pads. Two features initially developed for premium TRP products can be found throughout almost the entire Tektro disc brake range: high-performance mineral oil circulating in 5mm performance hydraulic hoses, and the Clean Cockpit Lever series for adults and juveniles.

With the HT254, **Alhonga [Hall 1 / JO330]** launches hydraulic disc brakes developed specifically for children's bicycles, with a reduced lever reach of 70 to 80mm that can be adjusted tool-free. These brakes work with mineral oil, and the two-piston calipers and hydraulic internals are made of aluminum for durability and reliability. To reduce both weight and CO2 emissions, the master cylinder and the lever blade are made of composite material. This also allows for various colorways just by adding pigments, with no painting or anodizing. As a true OE product, the calipers are available to fit IS, PM or flat mount interfaces, and the master cylinder has been designed to work with various types and shapes of shifters. ■ **LvR**



Even time trialists and triathletes have to hit the brakes sometimes, and SRAM has thought of them in the development of its extended brake offerings.

in powerful disc brakes that still offer plenty of modulation.

After improving the performance of its road bike disc brakes significantly with the new generation of RED HRD disc brakes, **SRAM [Hall 1 / MO612]** has started to trickle down that novel technology to lower pricepoints. But the Taiwanese American supplier is also playing select niches, as illustrated by the launch of an aero-optimized version of the RED disc brakes for TT and triathlon bikes.

For the mountain bike gravity and eMTB market, SRAM has updated the strongest brake in its line-up to deliver even more confidence at speed. Available in Ultimate, Silver and Bronze versions, the

With full-size levers that resemble motorbike brakes, the Clara Pro has been designed to handle heavy loads.



Made from composite, the master cylinder and lever blade of Alhonga's HT254 disc brake come in various colorways.

NEW PRODUCTS



JOYCUBE BATTERY IT38

Joycube new integrated battery IT38 is designed with a module-replacement solution and features a smart BMS supporting 800W continuous discharge. Both 36V and 48V platforms are available. The adjustable locking system allows it to fit various downtubes. It also supports same- or separate-port charging, features IPX7 waterproofing, and fully complies with EN50604.

Hall 1 / 4F / L0528



KMC SUPERDURO (HL1B)

KMC's SuperDURO (HL1B) won the 2026 iF Design Award for strength and sustainability. SuperDURO (HL1B) delivers up to 1350 kgf tensile strength with a bushing-integrated roller, half-link design, and low-carbon, recyclable steel, offering extreme durability and efficient power transfer while remaining eco-friendly. Hall 1 / 1F / J0118



RIMNETE ROAD WHEELSET

Elevate your ride with our Hooked Carbon Tubeless wheelset, model RM-RA57RDQ. Featuring a 30mm internal width, it delivers superior tire stability and traction for aggressive terrain. The hooked rim profile ensures maximum tire compatibility and safety without compromise. Engineered with Sapim flat stainless spokes and a RIMNETE 6-pawl straight-pull hub, the 120-point engagement system provides instantaneous power transfer. This wheelset perfectly balances aerodynamic efficiency with lightning-fast responsiveness, making it the ultimate choice for riders demanding both speed and reliability. Hall 1 / 1F / K0419



TRIPEAK G5 CERAMIC NOIR BEARING

G5 Ceramic Noir Bearing utilizes precision G5-grade ceramic balls paired with accurately machined steel races to deliver smooth rotation, reduced friction, and consistent efficiency. The Noir black oxide treatment enhances corrosion resistance and environmental durability, ensuring reliable performance, longevity, and stability across varied riding conditions and climates.

Hall 1 / 4F / L0106

JETSET HC-539L

Engineered for riders who refuse to compromise between massive volume and minimal weight, our FAT RIM collection sets a new industry benchmark. Weights: 26" 640g, 27.5" 670g. Hall 1 / 1F / K0928



TAYA OMNI CHAIN

Elevate your ride with OMNI, TAYA's premium chain engineered for E-Bikes. Compatible with 1-8 speed systems, it features our proprietary DHT technology for ultimate durability. Combined with our specialized in-house GST coating, OMNI ensures smooth, reliable performance and high torque resistance for every journey. Visit us at booth K0310! Hall 1 / 1F / K0310



THUN ECLIMAX 516

With the eClimax crank series, 1432 introduces a new crank solution for urban e-bikes, SUV e-bikes and e-MTBs. Manufactured in Europe and certified according to ISO 4210 (city and trekking as well as mountain bicycles), the cranks are designed to combine durability with resource-conscious production. The first serial product, eClimax 1432, is exclusively distributed by THUN and is available for all common mid-drive motor systems in a wide range of customizable designs. Hall 1 / 4F / M0309



CHIBA GLOVES ECO GLOVE PRO

The upper hand is made of recycled nylon. Elastic and breathable for perfect fit and good ventilation. Palm is made of recycled, robust microfibre. With natural latex padding and cotton palm lining, without Velcro on the wrist. Logos are cork instead of silicone or polyurethane printing. Quick-Pull pull-off aid. Washable up to 30 °C. Hall 1 / 4F / L0327a

XPEDO M-FORCE 8

Race-proven season after season, our flagship model M-Force 8 is the ultimate performance XC pedals for riders looking for lightweight, durability and strength. Posi-Lock retention system allows superior adjustability for desired engagement action. Titanium spindles are combined with triple precision cartridge bearings for extra durability in all weather conditions. The ultra-sleek titanium body brings it all together at a mere 215 grams per pair. Hall 1 / 1F / J0518



NEW PRODUCTS



SKS GERMANY TOM & MIA MULTITOLS

The TOM and MIA multitools offer the right tool for every requirement. Made from chrome vanadium steel and designed to meet modern bike standards, they combine durability and precision. The aluminum housing with ergonomic grip surfaces ensures safe handling. MIA tools stand out with their lightweight, compact design and are ideal for sporty riders. The slim TOM tools are aimed at touring cyclists who value versatility on the road. **Hall 1 / 4F / L1112**

ZENO Q-CONNECTOR V2

ZENO Bicycle Component introduces the Q-Connector V2, a 6g hydraulic coupler for modern integration. Its slim Ø 6.5mm profile ensures effortless internal routing, while self-sealing technology allows instant, tool-free disconnection without fluid loss or re-bleeding. This game-changer ensures zero performance compromise. Visit us at Booth K1031 to experience the future of maintenance! **Hall 1 / 1F / K1031**



DELTA E-BIKE DRIVE PLATFORM

Guided by its long-standing commitment to energy efficiency and environmental sustainability, Delta Electronics brings its innovation to the bicycle industry. The Delta System e-bike drive platform empowers bicycle brands with reliable, high-performance power solutions designed for the next generation of mobility. More than a drive system, it represents a vision – creating a positive cycle for riders, brand partners, and the planet. By enabling cleaner transportation and smarter mobility, the Delta System helps shape a greener future for urban life.

