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 Bureau of Foreign Trade, MOEA

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經濟部國際貿易局廣告

## INSIDE:

What's on today  
Show highlights

Lighting  
Airless tires  
d&i awards  
Focus on framemakers  
New product highlights  
Bikesharing components



ENGLISH

日本語

中文



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Booth: F0512

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# TODAY

October 31

Taipei

## 24°C (75°F)


Rain



### TONIGHT

## 19°C (66°F)


Rain



### TOMORROW

## 22°C (72°F)

Light rain



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# Vox Pop

## What were your expectations for today's Demo Day, and were they met?



**Allen Tsai**  
BESV/Darfon Innovation Corp.  
Taoyuan City, Taiwan

“We wanted to see a lot of traffic and promote e-bikes to dealers by giving them a chance to actually ride them. It’s great that the Demo Day offers both on- and off-road test tracks, and of course the registration system is very convenient for us, making it easier to collect data from test riders. Maybe the show organizers could position the Demo Day more clearly relative to the Taipei Cycle Show.”



**Rick Tsai**  
Speedhigh Co. Ltd.  
Taipei, Taiwan

“Since this is my first Demo Day, I came here with no specific expectations. For us as a distributor and bike shop the main goal at Demo Day is to get in contact with consumers, as we have appointments with our dealers at the show. Since we’re busy handing out test bikes and the demand for our bikes has been high from the very start today, we’re happy with the Demo Day for sure.”



**John Cho**  
E-Bikes Hawaii  
Kailua-Kona, USA

“Since I’m selling and renting e-bikes in Hawaii my main interest today is to test as many e-bikes as possible. The location the organizers chose is truly fantastic, as it offers test tracks for road and mountain bikes alike. It’s great to test different bikes in a safe environment rather than in traffic. My only wish for future editions would be a bigger choice of bikes available for testing.”



**Mitchell Cowling**  
Cape Bouvard Technologies  
Mosman Park, Australia

“Since our automatic gear box was only ready to go public shortly before the show, we were too late to get a booth. So we came to the Demo Day instead, to get feedback from enthusiast cyclists and industry insiders. This feedback was very valuable and mostly positive, so the Demo Day has been a full success for us and we’re looking forward to the show to learn more about the bicycle industry.”



**Paul Huang**  
Bikes n Bites  
Singapore

“Since I’ve been to both Eurobike and Interbike, I expected the Demo Day to be a bigger event. But the number of visitors looks good, and so is the weather – at least for now. Since I’m a distributor, I mainly want to try as many e-bikes as possible, as that looks to be a big trend – even though the legislation in Singapore is still very strict at the moment.”



**Timothy Tomlinson**  
Foldie Foodie  
Taiwan

“As a consumer and a guide for bike tours, the Demo Day is the first event of this kind for me, so I really had no idea what to expect. I’m impressed by the diversity and the quality of the e-bikes on display. I’ve tried some of the folding bikes with an electric motor on the test course in the park and that was good fun.”

## What's on at the show Wednesday, October 31

All events are at the Nangang Exhibition Hall unless otherwise noted.

### GENERAL SHOW INFORMATION

**Taipei Cycle**  
**Wednesday – Friday:**  
**Hours: 9 a.m. – 6 p.m.**

**Saturday (Public Day):**  
**9 a.m. – 3 p.m.**

Venues: Nangang Exhibition Center and Taipei World Trade Center (TWTC) Hall 3

### All Day

**Taipei Cycle d&i Pavilion**  
4F/L0118

**Themed Areas:**  
Internet of Bikes (IoT)  
Start-ups Zone  
TWTC Hall 3

**Theme Pavilions:**  
Korea Pavilion (New)  
EU Pavilion  
Italy Pavilion  
Japan Pavilion

**New Product Launch**  
4F/M Lobby

### Scheduled Events

10 – 11 a.m.  
**Opening Ceremony**  
4F/M Lobby

11 a.m. – 12 p.m.  
**IBDC Awards Ceremony**  
4F/Conference Room 402

2 – 6 p.m.  
**Procurement Meeting,**  
**TWTC Hall 3 exhibitors**  
Exhibitor Meeting Area,  
TWTC Hall 3

## Thursday, November 1

### All Day

**Taipei Cycle d&i Pavilion**  
4F/L0118

**Taipei Cycle Forum**  
4F/Conference Room 401

**New Product Launch**  
4F/M Lobby

**IBDC Forum**  
4F/Conference Room 402

**Taipei Power Forum**  
4F/Conference Room 403

**EEN Procurement Meeting**  
Conference Room 504C

### Scheduled events

10 a.m. – 12 noon  
**Most/TAITRA press conference**  
Hall 3/Smart Cycling Pavilion

1 – 2 p.m.  
**Intelligence #Demo**  
Hall 3/Taipei Cycle+ Smart Cycling Pavilion

## Friday, November 2

### All Day

**Taipei Cycle d&i Pavilion**  
4F/L0118

**Taipei Cycle Forum**  
4F/Conference Room 401

**IBDC Forum**  
4F/Conference Room 402

### Scheduled Events

10 a.m. – 12 noon  
**Bike Culture Forum**  
Hall 3/Taipei Cycle + Smart Cycling Pavilion

2 – 4 p.m.  
**Bike Travel Talks**  
Hall 3/Taipei Cycle + Smart Cycling Pavilion

## Saturday, November 3

### All Day

**New Product Launch**  
4F/M Lobby

### Scheduled Events

10 a.m. – 1 p.m.  
**1 on 1 Sprint Roller Racing**  
Hall 3 / Taipei Cycle + Smart Cycling Pavilion

*Hosting an event at your booth? Email us at TaipeiShowDaily@gmail.com before 2 p.m. today and we'll include it in tomorrow's Taipei Show Daily.*

## 2018 Free Shuttle Bus Schedule

**TWTC Exhibition Hall 3 to/from Nangang Exhibition Hall (round-trip)**

**Oct. 31 – Nov. 2:** 8 a.m. to 6:30 p.m.  
**Nov. 3:** 8 a.m. to 1:30 p.m.  
Buses leave every 15 - 20 minutes

On Nov. 3, the last bus departs Nangang at 1 p.m. and the last bus departs TWTC Hall 3 at 1:30 p.m.

**Free Hotel Shuttles from Nangang Exhibition Hall**

**Oct. 31 – Nov. 2:** Buses depart Nangang at 5:45, 6, 6:15 and 6:30 p.m.  
**Nov. 3:** Buses depart Nangang at 2:45, 3, 3:15 and 3:30 p.m.