Hall 2 / 4F / R0313a



DAHON DELTECH

DELTECH transforms the single-beam frame into a stable front triangle, increasing rigidity by 15% and converting pedaling force more efficiently into forward motion. DELTECH maintains the folding functionality while integrating brake and shift cables for a clean, streamlined appearance.

Hall 1 / 4F / L0112

ENGLISH

LASCO KEEPS CRANKING PAIRING DOMESTIC EXPERTISE WITH GLOBAL SCALE

Lasco, the Taiwanese supplier specializing in the design and production of aluminum chainwheels and crankset, producing both in Taiwan and China.

Founded in 1978, Lunge Industry launched the **Lasco [Hall 1 / L0302]** brand name in 2002. It has been producing cranks for e-bikes with mid-drive motors since 2017. Relying on a dual-base strategy with production in Taiwan and China, the company successfully navigated quarantine-related restrictions during the pandemic to serve its OE customers.

Its headquarters in Taichung's Dali District serve as the global R&D center, offering specialized engineering and high-velocity prototyping. This domestic expertise is seamlessly synchronized with the company's extensive manufacturing complex in Wuxi, China. By maintaining this multi-regional production grid, Lasco offers a balanced and predictable supply chain that leverages the strengths of both locations. This allows the company to remain exceptionally flexible, providing the industrial scale necessary for global volume while keeping the precision and technical oversight centralized at its Taiwan headquarters.

For global brands, this synergy

translates into a reliable partnership capable of meeting diverse market demands with unwavering quality and efficiency. A key differentiator is the deep integration with academic R&D through cooperations with various universities. Lasco offers advanced structural stress analysis, allowing product managers to optimize their designs for industrial production with significantly reduced lead times. In essence, Lasco sees itself not just as a partner in manufacturing, but in engineering as well.

For its OE business, Lasco is looking into ways to reduce packaging to be more eco-friendly, as the company's vice general manager Teresa Lai explains. "We have developed a packaging for cranksets and chainrings that is mainly based on bamboo fiber as a renewable raw material," Lai says. "The result is more elastic and cut-resistant than paper and cuts down on CO2 emissions by 70 percent. But it also costs a bit more, so we are currently looking to convince other manufacturers to use this packaging as well to bring the volume up and the



The headquarters of Lasco in Taichung's Dali District.



Lasco is reducing its eco footprint by optimizing OE packaging.

prices down." More efforts to reduce the eco-footprint of the company's operations have been implemented at its factory in China. Solar panels sit atop the roofs of all halls, rainwater is collected, LED lighting has been installed throughout and polishing powder is collected and filtered for re-use.

As the bicycle industry enters its next cycle of growth, Lasco is positioning itself as a strategic and

proactive ally for global brands. Leveraging more than four decades of technical expertise the company blends design-led innovation with cost-effective manufacturing. Add the forward-thinking ESG framework and a keen eye for upcoming trends, and you have got a reliable and resilient long-term OEM partner that cares about both the global supply chain and the environment. **■ LVR**

產品新趨：車燈

電動車電池引領車燈革命

車燈對騎士安全與福祉的重要性已不證自明。隨著電動輔助自行車 (E-Bike) 配備大容量電池，車燈製造商擁有了更多照明設計的可能性。因此，今年台北展上展出了許多有趣的新產品。



Knog 的新 Blinder 系列將最大亮度封裝於鋁合金外殼中，並增加了防盜鎖匙孔以確保其耐用性。



Busch & Müller 的 Turntec T2 燈罩只需用手掌根部輕推即可自由轉向燈。

車燈的主要市場之一是組車廠 (OE) 市場，多用於通勤實用車款。長久以來，這些車燈依賴發電花鼓 (dynamo hubs) 產生所需電力。隨著發電花鼓的進化，功能大幅改善——低速時燈光微弱閃爍的日子已成過去。隨著 E-Bike 興起，電控系統的電池提供了更便利的能源。如今大多數電控系統供應商都允許車燈透過 12V 線路與接頭連接電池。不意外地，許多新車燈都基於此技術開發。

對於多在照明充足市區騎乘的極簡風格自行車，具備日行燈功能 (daytime running function) 與內建充電電池的小型警示燈，已足以讓其他用路人看見。這類產品價格親民，幾乎人人負擔得起。一旦離開市區，就需要更強的亮度來照明並及時發現障礙物以利閃避。公路用車燈的光型較集中，越野用車燈則傾向更寬廣的光束以增加周邊視野。無論亮度或電池容量，市面上的選擇都非常豐富，能滿足各種需求。

歐盟的新電池法規曾讓車燈製造商感到焦慮，但最嚴格的要求 (如電池組需可維修至單電芯更換) 已被取消。為了

便利性並縮短內建電池的充電時間，許多製造商已將設計更新為 USB-C 規格。特別是在 E-Bike 上，更多創新功能應運而生，例如遠光燈 (high-beam)、依賴加速度感測器 (accelerometers) 的煞車燈，以及讓騎士雙手不離把手就能操作的方向燈。

Marwi Union [一館 / J1217] 或許以踏板聞名，但也有供應車燈。在台北展上，他們展示了一組專為 E-Bike 設計的新車燈，如型號所示。Lumo 100-e 前燈依靠一顆超亮 LED 與雙透鏡技術提供 100 Lux 的亮度，為確保適當散熱，外殼採用鋁合金製成。與 Lumo 100-e 一樣，Stopline E-Bike 後燈也是設計用來連接 E-Bike 電池。其中央 LED 條作為一般後燈，另有兩顆超亮 LED 作為煞車燈。

今年 **AXA [Allegion Netherlands, 一館 / LO231a]** 攤位上不只一款，而是展出了三款全新的精巧前燈。Rise 90 專為搭配 E-Bike 電池設計，而 Globe 40 與 Globe 60 則

提供連接 E-Bike 電池或發電花鼓的版本。為了提升安全性，後者具備駐車燈功能 (steady light function)。型號中的數字代表以 Lux 為單位的亮度輸出。Rise 90 還提供 120 Lux 的遠光燈模式。憑藉靈活的安裝方式與鋁合金外殼，AXA 的新前燈兼具性能與價值。

中國供應商嘉善聲光電子 (Jiashan Shengguang Electronics) [二館 / S0833] 開發了一款安裝於 E-Bike 貨架的後燈。6327E-KX 透過 12V 線路連接 E-Bike 電池。為求耐用與散熱，外殼採用鋁合金。其 50mm 的安裝寬度適

用於市面上大多數貨架，整合式設計能有效防止各種損壞。除了內建反光片，6327E-KX 還具備依賴內建加速度感測器的煞車燈功能。

德國車燈專家 Busch & Müller 雖未直接參展，但其新款 Turntec T2 方向燈樣品出現在 **Ergotec [Humpert Asia, 一館 / I1013a]** 的把手上。Turntec T2 設計安裝於把手末端，電力來自左側單元的電池，並透過穿過把手的電線連接右側單元。電池可透過 USB-C 充電，因此 Turntec T2 既可安裝於傳統自行車，也可安裝於 E-Bike。只需用手掌根部輕推即可啟動方向燈。

Kiley Lighting Technology [一館 / I0302] 向來以 USB 充電的復古風格前燈聞名。現在該公司新增了相容發電花鼓的版本。全新的 LM-020 型號擁有流線的復古外觀，同時提供 USB 充電與發電花鼓兩種版本。



隨著 Lumo-e 與 Stopline 的推出，Marwi 發表了一組專為 E-Bike 設計的車燈。



AXA 的新前燈結合了精巧的鋁合金外殼、靈活的安裝方式與充足的亮度輸出。



這款來自嘉善聲光電子的後燈內建加速度感測器與煞車燈功能。





Kiley 的前燈以復古設計被翻新——現在也能使用燈電芯供電。

韓國製造商 Lightskin [一館 / LO630] 以整合於把手或座管的低調功能性車燈建立了聲譽。作為其整合式車燈座管的最新迭代，SFB 型號配備一排明亮的 COB LED，提供超過 110 度的可視角，以及容量 2000 mAh 的鋰聚合物電池。內建的高精度加速度感測器為此成熟概念增添了煞車燈功能，煞車時後燈亮度會增強五倍並持續 2 秒。由於感測器是無線的，無需沿著車架走線，安裝快速簡便。



Lightskin 為其整合 COB LED 後燈的座管增加了煞車燈功能。

雖然 Knog [C-Wing International, 二館 / S0524] 已憑藉強大的 E-Bike 前燈進入 OE 市場，但這個澳洲品牌最為人所熟知的仍是可快速安裝於運動自行車的車燈。最佳範例就是全新的 Blinder 系列，包含 400、700、1000 與 1400 型號。如同許多品牌，數字代表最大流明輸出。從日常城市騎乘到延續至黑夜的礮石車冒險，這些具備 IP67 防水認證鋁合金外殼的前燈能滿足廣泛需求。新 Blinder 系列的關鍵特色是 Hype 模式：一種穩定的脈衝閃爍，能額外推升 100 流明的亮度，達到最高能見度。



重量僅 25 克，Supernova 的 Starstream Mini 是為運動型 E-Bike 安裝前燈的理想方案。

依靠兩顆高功率 LED 與許多智慧型手機使用的相同稜鏡技術，Supernova [Castello, 一館 / KO228] 設計了獲獎的 Starstream Mini 前燈，可安裝在其合作夥伴 Ergotec 提供的加高把手 (riser bar) 內部。因此，它既不會被偷，也不會在摔車時損壞，是一個非常隱密的解決方案。這也是為 E-Bike 添加日燈的

聰明方法。因為 Starstream Mini 專為 12V 電壓設計，重量僅 25 克。這款微型前燈以 500 流明的亮度超越同級產品。附帶一提，Bulls 已將這款前燈整合至其時尚的 Clunker EVO E-Bike 前貨架中。

■ LvR



Bulls 並未將 Supernova 的 Starstream Mini 整合在把手中，而是將其裝在其 Clunker EVO 車架的前貨架內。

中文



Chiba 在其 20% 的自行車手套中採用了 BioXcell 襯墊技術，以防止手部發麻。

一雙能舒適貼合並減輕車手壓力的手套，能讓騎乘體驗更加愉悅。這正是 Chiba 數十年來致力實現的目標。從智慧襯墊 (smart padding) 到無縫掌心 (seamless palm) 設計，皆是其技術展現。

這家德國家族企業在歐洲根基深厚，其手套廣泛應用於自行車、滑雪及其他運動項目。今年，Chiba [一館 / LO327] 重返台北國際自行車展，並已備妥產能，準備服務更多亞洲市場。

其印尼工廠的年產能已超過 120 萬雙。該廠擁有約 500 名員工，具備處理高週波、印刷、刺繡等多種工藝的能力。

公司執行長 Marcus Chiba 認為，專精的策略與整合式生產協助建立了品牌聲譽。「我們始終專注於人體工學手套，以提升運動時的功能性。」Chiba

表示。「我們無時無刻不在思考手套的設計，並試著一手包辦所有製程。」

Marcus 是家族第五代傳人，該家族於 1853 年在阿貝爾塔米 (Abertay, 當時稱為 Aberthaw, 鄰近溫泉鎮 Karsbad) 開始了手套製作事業。1965 年，當 Chiba 落腳於巴伐利亞的皮丁 (Piding) 時，便全面轉型生產運動手套。

在接下來的幾十年裡，Chiba 陸續推出了針對重量訓練的解剖學手套，以及配備智慧加熱系統的滑雪手套。隨後推出了 Quickpull 系統，透過手指上的拉環設計，讓脫手套變得輕而易舉。

在自行車領域，Chiba 與騎士合作以提供最佳的舒適度與保護性，這也促成了 BioXcell 的誕生。這項於 2018 年推出的技術，透過解剖學襯墊來減少來自車手把的壓力，特別是在下坡騎乘時。

位於小指下方的厚實襯墊能保護尺神經 (ulnar nerve)，並減輕手掌中央腕隧道 (carpal tunnel) 的壓力。「我們發現對於約 90% 的騎士來說，手部發麻的問題因此獲得解決。」Chiba 說道。目前該公司超過 20% 的自行車手套皆採用了 BioXcell 襯墊。

Chiba Gloves 擴大版圖

產能全開 德國手套品牌重返台北展

這家德國手套製造商隨後也採用了無縫掌心設計。「這能減少摩擦，且延展性更好，能更貼合騎士的手部，」Chiba 解釋道。

雖然 Chiba 仍持續在德國製作樣品，但生產重心早已移至亞洲。自行車手套約佔其印尼廠產量的 75%。Chiba 每年開發超過 500 款新手套，其中約 20% 的產能用於為其他品牌代工 (OEM)。

「以前我們沒有足夠的產能來鎖定更多客戶，」Chiba 表示。「現在是再次

出擊的時候了。」針對大多數歐洲市場的產品，皆從德國的大型倉庫發貨。庫存量約 30 萬雙，這幫助 Chiba 贏得了快速且高效交貨的口碑。

亞洲市場的貨物則直接從印尼發送。Chiba 目前在韓國與日本已有經銷合作夥伴，並直接銷售給印尼、馬來西亞與新加坡的客戶，但目前的目標是鎖定其他亞洲市場的經銷通路以及更多的 OEM 代工訂單。■ BS