**Route A:** Courtyard Marriott (Nangang MRT Station) | Gallery Hotel | Grand Victoria Hotel

**Route B:** Hotel Éclat Taipei | Shangri-La's Far Eastern Plaza Hotel Taipei | Howard Plaza Hotel Taipei (MRT Zhongxiao Fuxing Station) | Fullon Hotel Taipei | Miramar Garden Taipei

**Route C:** Taipei Fullerton Hotel-Nan Jing East | Brother Hotel | Sunworld Dynasty Taipei- | Sunworld Dynasty Taipei | The Evergreen Laurel Hotel Taipei

**Route D:** The Ambassador Hotel Taipei | The Imperial Hotel Taipei (MRT Zhongshan Elementary School Station) | The Grand Hotel

**Route E:** Caesar Park (MRT Taipei Main Station) | Cosmos Hotel Taipei | Palaid de Chine | Royal Seasons Hotel | Taipei Garden Hotel





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# Taipei Cycle wants to help the industry adapt to sweeping technological changes

The 31st Taipei Cycle show opens its doors today as the bicycle industry is poised on the verge of a technological disruption.



TAITRA CEO Walter Yeh was interviewed by reporters at yesterday's pre-show press conference.

"2018 is a critical year for the global cycling industry," Walter Yeh, president and CEO of TAITRA, said at the traditional pre-show press conference yesterday afternoon. "Not only are major exhibitions moving their show dates and venues, but the industry is also transforming itself in line with digital trends in this era of smart technology."

Exports of made-in-Taiwan bikes and components are thriving this year, thanks to the boom in electric bikes. Yeh and other speakers said Taipei Cycle is adapting to these changes, which are sweeping through other industries.

"We anticipate a powerful synergy between cutting-edge 'smart' products and the future of the 'smart cycling' lifestyle," Yeh said. "This will be the highlight of the show."

Show organizers have dedicated Hall 3 at the TWTC — a short and free bus ride away from the Nangang

Exhibition Center — to these new types of bike technologies, including "smart" manufacturing and IoT-related cycling applications. The show refers to Hall 3 as "Taipei Cycle Plus." It is also home to the Smart Cycling Pavilion.

IoT, for "Internet of Things," refers to a new type of interconnectivity among devices allowing them to connect with the internet and share data seamlessly.

Yeh said Taiwan bicycle exports showed "exceptional" growth through the first three quarters of 2018. Taiwan manufacturers exported 1.65 million units through September of this year for a value of \$1.3 billion. That's up by 20 percent over the same period of 2017.

The country's high-end bicycle industry accounts for 29 percent of the global market by value, while the volume of exported bikes puts Taiwan third in the world among the 74 leading bicycle producing countries.

This year's show has attracted 1,150 exhibitors in 3,250 booths, divided between Nangang and TWTC Hall 3. Nearly a quarter of all exhibitors are from outside of Taiwan, representing 37 countries.

Along with pavilions representing the European Union, Japan and Italy, Taipei Cycle has established its first-ever country pavilion for exhibitors from South Korea.

Another highlight of this year's show is the Taipei Cycle Forum, which expands to two days, running Thursday and Friday. Experts from Taiwan and other countries will tackle such trending issues as e-bike trends and design; the EU's anti-dumping tariffs on Chinese-made e-bikes; smart manufacturing, and e-mobility. (See Thursday's Taipei Show Daily for more on the Taipei Cycle Forum.)

Ralph Wiegmann, managing director of iF International Forum Design, said the industry needs a new mission — and making cities more bike- and pedestrian-friendly may be it.

"We have reached a high standard in bikes and components all over the world right now. Since the e-bikes and pedelecs were invented and further developed, we can say that the market was expanded as well in a pretty good way," Wiegmann said. "But what I'm really curious and waiting for is the next big challenge for the bike industry. What's coming next? What's really the next big challenge?"

He encouraged bikemakers to work with city governments and urban architects to explore ways of making cities more amenable to cyclists and pedestrians instead of cars through projects such as widening roads and building bicycle parking lots. "Maybe we need an initiative like, pedestrians and bikes first and cars second," Wiegmann said.

He noted that many German cities are facing EU mandates to restrict or ban the use of cars in cities to cut down on harmful CO2 emissions.

"If I were you, I would see it as a challenge," Wiegmann told the audience.

■ DM

## New Product Launches

Wednesday, Oct. 31  
4F/M Lobby

1 – 1:15 p.m.  
**3D Mart**  
3D printers and scanners

1:20 – 1:35 p.m.  
**Stars Co.**  
Smart crank

1:40 – 1:55 p.m.  
**Cyqlo**  
The only thing you need on your handlebars

2 – 2:15 p.m.  
**City Bright Co.**  
Intelligent wearable electronic textile

2:20 – 2:35 p.m.  
**Igus Taiwan**  
Change your bearing with Igus Motion Plastic

2:40 – 2:55 p.m.  
**Conviva Marketing**  
Zero drag wheels and aerodynamic anti-spin carbon spokes

3 – 3:15 p.m.  
**Apex Products**  
MHL cork saddle bag

3:20 – 3:35 p.m.  
**Ching Sung Sing Industrial**  
Magnetic product strap

5:40 – 5:55 p.m.  
**Cycling Zone**  
How to transform cycling outdoors so it feels like driving a car in all weather

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# More than 700 attend Demo Day



**Manufacturers, distributors, bicycle dealers and local cycling enthusiasts mixed with members of the international bike media yesterday to test the newest products at Taipei Cycle's second annual Demo Day.**

Like last year, Demo Day took place on the banks of the Xindian river, at Taipei's Hua-zhong campsite. Despite a looming typhoon that promises to make today and tomorrow soggy affairs, the Demo Day weather played nice, making conditions more pleasant than they were at last year's inaugural event.

While the wind picked up, the sun managed to pierce through the clouds

every now and then, and temperatures were ideal for testing bikes well into the afternoon — not too hot, but well-suited for riding in shorts and short sleeves.

"Until noon, we had 617 registered buyers and visitors, not including exhibitors and media, so it's safe to say that we had more than 700 people on site in total," said Jasmine Wu, publicity manager for Taipei Cycle.

The variety of test bikes at Demo Day was impressive, ranging from state-of-the-art road bikes and full-suspension mountain bikes to folding bikes and e-bikes for pretty much all applications.

A total of 25 companies from six countries exhibited, including such well-known manufacturers as Kind Shock, Klever, Look, FSA, Dahon and Tern. Demo bikes, particularly e-bikes, were in high demand.

Newcomers hoped to catch journalists' eyes, including the Australian company Cape Bouvard technologies.



Cape Bouvard showed a fully-housed automatic transmission for conventional bikes or e-bikes with hub motors.

The company's Mitchell Cowling said the transmission system wasn't finished in time for Cape Bouvard to sign up for a booth at the floor show, so the company decided to attend Demo Day instead.

While the terrain at the Hua-zhong campsite doesn't offer much elevation, organizers marked out a 1km grassy mountain bike course and a 1.5km road route along a smooth path.

Demo Day organizers also made registration more convenient for visitors, who could sign up online for the first time. Participants also received a silicone bracelet with an integrated microchip that allowed them to check out bikes with a quick scan of the wrist, saving time and

the hassle of filling out lots of forms.

One rider had to seek medical attention for a nasty crash. He wasn't a Demo Day visitor but one of the BMX riders who had been hired to perform at a trick show for attendees. ■ LvR







# DLC

## LINK TO PERFORMANCE

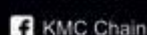
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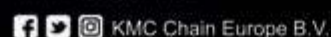
Team Dimension Data (Stiehl Photography)



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TAIPEI BOOTH NO: J1117

10 Taipei Show Daily

Wednesday, October 31, 2018

## Taipei Cycle d&i awards

# Taipei Cycle honors 8 with Gold awards



From left: Ralph Wiegmann, iF International Forum Design; Walter Yeh, TAITRA; and Gina Chen, TBA

Taipei Cycle officials awarded 2018 d&i awards to 45 products on Tuesday, with eight products — ranging from complete bikes to innovative components to a bicycle decal that glows in the dark — winning the highest Gold award.

“We continue to insist that R&D is the DNA of the bicycle industry,” said Gina Chang, secretary general of the Taiwan Bicycle Association.

Ralph Wiegmann, managing director of iF International Forum Design, which oversees the awards, said the bike industry is undergoing a transformation, as noted by Taipei Cycle’s decision to introduce a new award category this year for IoT applications in cycling.

IoT, or “Internet of Things,” refers to a broad network of devices — from refrigerators to automobiles to bicycles — with embedded sensors, software and other technologies that allow them to connect to the Internet and share data.

In the near future, “there will be more and more applications related to IoT in the bike industry,” Wiegmann said at Tuesday’s award ceremony. This new market, he added, “is very necessary and good for the bike industry.”

Zwift, which makes indoor cycling trainers, won the first d&i award in the IoT category for its application of massive multiplayer gaming technology. Zwift uses the technology to turn indoor training sessions into a kind of global video game where users can connect with others around the world.

Taipei Cycle also grants a Gold d&i award to the best product from a startup company. This year’s winner was Jaeger Technology Corp. of Taichung, which makes the glow-in-the-dark decal.

Jaeger founder Anny Chen said she was excited to win the award at Taipei Cycle and find herself among the more famous companies in the industry.

Chen owns a screen printing company that already supplies several companies in the industry. But she was inspired to launch Jaeger 2-1/2 years because she realized decals were due for a transformation.

“Before, the bicycle sticker was just a sticker,” she said. “Nothing had changed.” Many bike brands are interested in the technology, which she recently patented in Taiwan. Chen said she plans to approach helmet makers as well.

The award contest attracted 120 entries, 30 percent of them from



outside of Taiwan. But many of the products submitted by companies from other countries are designed and manufactured in Taiwan. All winning products will be on display during the show.

“Many entries this year showed their diverse characters with the help of outstanding development capabilities and advanced technology, which echoes the theme of Taipei Cycle,” said Francois Liang, who chaired this year’s jury. Liang is general manager of the Cycling & Health Tech Industry R&D Center in Taiwan.

“Complete bikemakers are paying more attention to details and form design, especially on special-purpose bikes,” Liang added. “Components and parts are more function-oriented; bike engineering works are well-thought-through to increase performance, such as weight reduction.”

Liang also pointed to the increasing use of mechatronics and IoT technology as bikes become more high-tech, driven by the growth of pedelecs and other electric bikes.

“Additionally, to fulfill the demand of indoor workout and fitness needs, many entries have worked with or are made for specific software and IoT products, which expands possibilities for bicycle products,” he said.

Recipients of this year’s eight Gold



Slo'o Aegis



Awards range from industry stalwarts to up-and-coming startups.

**Slo'o Design 4F/N1023** won for its Aegis titanium touring bike, which has such a flexible design that it accepts V, cantilever and disc brakes; 700c, 650b and 26-inch wheels; and is compatible with most derailleur systems in case of emergency. With the new Titanium Torque Coupling, the frame can be disassembled so the bike can travel as standard airline luggage.



Merida One-Twenty Carbon

The latest One-Twenty Carbon mountain bike from **Merida 4F/M0620** sports a frame that is 400g lighter than its predecessor but twice as durable, according to dynamic fatigue testing. Merida engineers adjusted the kinematics and geometry for better performance and more contemporary looks.

**TranzX 1F/I0414** a brand of J.D.

Components, won gold for its innovative YSP28P dropper post that also incorporates a suspension seatpost. Riders can adjust the level of support for their weight through air pressure. (See Friday's Show Daily for an overview of this and other innovative dropper posts at the show.)



TranzX YSP28P suspended dropper post



QingJu Evo seat tube clamp from HL Corp.

The QingJu Evo seat tube clamp from **HL Corp. 1F/I0218** for light city bikes, lets users adjust the saddle height to the centimeter and then lock the post in place with an ergonomic one-piece handle.

The Hawkvi Ultrapex UT3 wheelset from **Link Chance 4F/N0721a** pairs a high-profile carbon rim with aero carbon spokes. The rim is treated with graphene and a special resin for better braking without overheating.



Hawkvi Ultrapex UT3 wheel from Link Chance



Giant Recon front light

**Giant 4F/M0820** won a Gold Award for its Recon lighting system that maintains a constant electrical current to maintain an even light level and allow a longer span of high-lumen output. When the battery gets low, the Recon automatically switches to flash mode for another 30 minutes of runtime. (See page 12 for an overview of this and other lighting products at the show.)

The i-Chaser full-suspension electric



Wheeler i-Chaser e-MTB

mountain bike from **Wheeler 4F/N0808** pairs a new Yamaha mid-drive motor system with a Shimano Deore XT drivetrain. With long 160mm of travel, the i-Chaser is available for 27.5- and 29-inch wheels.



Coast Cycles Buzzraw X

The Buzzraw X from **Coast Cycles 4F/L0425** shows that an e-bike can be a lot of fun. The unconventional bike has big fat tires, front and rear suspension, and a belt drive for maintenance-free operation.