Chiba 的總部位於巴伐利亞，但其亞洲業務則由印尼工廠負責運作。

奪金之路：32 件參賽作品榮獲殊榮 台北國際自行車展創新設計獎

從新世代自行車到智慧配件，2026 年台北國際自行車展創新設計獎凸顯了整個產業中以設計為導向的創新，共有 32 位得主在六大類別中獲得表揚。本刊帶您深入了解今年的創新之作。



台北國際自行車展創新設計獎再次成為今年台北國際自行車展的焦點，突顯了自行車與微型移動產業中最具前瞻性的產品。本競賽由中華民國對外貿易發展協會 (TAITRA) 與台灣自行車輸出業同業公會 (TBA) 主辦，並與 iF Design Asia 合作，持續作為在全球自行車市場展示設計驅動創新的重要平台。

一如往年，該獎項表彰了涵蓋自行車、零配件、自行車配件、電動輔助自行車 (e-bikes)、微型移動及智慧騎乘服務等多個類別的發展。其目標為：聚焦在功能性、永續性與使用者導向設計方面展現出實質進展的產品。評審團審查了來自全球製造商的眾多參賽作品，選出了一群傑出的得獎者，以及少數幾位創新表現格外亮眼的金質獎 (Gold Award) 得主。

2026 年台北國際自行車展創新設計獎亮點一覽：

- 103 件參賽作品
- 最終 32 件作品獲獎，展現高度競爭下的設計品質
- 6 件產品榮獲金質獎殊榮
- 1 件產品榮獲「金質獎—新創企業」獎

匯聚產業專家的多元評審團

2026 年台北國際自行車展創新設計獎的得主，由來自設計、移動科技與自行車產業專家所組成的獨立國際評審團選出。每件參賽作品均根據 iF Design 與國際設計專家共同制定的標準進行評估，包含理念、外觀、功能、差異化與永續性。為了進一步強化環境視角，來自荷蘭 Fairphone 的循環供應鏈經理暨永續專家康育理 (Yu-Hsuan Kang)，也在評審過程中提供了她在循環材料與負責任採購方面的專業見解。

評審團匯集了廣泛的專業背景，其中包括：Chris Lintaman：擁有豐富競賽經驗的自行車產品創新專家。Johanna Loomis：移動新創公司 Vay 的工業設計負責人。吳永盛 (Johnson Wu)：擁有數十年汽車工程經驗的財團法人自行車暨健康科技工業研究發展中心 (CHC) 總經理。Kris Verstockt：CREB Design 創辦人。胡百慶：Accell Group 工業設計師暨前 VanMoof 設計師。張博翔：總部位於台北的 Geartab 共同創辦人暨設計總監。Torgny Fjeldskaar：Fjeld 設計工作室創辦人、曾任 Cannondale、BMW 與

BMC 設計負責人。

這個團隊共同確保了得獎產品不僅具備卓越的設計品質，也符合自行車產業的實際需求。

金質獎得主：卓越的創新之作

在 32 件得獎作品中，有少數產品榮獲了極具聲望的金質獎，以表彰其在設計品質、功能性與創新方法上特別令評審

團驚豔的發展。這些獲獎專案橫跨多個類別，並反映了關鍵的產業趨勢，從專用自行車、自動化零組件，到以永續為導向的安全裝備。

自行車類別的亮眼表現

Aniwow Bike：由上海 Aniwow Technology 開發，推出了一款專為高密度城市環境設計的超緊湊折疊自行車。其核



Aniwow 的超緊湊折疊自行車因其針對城市移動的便捷設計而榮獲金質獎。



巨大集團 (Giant Group) 展示其「以人為本」的自行車設計理念，為每位騎乘者打造真正合適的騎行體驗。

心理著重於便捷性，同時保有滿足通勤、購物與休閒旅遊等廣泛日常用途的多功能性。透過精心設計的折疊結構與模組化配件選項，該自行車旨在解決現代城市的空間挑戰，同時提供實用的移動解決方案。Seek：由**巨大集團 (Giant Group) [Hall 1 / M0820]** 開發的青少年公路車。這個專案並非將成人自行車縮小以適應體型較小的騎士，而是專為青少年量身打造。車架幾何、傳動系統、煞車系統與座墊等組件，皆根據與年輕騎士身高、體重及骨骼發育相關的人體工學數據進行開發。這種方法提供了一個以性能為導向的平台，能同時支援年輕運動員的安全訓練與競技騎乘。

零配件類別的技術突破

Limotec [Hall 1 / N0828] Auto Drop E-Dropper 升降座管：推出了一套能根據騎乘速度做出反應的自動座墊調整系統。當騎士減速時，感測器會降低座墊，從而改善在走走停停的城市交通中的平衡與控制。藉由消除手動操控的需求，該系統旨在簡化操作並提升騎士安全，特別是針對通勤者與入門級自行車手。**Hubsmith [Hall 1 / I1032]** HS-F007R 後花鼓：因其整合式平面齒輪結構而獲得肯定。一體成型的齒輪結構提升了啮合精度與動力傳遞，同時簡化了組裝與維護。個別零件可以在不拆卸整個花鼓的情況下進行更換，兼具了機械效率與實用的維修便利性。Limotec 一體式把手立管：這款採用鋁合金製成的整合式設計，與焊接把手相比，重量減輕了高達 20% 至 30%，同時提供類似碳纖維組件的減震特性。與此同時，該解決方案的價格仍明顯低

於同等級的碳纖維替換品，凸顯了在性能與成本效益之間的平衡點。

永續與安全的核心應用

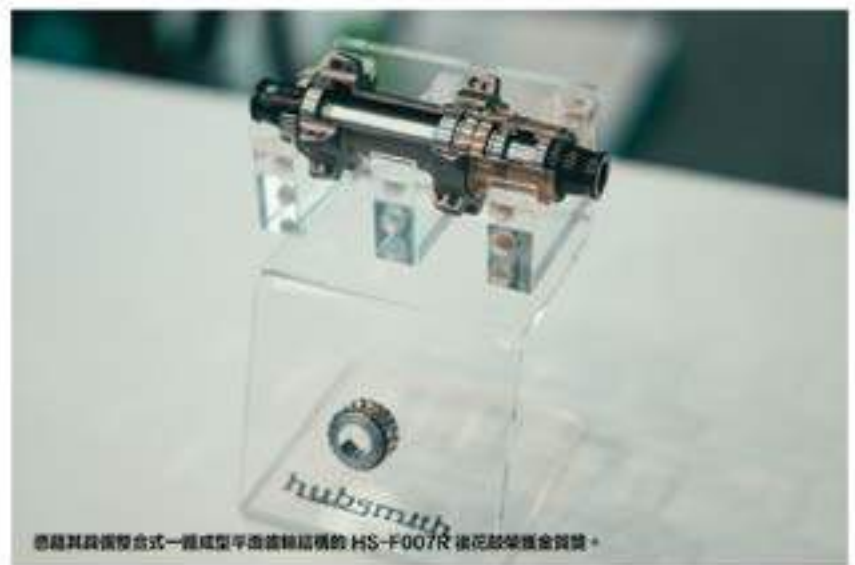
Strategic Sports [Hall 1 / M1103] S-482 RMR 電動輔助自行車安全帽：採用了模組化、無膠結構，讓安全帽可以完全拆解以進行維修或回收。該安全帽使用 rABS、rEPS 與 rPET 等回收材料製造，結合了循環設計原則與強化的保護力，並配備整合式可充電 LED 燈以提升騎士的能見度。**Osmar Buckle [Hall 2 / R0710]** 磁吸扣具系統：榮獲了「新創企業金質獎 (Gold Award-Startup)」，該系統利用磁性扣具技術，能快速且牢固地安裝水壺、包包、車燈與安全帽等配件。這套解決方案專為從兒童到城市通勤者等廣泛使用者設計，著重於日常騎乘中的便利性、易用性與操作直覺性。

更多得獎者：全面的創新

除了金質獎得主之外，還有許多公司因其對推進自行車技術與設計的貢獻而獲得表揚。六大類別中共有 32 件產品獲獎，反映了目前正在塑造自行車與微型移動產業的多元化創新。大多數得獎作品來自台灣企業，突顯了該地區作為全

球自行車開發與製造中心的持續重要性。

自行車類別：**美利達 (Merida) [Hall 1 / M0620]** 的 Mission 10K 鑽石裝賽車展示了鑽石車平台如何日益將公路車的性能與越野能力結合，旨在同時提供柏油路面上的速度與崎嶇地形上的穩定性。同時，**Dahon [Hall 1 / L0112]** 折疊車的 Mariner XL 解決了一個經常被忽視的市場區塊：身材較高與較重的騎士。透過強化的零組件與加固的車架設計擴大適用性。



憑藉其具備整合式一體成型平面齒輪結構的 HS-F007R 後花鼓榮獲金質獎。



Limotec 的一體式把手立管榮獲金質獎。

電動移動領域：**GWA Energy [Hall 1 / N1006]** 的 Minica 電動貨運自行車專注於緊湊尺寸與載重能力的結合。**太平洋自行車 (Pacific Cycles) [Hall 1 / N0306]** 的 E-Birdy 則重新詮釋了經典的 Birdy 折疊車，整合了電動輔助系統並保留了標誌性的輕量化特性。零配件類別：**Zeno Bicycle Component [Hall 1 / K1031]** 的 Q-Connector V2 液壓接頭允許在不需要重新注油 (bleeding) 的情況下斷開液壓管線，簡化了維修。**建大輪胎 (Kenda) [Hall 1 / J0612]** 的 Dagger K1298E e-MTB 輪胎則將越野性能與符合《歐盟零級林法規》相結合。配件與工具：**Torque-Tech Precision** 的鋁合金迷你扭力扳手能精準鎖固碳纖維零件；**Circum Avanti [Hall 2 / S0534]** 的 ReGen 可充填式 CO₂ 氣瓶則以可重複使用的系統取代了拋棄式氣瓶。

2026 台北國際自行車展的絕佳開局雖然這只是眾多得獎名單中的一小部分，但獲獎產品的多樣性清楚地反映了業界在提升性能、永續性與整體騎乘體驗方面持續不斷的努力。從這個意義上來說，台北國際自行車展創新設計獎再次突顯了設計驅動創新在塑造自行車未來中的作用。同時，頒獎典禮為 2026 台北國際自行車展提供了一個充滿活力的開局，為接下來幾天致力於自行車產業的新理念、技術進步與國際合作奠定了基調。■ WMS

產品速報：永續發展 綠色浪潮席捲台北展

過去五年間，自行車產業加速了永續發展的腳步。隨著我們深入 2026 台北國際自行車展現場，最新的發展顯示出一種日趨成熟的模式，遠超越單純的環保口號。

環境責任不再被視為產品開發的附加項目，而是從設計之初就形塑了自行車、零組件甚至配件的樣貌。最新的產品發展顯示，最初看似僅是選用再生材料或限量環保版的操作，已演變為對生產流程、材料流向及長期策略優先順序的全面重新評估。製造商正以過去檢視重量、剛性或空氣力學的嚴謹態度，來審視原料採購、閉環製造系統 (closed-loop manufacturing)、包裝概念及生產能源使用。同時，耐用性、可維修性及降低維護需求也被重新定義為永續標準。這些努力的結果是：環境指標正穩步成為技術規格的一部分，而非事後的補充。

這種轉變在 2026 台北展上清晰可見。遍布展館，環境考量不再是行銷上的註腳，而是內建的设计參數。無論是再生聚合物、FSC 認證天然橡膠、蠟性潤滑概念、無塑包裝，或是減少材料投入的 AI 優化結構。模組化結構與簡化的材料混合旨在促進維修與產品壽命結束後的回收，而經認證的供應鏈與合規生產標準則將討論延伸至裝飾與防護產品。許多品牌不再依賴單一的旗艦宣言，而是展示漸進但可測量的調整；這些加總起來象徵著結構性的改變。為了觀察這些策略如何落實於具體應用，我們走訪展場並精選了一系列範例，說明這種演進中的系統性方法。

台灣座墊專家 **維樂 (Velo)** [一館 / J0618] 展示了全新的 SafeMove 系列，這是功能性、安全性與永續性融合於單一組件的範例。這款多功能座墊在底殼下方整合了隱密的 AirTag 收納空間，讓騎士能隱藏追蹤裝置並提升防護保護，無需額外加裝配件。整合式的 I-Carry 把手進一步解決了日常實用性，特別是針對需要頻繁抬起或移動的較重電動自行車。從 ESG 觀點來看，該系列採用再生發泡材料與 Velo 的 SwitchRail 系統，使其在產品壽命結束時更易於拆解與材料分離。提供涵蓋運動、SUV、旅行與城市用途的三種版本，其扁平輪廓結構