Jaeger electroluminescent decal

Finally, the d&i jury awarded its Gold Award for Young Enterprise to decal-maker Jaeger (not exhibiting) for an electroluminescent bike decal that glows in the dark to give bicyclists an extra layer of automatic protection. Jaeger obtained the patent for EL Decal Technology in Taiwan and adapted the process so customers can design their own decals. Decals can be non-film based or a sticker.

This award was open to startups that were founded no earlier than 2014.

■ DM



Website: www.jsagd.com  
E-mail: jymj@bicyclelight.cn  
TAIPEI CYCLE SHOW  
BOOTH NO. F0521C  
Oct 31-Nov 03, 2018

## INFORMATION FOR E-BIKE / BICYCLE MANUFACTURERS

You manufacture e-bikes / bikes and would like to utilise our lights?  
Please do not hesitate to contact us,  
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### German Approval JY-7091E(90LUX)



Bicycle Front Light For E-bike  
Two light sources: daytime running light and riding light.  
Daytime running light is for better being seen.  
Switch ON/OFF  
Day-mode: The daytime running light shines maximally bright, and the riding light directed to road is dimmed.  
Night-mode: The riding light shines maximally bright, and the daytime light is off.  
Adapt to 6V-48V



### JY-7091(90LUX)

Bicycle Dynamo Front Fork Light  
Sensor automatic  
Adapt to 6V/2.4W or 6V/3W

Day-mode



Night-mode

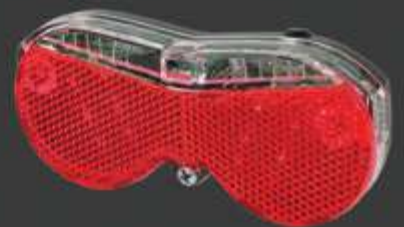


### German Approval

### ECE Approval

### JY-535

Bicycle Carrier Light  
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With reflector  
Battery: AAA\*2



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## Overview: Lights

# These smart, sophisticated lights will brighten any cyclist's day — and night

From self-powered to “smart,” new technology is freshening every segment of the bicycle lighting market.

New power sources are expanding the capabilities of lights. At one end of the spectrum, e-bike batteries provide enough juice for bike lights that can outshine those on cars and motorcycles. At the other, innovative units use electrical currents generated by a bicycle rim to produce energy without batteries, and without drag.

Either way, fast-changing technology lets cyclists stay safer by being easier to see. Conventional lights are getting smarter, too. Some multi-light systems offer synchronized units, and remote activation is becoming more common. Lighting technology has advanced so much, in fact, that jurors awarded 2018 Taipei Cycle d&i awards to several lighting products.

Also “smart” is an auto-sensing rear light from **BikeSpark**. **Hall 3/G0612a** It automatically turns itself on when the bike is put in motion and then, to preserve its battery, turns itself off after a minute of inactivity.

The BikeSpark has another trick up its diminutive sleeve: It warns other road users of imminent deceleration by doubling in brightness when it detects the rider is applying the brakes.

Traditional features aren't neglected, either. A lithium-polymer battery provides plenty of juice for an output of 35 lumens and a wide, 220-degree throw of illumination. The BikeSpark is also water resistant to an IXP5 rating, and attaches without tools.



Infiniti Tron I-280R



Moon Sport Cerberus



Lezyne Connect Drive system



Xbat

**Xbat 4F/N0923a** makes advanced dynamo lights that harvest a wheel's rotational energy, so they don't need batteries and never need recharging. And because the lights aren't in physical contact with the wheel, they seem to run on magic. Actually, they run on magnets, by taking advantage of the electrical current that is generated by the magnetic field of a wheel's rotating metallic rim. They can also rely on actual magnets that are placed beside disc brake rotor bolts.

The Xbat C1, for traditional road caliper brakes, is waterproof and has an auto-activation mode. It sits behind the brake pad and takes up little space.



Roxim s-pedelec components

Adding all the pieces together is **Roxim**. **1F/K0021** Its new integrated e-bike system combines a horn, front and rear light controls, and a brake lever-activated stopping alert — all in a tidy, uncluttered cockpit controller.

The Roxim system comes in two versions, one for pedelecs and one for speed pedelecs. Both are compatible with Tektro brake levers.

With buttons neatly housed in the brake lever's mounting plate, both systems can control the activation of the lights, while also alerting following traffic when the lever is pulled. The speed pedelec version includes the horn control circuit and is certified by ECE regulations for use in Europe.

Roxim also won a 2018 Taipei Cycle d&i award for its Z4E Pro, which fits high and low beams into a miniature housing and works with most e-bike types. With an output of 900 lumens, and an ultra-wide light spread for visibility, the Z4E Pro uses economical LEDs instead of more expensive automotive versions to keep prices competitive.

**Moon Sport 4F/N1202** won a 2018 d&i award for the Cerberus, a three-sided tail light that enhances a cyclist's side visibility. The Cerberus gives cyclists a wider angle of visibility, especially while riding through intersections, past driveways, or down side streets and alleyways.

Another 2018 d&i winner, the Infiniti Tron I-280R rear light from **Chance Good**. **1F/J0401** also focuses on safety and visibility. The Tron I-280R has a full 360 degrees of visibility, so cyclists can

be seen from any viewing angle. It has a constant output of 40 lumens, and its daytime flash mode is an even brighter 50 lumens. The Tron recharges quickly, and a mounting clip lets it be attached just about anywhere.



Cateye Sync Core headlight

**Cateye 4F/N1002** introduces a new synchronized lighting system it calls CatEyeSYNC. All lights are activated via a single switch on the headlight, and all

three units in the system can be paired with a smartphone.

The Sync Core headlight serves as the master unit and controls the other lights. The Sync Kinetic tail light alerts following riders or drivers when the cyclist decelerates. Sync Wearable dots, which attach to clothes or bags, provide a final option. Riders can use up to seven lights, which can flash in sync for visibility.

The Connect Drive lighting rig from **Lezyne 4F/L0416** uses a quick-action, two-button wireless remote switch to control front and rear units.

Up front is the Lite Drive 800XL, which cranks out 800 lumens. A machined aluminum body dissipates the heat generated by the unit's high-output LEDs. The Lite Drive 800XL has eight modes, including an attention-grabbing daytime flash. A MOR (“maximum optical reflection”) lens has built-in side visibility.