永續性再次成為 2026 台北展的關鍵字，再生材料、循環設計概念與負責任的製造在展館中隨處可見。



金盛元 (Glory Wheel) 的 ER75 墊圈利用閉環系統，將內層材料轉化為膠質、低排放的組件。

支援廣泛的騎乘姿勢，說明了漸進式的設計變更如何將座墊的角色擴展至單純的乘坐舒適性之外。

接著是台灣零組件製造商 **金盛元 (Glory Wheel)** [一館 / N1014]，展示 ER75 墊圈 (Spacer)，作為小零件也能帶來環境影響的範例。該墊圈在經過驗證的回收系統中生產，由工廠內部的廢料再製成新的鋁合金組件。據該公司表示，與傳統生產方法相比，此方法減少了 75% 的二氧化碳當量 (CO₂e) 排放。定位為高階寬輪組件，ER75 結合了材料效率與高負載介面零件所需的精密標準。我們的結論是：透過關注組件層級的循環材料流，金盛元凸顯了製造過程中的微小改變如何有助於整個價值鏈中可測量的減排。



Nuvo 的 n+1 BC136 水壺架由再生尼龍與漁網製成，結合了可調節性與對於回收系統的特性。

再來到 **Nuvo** [一館 / K0611] 的 n+1 產品線，將材料創新轉化為輕量化的駕駛輔助配件。n+1 BC136 水壺架榮獲 2025 年台北展 d&A 設計獎 (綠色產品代表)，由玻璃纖維增強的再生尼龍製成。重量僅 32 克。超過 50% 的材料由消費後回收的漁網組成，並通過全球回收標準 (GRS) 認證。設計上具備可調式支臂間距，可容納直徑 70 至 80 mm 的水壺，也能固定電池或小型工具罐。這對載貨與礦石車應用特別重要。包含氣嘴轉接頭與扳手在內的額外配件強調了其多功能意圖。關鍵在於，該水壺架專為直觀拆解而設計，能在壽命結束時



Pirelli 的 Cinturato EVO TLR 採用 FSC 認證天然橡膠，並含有超過 50% 的生物基與再生材料。

進行高效的材料分離——這是應用於高產量組件的循環設計範例。

接著，義大利輪胎製造商 **Pirelli** [一館 / M0407] 透過 Cinturato EVO TLR 將永續性帶入耐力公路車領域。這款無內胎 (tubeless-ready) 型號在該公司位於米蘭 Bólate 的工廠生產，是 Pirelli 產品組合中首款採用 FSC 認證天然橡膠的產品。整體含有超過 50% 的生物基與再生材料。根據尺寸不同，約 22% 至 23% 的配方由 FSC 認證天然橡膠組成。SmartEvo AS 配方旨在平衡各種天氣與路況下的抓地力、滾動平順度與耐用性，而多重防護層則增強了抗穿刺能力。透過將認證原料整合至高性能平台，Pirelli 宣告了永續標準如何在重新定義產品核心性能需求的情況下進入量產。

另一個例子顯示永續努力正日益延伸至產品本身之外：美國零組件品牌 **WTB** [一館 / L0317] 推出的新款 Peacekeeper 林道車胎，將性能開發與修訂後的包裝概念相結合。雖然這款 29x2.4 吋輪胎具備 TriTec 配方環項與胎唇對胎唇 (bead-to-bead) 的 SG2 防刺層，但更結構性的轉變在於其呈現方式。所有全新的 WTB 輪胎現在皆使用 100% 再生材料包裝且不含膠帶。透過消除傳統膠帶包裝並轉換為完全可回收的解決方案，該公司解決了零售層面產生的排放與廢棄物。此舉說明了環境考量如何日益融入材料與結構之外的物流及銷售點執行中。

WTB 的 Peacekeeper 林道車胎採用 100% 再生、無塑膠包裝，將永續性延伸至零售端。



Velo 的 SafeMove 系列在模組化座墊設計中結合了 AirTag 收納空間、I-Carry 把手與再生材料。



KMC 的 12 速鏈條系列透過其專屬設計與感性潤滑劑減少摩擦與磨損。

台灣傳動系統專家 **KMC (桂盟)** [一館 / J0118] 透過其新款 12 速蠟性鏈條系列 (Wax Chain Series) 來探討效率與維護議題。不同於傳統「一條鏈條適用所有系統」的哲學，KMC 開發了專用版本，精確匹配 SRAM 的 12 速與 13 速 Flattop 及 T-Type 系統，以及 Shimano 和 Campagnolo 的 12 速傳動系統幾何結構。此概念的核心是高效蠟性潤滑，旨在減少摩擦、將髒污與油漬污染降至最低，並延長組件壽命。透過提供開箱即用的優化磨合與更清潔的運作，該系列反映了傳動解決方案的轉變：結合性能提升、降低維護需求與改善耐用性，這正是永續產品設計中日益重要的一環。



CD-27QR 座管貨架利用生成式 AI 減少 30% 的材料使用，同時維持耐用性。

接著，台灣製造商 **C.D. Components [一館 / K0523]** 展示了 CD-27QR 座管貨架。這是一款在生成式 AI 協助下開發的後貨架。據報導，設計過程透過根據負載路徑優化結構，減少了 30% 的材料使用，造就了獨特流線的外型。輕量但剛性強的結構旨在維持操控穩定性同時將額外重量降至最低——這對電動自行車而言是重要考量，因為整體重量直接影響續航力與效率。透過結合演算法輔助工程與功能性負載需求，C.D. Components 說明了數位設計工具如何在結構層面上促進資源效率。

我們繼續看到 **RideWrap Bicycle Protection [一館 / M1227]**，這家加拿大公司專精於自行車漆面保護膜 (PPF) 解決方案。隨著 Lotus Pro PPF 的推出，RideWrap 發表了雙層首款使用再生材料製成的自行車專用保護膜。這款透明 TPU 基底的薄膜專為抵抗日常使用的刮痕、碎石與磨損而設計，同時提供自我修復與疏水特性。除了材料本身，RideWrap 還擁有超過 370,000 種自行車專屬保護版型的龐大資料庫來支援品牌，實現從售後套件到 OEM 工廠安裝

的客製化覆蓋。透過將再生投入整合至高耐用性的消耗品中，RideWrap 展示了永續考量如何延伸至保護性組件，進而延長產品壽命並減少車架過早更換。

我們的最後一站來到服飾領域——這是 2026 台北展的另一個顯著主題。在 L1421 攤位，杭州 **拓普運動服飾 (Hangzhou Topow Sportswear) [一館 / L1421]** 展示其公路車服飾系列，反映出永續性與合規性正日益形塑紡織生產。該公司在公路車、登山車與鐵人三項服飾擁有超過 20 年經驗，營運自家透過 ISO9001 與 SMETA 認證的工廠，象徵著結構化的品質與社會責任