At the rear is the Lezyne Strip Drive, with five high-output LEDs that deliver up to 150 lumens. The Strip Drive is compatible with round and aero



BikeSpark



Lezyne Lite Drive 800XL and wireless remote



seatposts. Like the front light, it can be fitted and swapped out without tools.



Kryptonite  
Alley F-800

The new Alley F-800 from **Kryptonite 4F/M0106** is small but mighty. With 800 lumens of output and a runtime between 1.5 hours on high steady mode and 24 hours on economic flash, it's made for exploring unlit trails and staying visible in town.

Six modes include daytime and nighttime pulse for safe riding. A memory function returns cyclists to the last selected mode when they turn the light back on. When the battery charge falls below 10 percent, the Alley F-800 automatically switches into eco mode so riders have up to 45 more minutes of runtime before the light goes out.



AXA Compactline system

Building on the success of its Compactline dynamo light range, **AXA 4F/M0106** launches matching USB rechargeable versions. These handlebar-mounted units come with 20 and 35 lux outputs, along with the same design features as their dynamo and e-bike siblings. Both are compact, with round optics for better forward illumination and side visibility. Both models can be toggled between an energy-sipping output of 10 lux or full power, allowing a maximum runtime of 12 or 15 hours, respectively. A single, small rear light rounds out the set. Although this light uses just one LED, it's visible for up to 300 meters (985 feet).



Spanninga Pimento

The Dutch light maker **Spanninga 4F/M0310** celebrates its centenary this year. One new product it's poured its 100 years of experience into is the Pimento rear light. Using the latest chip-on-board (COB) technology, the Pimento is diminutive but far from dim. Earlier versions were available only as a rack mount, but the new Pimento takes advantage of its COB LED's flexibility to

curve around the back of a fender. The Pimento comes in versions for e-bikes and for dynamos — the latter featuring a capacitor that keeps the light shining when the bike is stationary, for better safety while stopped.



Giant Recon

The Recon line of headlights from **Giant 1F/M0820** took Gold in this year's d&i awards (see all of the Gold winners on page 10). The lights use the company's Electronic Control Design, which generates a constant electrical current throughout the runtime cycle to maintain stable light levels and higher output compared with competing models. When the battery charge drops to a critical level, the Recon automatically switches to an energy-saving flash mode, so the lights will continue shining for at least 30 minutes.



SKS MonkeyLink mudguard with integrated tail light

New MonkeyLink components from **SKS 4F/L1217** mount magnetically, lock into place mechanically, and connect directly to a bike's electrical system via the SKS BlueDock interface.

The MonkeyLink system allows riders to control the lights at the display, and is compatible with e-bike drive systems from Bosch, Brose, Shimano, and SR Suntour. Also arriving this year are the brand's 2K mudguards, which use a similarly innovative magnetic attachment. An integrated tail light on the rear mudguard ensures that riders remain both dry and visible on dark and stormy nights.



Smart Rays 150

The new Rays 150 from **Smart 1F/I0414** is the sum of its high-spec parts — a combination of Cree LEDs, a li-polymer rechargeable battery, and a reflecting optical design. Compact and light at only 33g (1 ounce), it takes up little space on the handlebar and attaches without tools. The Rays 150 puts out 30 lux and meets German market standards. Riders always know the light's status through its charging and low battery indicators. Extended side visibility helps alert drivers who are

approaching at acute angles.



Jiashan Shengguang JY-7091

Dynamo or e-bike battery? The JY-7091 system from **Jiashan Shengguang Electronics 5F/P0521c** has riders covered whether their ride is conventional or electric. Both models are approved for the German market and pump out 90 lux.

The e-bike version offers a host of extra features, including twin light sources for separate daytime running and riding lights. The lights activate automatically based on ambient light levels. In day mode, the running light is lit but the riding light, which is directed onto the road, is dimmed. The situation is reversed in night mode for maximum illumination. Matching rear lights are also approved for Germany.



Neco hub power generator and portable charger

The Rove Dynamo Hub Power Generator from **Neco 1F/I1130** is built into the front wheel, where a rectifier converts alternating current to direct current. The power generator connects to Neco's 3-in-1 Intelligent Portable Charger, which uses a battery in the steerer tube to store power. Because both units are hidden, the system provides power without compromising the look or operation of the bike.

The charger can recharge any USB electronic device, so riders can keep smartphones and GPS units running even in remote areas. Neco won a Taipei Cycle d&i award for the Rove last year.



Macro Cosmos hub dynamo

From **Macro Machine Co. Hall 3/G0314a** comes two new dynamo hubs under its Cosmos brand, both of which have been patented in Germany.

The Cosmos CO-03 fits disc or drum brakes with 32- and 36-hole rims and generates 6V-3W of power. Its sibling, the Cosmos CO-04, is intended for

bikeshare bikes and can also charge a rider's smartphone or GPS units. It puts out 6V-4.5W.



SunUp SpinUp FD12 hub dynamo

**SunUp Eco Co. 4F/N0503** calls the SpinUp FD12 hub dynamo the market's first "intelligent power distribution dynamo." It says the FD12 is the only system that can charge Apple products such as iPhones and iPads directly, without a converter.

The FD12 weighs 350g. All electronics are integrated into the hub, allowing a 1A output when the cyclist is traveling at least 13 kph (8 mph). It's equally capable of charging lights and other electronics with little added resistance.



Herrmans H-Black Pro

**Herrmans 4F/M0210**

expands its H-Black range with a trio of models led by the H-Black Pro. With an output of 200 to 230 lumens, the H-Black Pro uses projector technology to light the way up to 26 meters (85 feet) ahead. A sharp cut-off line at the edge of its beam ensures the light won't dazzle oncoming drivers. The H-Black Pro comes in versions for dynamos and e-bikes, both of which accommodate a removable, click-in reflector.

The less expensive H-Black MR4 is similarly styled and generates 100 to 120 lumens for visibility of up to 18 meters. Herrmans also tailors its range for OE customers.

The CubiCubi Light Series from **Topeak 4F/M0711** gets its name from its boxy design. This two-piece modular system allows the lighting unit to be paired with different capacity battery packs. Depending on the amount of power required, riders can customize the brightness and burn time by swapping in different batteries. With outputs ranging from 500 to 1,200 lumens, the battery packs can also charge devices at home or during a ride. Different mounts let riders pair multiple Cubi lights with such accessories as smartphones, action cameras and computers. ■ JD



Topeak CubiCubi Light Series



## Overview: Share bikes and components

# Building (better) bikes for the masses

Conversations about bikesharing tend to focus on mainland China, where operators have flooded cities with tens of thousands of cheap share bikes.

But as bikesharing and other “mobility as a service” systems look to become big business around the world, bikeshare operators seek better share bikes made with durable, higher-end components — demands that create new opportunities for the industry.

At Taipei Cycle, several exhibitors are showcasing new products developed specifically for share bikes.

Bikesharing isn't all good news for the industry. Large players such as Shimano and Giant have blamed bikeshare systems for dampening new bike sales in China. Indeed, many younger Chinese residents opt for a share bike instead of buying their own. And why not, when a smartphone app can connect them with a nearby share bike that costs next to nothing for a short trip?

But while bikeshare systems have cut into sales of some entry level bikes, they have created other openings for the industry. Companies that have tried to export the Chinese bikeshare model to Western Europe and North America have had a tough time, in part because existing share bikes tend to be built to low standards unacceptable to many Western consumers.

Even though many share bikes lack gears, they tend to be heavy and less appealing. Industry insiders estimate that a typical free-floating share bike is roughly equivalent to a \$400 consumer bike.

But many bikeshare systems rely on using more valuable bikes. Here in Taiwan, for example, the YouBike system from **Giant Manufacturing 4F/M0820** relies on bikes that are worth roughly twice as much as a typical Chinese share bike. The YouBike system, now in operation in several Taiwanese cities, uses dedicated docking stations, while the bikes themselves are spec'd with higher quality components.

Electric bikes are rapidly becoming integrated into bikeshare systems, which drives up the unit price per bike. Jump Bike, a U.S. bikeshare operator recently acquired by the ride share giant Uber, relies exclusively on e-bikes and electric



Spanninga Nr. 9 Solar light for share bikes

scooters. In Switzerland, new e-bike models from Publibike represent a retail value of about \$2,000.

With these kinds of price points, bikeshare systems offer interesting business opportunities for component manufacturers. Unlike conventional bikes, share bikes require a different mindset.

The key criteria for a share bike are neither value nor weight, but low maintenance, reliability, and sturdy designs that keep vandalism at bay.

Bikeshare operators place a premium on reliability, because every mechanical problem costs them twice: Once for the cost of labor and materials to replace a faulty component, and again for the lost opportunity cost of keeping a bike out of the fleet while it is repaired.

Fleet operators also seek to minimize their operational costs, leading many to turn to free-floating systems instead of more conventional bikeshare systems with docking stations.

After analyzing the needs of



Spannings Nr. 9 solar rear light for share bikes

bikeshare operators, **Kun Teng 1F/10124** developed a sturdy, one-piece wheel with five spokes. These wheels have a unique feature: Any wheel can be used in the front or the rear, thanks to a hub shell with an internal spline-like interface.

When used as a front wheel, the hub shell accommodates a hub dynamo and a



YouBikes, made by Giant, at the Taipei City Hall station



Hubblevision reflector

held securely in place with Torx screws. Designed to work with either a hub dynamo or an e-bike battery, the light is sturdy and versatile. **Massload 1F/1301** is one of the first accessories makers to design a rack built around this light.

Taichung-based manufacturer **Hubblevision Hall 3/G0328a** has 20 years of experience in building reflectors for many applications, including spoke and pedal reflectors for bicycles, motorcycle lights, and complex electroformed inserts for automobile reflectors.

Its new RL8 bike reflector works over a wide range of angles, so it can be fitted to fenders or headtubes. Because it does not protrude from the bike at odd angles, this reflector is protected from getting damaged in use.

matching through-axle. The rear wheel version has an internal transmission with three gears and a wider axle.

Because share bikes are most often ridden in urban traffic, lights and reflectors are key safety features. **Spanninga 4F/M0310** already supplies several bikeshare operators with sturdy, vandalism-resistant lights. The Vélib' bikes in Paris, for example, use Spanninga Luceo headlights with integrated reflectors. Mobike share bikes are equipped with Pixeo tail lights and Kendo headlights. Even the low-cost Ofo share bikes come with a Nr. 9 Solar tail light and Bulk headlight with integrated reflector.

Finnish manufacturer **Herrmans 4F/M0210** has designed an LED rear light that fits seamlessly under a rear rack and is

For free-floating, app-based bikeshare systems, “smart” frame locks are an important means of tracking and invoicing individual rides, along with keeping share bikes safe from theft. Chinese manufacturer **Zhejiang Zhongli 4F/L0012** has developed the Zoli, a version of its smart lock that has been customized for bikeshare fleets. Sensors in the Zoli let fleet operators use a web platform to track and manage every bike in the fleet in real time.



Zoli smart lock from Zhejiang Zhongli



Illustration of KT's one-piece wheel for share bikes





Zoom E-Tron cockpit from HL Corp

Most bikeshare riders won't notice a special wheel or pedal, but they will notice if their share bike fits properly. Customizable fit is one of the biggest challenges for share bike makers, given the wide range of body types that each bike has to accommodate.

While most share bike frames are built with plenty of standover clearance, riders should still be able to adjust the saddle height and the handlebar position without tools — and with the confidence that the seat or handlebars will stay in place once adjusted.

When it comes to handlebars, **HL Corp 1F/10112** has developed a neat, integrated cockpit solution for electric bikes that routes cables internally. The cockpit, called the Zoom E-Tron, originally was designed for consumer e-bikes equipped with the Shimano Steps E-6000 mid-drive unit. However, the E-Tron's ease of adjustability and high level of integration make it attractive for e-share bikes.

A dropper post provides a quick way

of adjusting the saddle height, so it's not surprising that dropper post pioneer **Kind Shock 1F/10529** has developed a share bike version of its highly successful dropper post line.

The Speed Up dropper post, which uses mechanical internals, is marketed under Kind Shock's ExaForm brand. It's activated by a lever under the saddle and can be adjusted through a surprisingly wide range of 250mm (nearly 10 inches).

Because it replaces the traditional quick release mechanism on the seat post, the Speed Up ensures that riders won't jeopardize their safety by failing



ExaForm SpeedUp dropper post for share bikes, from KS



Wellgo's C169DU is used on thousands of YouBike share bikes in Taiwan.

to clamp down the quick release properly. It also minimizes the risk of saddle theft.

Bike pedals are often taken for granted, but the right pedals make a big difference on a share bike. Fleet operators want pedals with rock-solid, long-lasting bearings and slip-proof surfaces.

**Wellgo 1F/10517**, one of Taiwan's biggest pedal manufacturers, has been supplying two popular bikeshare operators for some time.

Wellgo's low-cost B289 pedal is found on Ofo bikes, and combines an all-plastic cage with a sandpaper-like surface and a sturdy steel

axle.