RideWrap 對 Lotus Pro 保護膜採用再生材料來延長車架的耐用性與壽命。

標準。OEM 與 ODM 服務最低起訂量為 100 件，涵蓋客製化品牌、版型開發與材料採購。布料與組件來自 Carvico、Miti 與 Elastic

Interface 等透過 Oeko-Tex 認證的供應商，透過將認證供應鏈與靈活生產模式相結合，Topow 說明了自行車領域的永續性如何從硬體延伸至服飾製造流程。

WMS



TOPOW 的公路車服飾在通過 ISO9001 與 SMETA 認證的工廠生產，並擁有合規的供應鏈。

中文

NEW PRODUCTS



DAHON DELTECH 專研技術

DAHON 獨家 DELTECH 技術，將傳統單樑摺疊車架進化為穩固的前三角結構，大幅提升 15% 的車架剛性，讓每一次踩踏力量都能更高效地轉化為前進動能。在維持 DAHON 引以為傲的快速摺疊機能之餘，DELTECH 更巧妙整合了煞車與變速走線，為車身打造出俐落、流線的極簡美學。

Hall 1 / 4F / L0112

JETSET HC-539L 頂級輕量化寬輪圈

在「超大框體」與「極致輕量」之間無需妥協，JETSET 全新的 FAT RIM 寬輪圈系列，正式樹立了自行車業界的輕量新標準。極致羽量級表現：26吋僅重 640 克，27.5吋僅重 670 克。

Hall 1 / 1F / K0926



CHIBA GLOVES GEL PREMIUM

手背採用高彈性透氣材質，提供完美的貼合度與優異的通風效果。掌心結合了能提供穩固抓握的數位碳絲 (Digital Carbon Fibre)，以及帶有透氣孔的強韌纖維維布料。搭載符合人體工學的 Poron 頂級緩震凝膠，能大幅吸收路面震動；專為保護尺神經與腕隧道所設計的凝膠配置，能有效減輕手部神經壓迫。配備 Quick-Pull 快脫拉環與大海綿毛巾布擦汗設計，並支援 30°C 水洗，為您帶來最極致的騎乘體驗。

Hall 1 / 4F / L0327a



DELTA E-BIKE 驅動平台

秉持著對節能與環境永續的長期承諾，台達電子正式將頂尖的創新技術導入自行車產業。Delta System 電動自行車驅動平台，專為次世代的移動需求而生，致力於為各大自行車品牌提供極致可靠、高性能的動力解決方案。這不僅僅是一套驅動系統，更代表其核心願景——為騎士、品牌夥伴與地球創造共好的正向循環。透過推動更潔淨的交通與更智慧的移動方式，Delta System 將與車界攜手，共同形塑更綠色、美好的城市生活未來。

Hall 2 / 4F / R0313a

KMC SUPERDURO (HL1B) 頂級半目鏈條

KMC SuperDURO (HL1B) 憑藉其卓越的結構強度與永續理念，榮獲 2026 年 iF 設計大獎肯定。本產品採用創新的「羅拉套筒一體式設計」與獨特「半目結構」，能提供高達 1350 kgf 的驚人抗拉強度。全鏈條嚴選低碳、可回收鋼材打造，在實踐綠色環保的同時，依然為騎士帶來極致的耐用度與最高效的動力傳遞。

Hall 1 / 1F / J0118



虛實整合：引領全球自行車電競新浪潮



這是一場結合尖端科技與熱血競技的單車盛會。隨著運動數位化成為全球主流趨勢，自行車虛擬實境電競賽事正持續蓬勃發展。今年，由中華民國自由車協會與中華民國對外貿易發展協會主辦、WhizU 承辦的「115 年全國中等學校自由車電競錦標賽」，將於 2026 年台北國際自行車展期間迎來最高潮。這不僅是一場專屬年輕世代的體育競技，更是向全球展現台灣在「運動科技 (Sports Tech)」軟體硬體整合實力的絕佳舞台。

自行車產業正迎來數位轉型的關鍵時刻。本次電競賽打破了傳統實體賽事的空間限制，透過「線上預賽」與「線下決賽」的虛實整合模式，為全國中等學校的年輕車手打造了一個新穎、潮流且公平公開的競技平台。

運動數位化的具體實踐：在指導單位運動部的推動下，賽事完美結合了室內訓練台硬體與 WhizU 虛擬實境軟體。選手們在線上賽道中感受真實的坡度阻力與風阻模擬，這不僅考驗體能，更考驗數位賽道上的戰術運用。

接軌國際的展會亮點：將總決賽移師至南港展覽館 2 館，與全球知名的自行車展覽同步舉行，不僅能讓參展的國內外買家親眼見證台灣在電競自行車領域的蓬勃發展，更為展場注入了極具爆發力的年輕動能與觀展人潮。

為了確保賽事的公平性與競技水準，本次錦標賽在賽制設計上極具巧思，層層把關，確保最終站上決賽舞台的皆是頂尖好手。1. 嚴謹的晉級機制：賽事分為線上預選、線上複選以及線下實體決賽三個階段。

在預賽中，各組別將依成績排序取前 16 名晉級複賽。2. 保障多元參與的校際平衡：為了鼓勵更多學校參與並避免單一學校壟斷，賽制特別規定線上複選中，單一學校晉級人數以 3 名為上限。若超過此限，名額將依成績向下遞補。這項機制大幅提升了校際競爭的豐富度與公平性。3. 高壓的實體決賽：晉級決賽的選手將於 3 月 27 日齊聚南港展覽館 2 館，在眾多國內外廠商與觀眾的見證下，面對面展開最終的冠軍爭奪戰。現場的熱烈氣氛與高壓環境，將是選手心理素質的最大考驗。

「115 年全國中等學校自由車電競錦標賽」不僅是一場學生賽事，更是台灣自行車產業向世界展示「E-Sports」軟實力的重要樞紐。歡迎所有參與自行車展的國內外買家、媒體朋友與自行車愛好者，於 3 月 27 日上午 10 點範圍南港展覽館 2 館的決賽現場，您將親身感受到虛擬實境技術如何結合傳統自行車運動，並見證台灣年輕世代在數位賽道上的無限潛能。這場賽事無疑將成為今年展會中最吸睛、最具前瞻性的亮點之一。



Ananda 電輔心臟 單一平台 無限可能

池、儀表、感應器與控制器——在同一平台間互換，OEM 廠能減少產品變異性，同時維持系統家族的一致性。

在技術層面，該平台涵蓋了廣泛的性能範圍。M7600 鎖定運動型 eMTB 市場，具備高達 120 Nm 的扭力與接近 900 瓦的峰值功率，並輔以精湛的感應器技術以提供更精準的輸出調校。M7200 與 M7100 則針對都會與旅行車應用，雖然扭力較低，但保留了相同的整合標準，讓品牌商無需重新設計生態系統即可滿足不同價格帶的需求。