Its more sophisticated C169DU model, which has an alloy cage treated with a rubber anti-slip application, is used on thousands of YouBike share bikes throughout Taiwan.

Another big Taiwan pedal manufacturer, **VP Components 1F/K0810**, has designed its VP-658 pedals for share bikes. These beefy pedals can accommodate riders weighing up to 120kg (265 lbs.) instead of the usual 90kg.

Robust steel axles run on oversized bearings that are 30 percent wider than typical pedal bearings.

Rubber strips on the edges of the alloy cage improve grip in wet conditions. Because the cages are contoured, the pedal will still be safe even after the rubber has worn down.

■ LvR



VP-658 share bike pedal from VP Components

ENGLISH

BOOTH: N0325

Airace iGauge



AIRACE  
AIRACE-CYCLING.COM

The world's first Bluetooth Pump



iGauge  
iWINDPRO V2 RD  
AP-45BT



iGauge  
iWINDPRO V1RD  
AP-46BT



iGauge  
iWINDPRO V1MTB  
AP-48BT



iGauge WINDPRO A  
AF-14BT



iGauge  
iSPEED F2 G  
AM-93BT

Apple & Google device compatible via Bluetooth





## Overview: Solid tires

# Keep the good times rolling with a new generation of flat-proof, airless tires

Before there were pneumatic bicycle tires, there were solid tires. They were eventually replaced by pneumatic tires for good reasons. But recent advances have given rise to a new generation of solid tires that promise pneumatic-levels of comfort and performance without the worry of punctures.

There's a wide range of solutions on the market. Some companies have opted for an insert that fits in a standard tire, while others offer complete solid tires. Airless tires are particularly attractive for electric bikes and for bikeshare systems, which typically appeal to cyclists who are less technically experienced and less likely to have the time or inclination to fix a flat. For bikeshare system operators, flat tires mean abandoned bikes and lost revenue.

**Air Fom** is a new Taiwan-based airless tire brand headed by industry veteran Mark Peterman. Air Fom's launch product is a precision molded, multiple layer, high-tech foam insert that can be constructed to simulate different pressures. Although Air Fom is not exhibiting on the Taipei Cycle show floor, it is hosting meetings in a private room here at Nangang.

Anyone wishing to make an appointment with Air Fom can email Peterman at mark.peterman@air-fom.com.

Peterman stressed that Air Fom is not a tire replacement, but mounts inside of any standard bicycle tire of a matching size.

"The very significant advantage is that the consumer can use their favorite brand-name cycling tire instead of having to make do with a much lower performance foam tire," Peterman said.

The Air Fom insert is constructed of three sections. The foundation layer is a light, durable, rim-specific section that ensures a perfect fit on the wheel.

The backbone is a high-density core element designed to add rigidity and structure to the insert and deal with bigger impacts.

"By using high-tech materials in a precision engineered structure, Air Fom simulates the pressure of an air-filled tire with the same dynamic ride that air gives," the company says. "By using multiple layers of materials Air Fom can be lightweight, durable and affordable."

Around both is the Energy layer that gives the insert its dynamic feel. The energy layer can return up to 60 percent of the energy it receives for a better ride experience.

Air Fom says the tire performs consistently in all weather conditions, and across a temperature range of -30 degrees to over 50 degrees C (-22 degrees to 122 degrees F).

A 700x40c insert weighs around 260g (9 ounces), or about the same as a heavy-duty or Slime-filled inner tube. Air Fom says its solid tires will last for at least 5,000km (3,100 miles) and come with a one-year warranty.

Sustainability is another selling point for Air Fom. All components of an Air Fom tire are completely recyclable, the company says. By comparison, most airless tire systems use cross-linked polymers that are difficult or impossible to recycle, and often end up as shredded packing filler or disposed of in landfills.

Air Fom doesn't use cross-linked polymers, and the company says all materials can be recycled into new inserts. "Air Fom is committed to providing a recycling pathway to dealers



Illustration of Air Fom insert

and distributors for all used foam inserts, to fully close the product recycling loop," the company says.

Air Fom will begin manufacturing in the last quarter of this year, and the first shipments should be in shops early next year. Its initial product line will include solid tires for all categories of bikes, including commuting, urban, e-MTB, MTB and gravel.

The Nexo tire from **Otrajet** **1F/K0202** is an injection-molded tire system formulated from a combination of different polymers. Otrajet calls the material Nexell.

The manufacturing process uses chain chemical bonding to make the tire more stable and protect against damage from moisture and ozone, both of which are known to degrade solid tires.

The production process is environmentally friendly and complies with the EU's RoHS directive.

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

Because Nexo tires last far longer than conventional tires, Otrajet says it can help cut down on waste from discarded tires.

In Otrajet's own testing, the Nexo tire has completed a 5,000km JIS-standard wear test with only a 0.2mm reduction in tread depth.

Otrajet says a Nexo tire has an expected lifespan of three years in normal riding conditions.

Otrajet's newest 700x40c size is designed especially

for e-bikes, with a higher weight limit to account for heavier e-bikes. Each tire supports up to 70kg (154 pounds), so the weight limit for a complete bike is 140kg.

Otrajet designed the 700x40c tire for speed pedelecs and more powerful e-bikes.

The Airless system from **Schwalbe** **4F/M0116** is a puncture-proof tire insert that uses an extremely elastic expanded thermoplastic polyurethane (E-TPU), sold by BASF under the Infinergy brand.

It's not a single-piece solid tire; the system consists of a 40-622 sized Airless tire, an Airless tube of the white E-TPU, and a blue Airless ring.

The ring ensures that the system is compatible with different rim shapes. The system will work with wheel rims with an inner width of 19 to 21mm.

Adidas uses Infinergy for the soles of its Boost running shoes. It serves the same purpose in both uses — to absorb impacts and provide comfort.

Schwalbe says the rebound elasticity of the Airless System is more than twice that of competing systems. By using a separate outer tire, the German tire



Nexo offers solid tires for a range of bikes, from city bikes to heavy speed pedelecs.



Nexell is the raw material used to make Nexo airless tires.





A cutaway illustration of the Schwalbe Airless system

maker says the Airless system will last for 10,000km in normal use. Riding an Airless tire has a similar feel to a conventional tire that's inflated to 50psi (3.5 bar).

"The Airless tube with its thousands of mini cushions and enormous recovery capability offers huge advantages over previous materials for solid tubes," said René Marks of Schwalbe. "Rolling resistance and weight are slightly higher than with normal inner tubes. But wherever 100 percent zero maintenance takes priority, where all-round carefree tires are in demand or if customers really never want to pump a tire again, the Airless System beats the inner tube hands down."