隨著消費者日益挑剔，這種靈活性至關重要。市場對 5,000 歐元以上車款的消費意願正在減弱，而 1,500 至 3,000 歐元區間的需求則轉強。「隨著 E-Bike 價格攀升且 5,000 歐元以上市場已趨飽和，未來的成長動能在於用 1,500 至 3,000 歐元價格帶中可靠、直觀的 E-Bike 來吸引新騎士。」Lecoq 指出。

因此，該策略不僅限於中置電機。透過 R900 輪殼馬達及其整合的電子三速自動變速功能，Ananda 鎖定追求簡單與低維護的都會用戶及家庭。「透過像 R900 這樣具備自動電子變速且極低



Ananda 行銷經理 Thomas Lecoq

維護需求的解決方案，Ananda 協助消除了人們選擇 E-Bike 時常見的障礙。」Lecoq 說道。

展望 2026 年，Ananda 的重心仍在於讓系統保持適應性與實用性，以協助 OEM 夥伴應對充滿不確定性的環境。這家驅動系統供應商不追求規格數據的軍備競賽，而是專注於降低複雜性，提供更易於整合、管理與擴充的解決方案。在台北展，他們的訊息直截了當：在一個更趨謹慎的市場中，一致性與可靠性或許比大膽的承諾更具份量。■ WMS

Ananda M7200 針對都會與旅行車應用，提供輕便的扭力輸出與高度的整合標準。

正值電動自行車 (E-Bike) 市場進行盤整之際，Ananda 帶著明確的訊息來到 2026 台北國際自行車展：告別繁複，平台化才是王道。

在產業界仍致力於去庫存並重新精算利潤的當下，「簡化」已成為競爭優勢。這正是 Ananda [一館 / L1117] 參與 2026 台北展的核心邏輯，其中 M7000 系列更是其依賴的中置電機策略主軸。該公司表示，這套系統不僅是馬達的升級，更是一種可擴充的架構，旨在從技術、物流到財務層面，減少 OEM 合作夥伴的阻力。

「我們在今年季初的首展——比利時 Velofoiles 上正式發表了 M7000 系列。作為下一代 E-Bike 的可擴充中置驅動平台，M7000 系列也將是 Ananda

在 2026 台北展的旗艦產品。」Ananda 行銷經理 Thomas Lecoq 表示。

M7000 平台建構於共享的技術基礎與相同的鎖固介面尺寸 (bracket dimensions) 之上，讓品牌商能在統一的整合標準下開發多種車款類別。儀表、電池、感應器與電子元件皆遵循相同的系統邏輯，使其在不同應用間具備互換性。對製造商而言，這意味著更少的庫存單位 (SKUs)、簡化的車架開發流程，以及更可預測的售後服務程序。

「M7000 系列是基於真正的平台化概念打造：一個共享的基礎，支援多種自行車類別與使用情境。」Lecoq 解釋道。透過允許關鍵零組件——馬達、電

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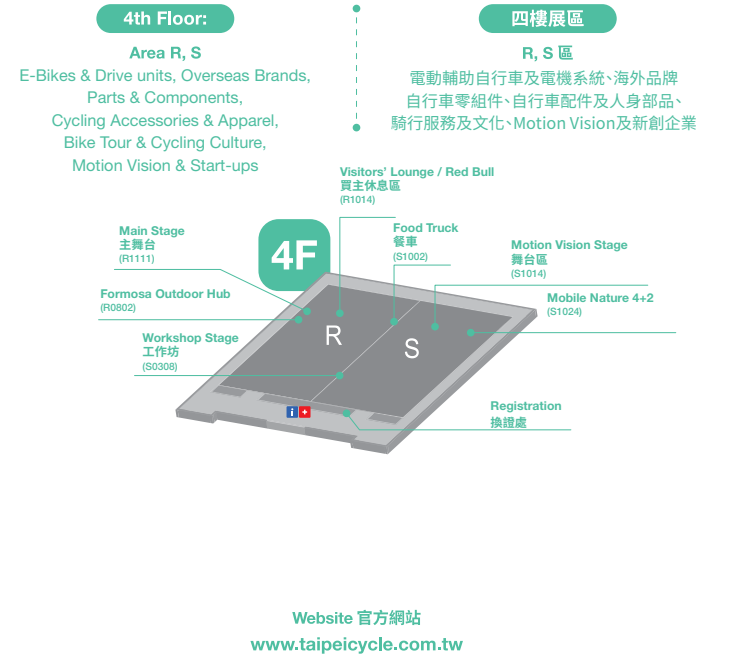
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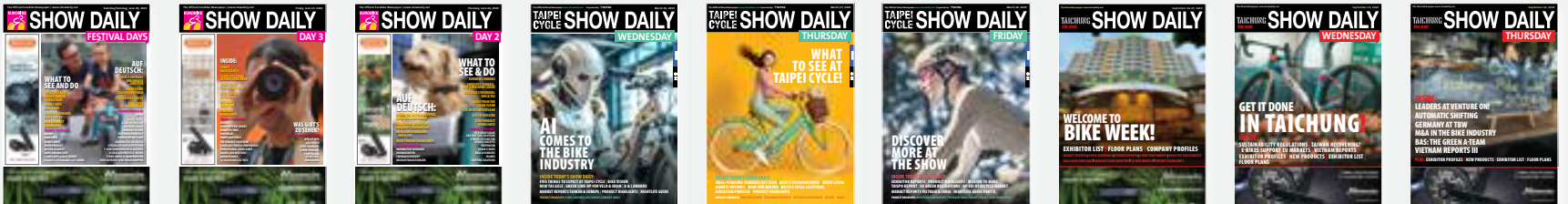


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TAIPEI CYCLE SHOW DAILY
Credits & Contact Info

PUBLISHED BY
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PRINTED BY
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群鋒企業
Taipei, Taiwan

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A dark blue bicycle frame and front wheel are shown in the background. The frame is on the left, and the wheel is in the center. The background is a dark blue gradient with white and yellow concentric circles and horizontal lines.

MECO

Booth No.Hall 1-J0602



MM68



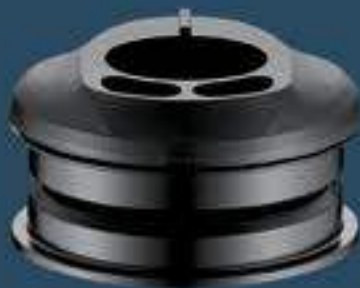
MM20MAX



HA450F



H335



H334



BT4724-86-0S



WP580