The Airless system can only be fitted by certified IBDs. Fitting the system requires a dedicated machine, and takes between five and ten minutes per tire. Schwalbe will offer training courses so shop employees can become certified fitters.

Two years in development, the Serenity 2 system from French manufacturer Hutchinson **4F/N1114** is

another 100 percent flat-proof tire system. The original Serenity was an inner tube replacement made from a composite rubber; the Serenity 2 uses a more complex construction and is manufactured in Hutchinson's French factory.

The Serenity 2 uses a two-layer construction with a hollow core. The outer layer is made from Hutchinson's Vegaprene thermoplastic rubber, and gives the tube dimensional stability and helps with abrasion resistance. Inside is an 8mm Gygaprene tube, another thermoplastic rubber chosen primarily for its rebound properties.

The Serenity 2 has a hollow center, but because it isn't under pressure the tube can't be punctured. The hollow construction means that the Serenity 2 is 17 percent lighter than the first-generation Serenity.

The system is very stable across a range of temperatures, and has an operational life of 6,000km. At the end of its life the Serenity tube can be recycled.

The Serenity 2 simply replaces the inner tube, so it can be used with any

tire that's the correct size. Currently the system is available in 700x35c and 26x 1.50-inch sizes.

Most airless tires are intended for city and recreational uses, where performance is not as important. But **Tannus 4F/10517a** has had some success in racing, with the Ukrainian national track squad using the Tannus Aither tires for outdoor training. Brothers Alex and Maksym Lopatyuk, former members of the Ukrainian track team, introduced Tannus to the squad after testing the tires for six months.

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

Tannus tires are a single-piece solution, made from a durable polymer called Aither that's similar to the shock absorption layer in the soles of running shoes. Completely puncture-proof, the Tannus tires attach to a standard rim using an arrangement of locking pins that are fitted through holes in the base of the tire and clip into the bead of the rim. The tires can be fitted by hand, but Tannus also offer an automated fitting process for OEMs.

Tannus offers its lightweight, zero-maintenance tires in a variety of sizes,

including for Brompton wheels. They're available in 12 colors and guaranteed for 9,000km.

Tannus also offers a system it calls Armour that's sort of halfway between an airless system and a standard tubed setup. An inner tube is still required, but the Armour sits between the tube and the tire. It's designed for on- and off-road riding.

The Armour system provides up to an extra 15mm of puncture protection, and allows tubes to run at lower pressures, increasing comfort while significantly reducing the risk of pinch flats. An unlucky cyclist can still make it home (slowly) by riding just on the Armour insert, making it a good solution for utility or share bikes whose riders are unlikely to be prepared for fixing a flat.

"We have the ability to change the properties of the Aither material for different performance," said Youngki Lee, the CEO and R&D head for Tannus. "In comparison to the Aither airless tires, the Armour foam compound is lighter and provides better rebound and shock absorption. The development focus was an easy-to-mount, yet durable and lightweight insert, which has a better rolling resistance than others in the market. Extensive lab and field tests confirmed the superior design and function." ■ DA



The Tannus Armour system is used with an inner tube.

**SUNRACE**  
**STURMEY**  
**ARCHER**

**Automatic Hub**  
**2-Speed**



**E-MTB system**



**Rear Derailleur**  
[ 9-Speed ]  
[ 1 x 50/46/40T ]

**Trigger Shifter**  
[ 12/11/10/9 - Speed Option ]  
[ Single Shift ]



**Cassette**  
[ 9-Speed Wide Ratio ]



**Chain**  
[ 11/10/9 - Speed Option ]



Booth No. **J-1217**



# Trade wars and tariffs and duties, oh my! How Taiwan framemakers survive turmoil

**Taiwan's network of frame manufacturers is seeking shelter from a typhoon of business challenges that they expect to be in full force in 2019.**

Many of these challenges affect the Taiwan industry's extensive production facilities in mainland China. Darkening storm clouds include continually rising labor costs in China; the likely extension

of the European Union's anti-dumping duties on Chinese-made bikes; and the Trump Administration's trade war with China, which includes stiff tariffs on Chinese-made products heading for

the U.S., including most bikes and bike components and accessories.

More general business challenges are also affecting the industry, including a global market slowdown and the continuing e-bike revolution, which calls for big changes in frame construction.

Framemakers are responding in a variety of ways, according to a cross-

section of companies interviewed by the *Taipei Show Daily*. Many are continuing to move away from mass OE production to focus on specialized, value-added products, or producing smaller volumes for a variety of customers at higher unit value. They're also bringing as many production processes in-house as possible. ■ GR

## Kinesis discovers the perils of committing its entire manufacturing to the mainland

**For an example of the whiplash-inducing market changes, look at one of Taiwan's largest and best-known framemakers.**

**Kinesis, TIF/KOTOG** which has the capacity to produce 800,000 frames and 200,000 forks a year, had shifted so much of its production to its factory in Guangzhou, China, that it decided to close its Taiwan plant in mid-October.

"This seemed to make sense," said Robert Chang, director of R&D for the company. At the time, the Guangzhou plant was producing 95 percent of its frames compared with 5 percent in Taiwan.

But while Kinesis was going all-in on China, U.S. President Donald Trump was deciding to upend global trade by imposing tariffs on most China-made goods, including most bicycles and bicycle products.

In August, the U.S. boosted tariffs on Chinese-made e-bikes and e-bike motors from zero or four percent to 25 percent. The following month, it imposed a 10 percent tariff on most other bicycle and bicycle products, and said those will rise to 25 percent on Jan. 1.

"Who would have expected the U.S.-China trade war to erupt?" Chang said.

So Kinesis is now building another

assembly plant next to its new headquarters in Dajia, Taiwan, which will help it sidestep the tariffs on at least a portion of its production.

Chang said Kinesis is also investing in more automation, to improve quality while requiring fewer employees.

But the company is not abandoning its mainland China factory, which it established in 1995 — more than 30 years ago. The Guangzhou plant employs about 650.

"We are firmly established in China and have no plans to move elsewhere — better to put your eggs in one basket," Chang said.

One way to combat the tariffs is to find greater efficiencies in production processes. Kinesis has made significant recent investments in machines for laser cutting and automated welding.

The laser cutting equipment allows workers to make exact cuts on tubing, which is an essential step before the tubes are joined by automated welding.

Chang said automated welding now accounts for 20 percent of Kinesis' production and will increase. The system "simultaneously solves product



Robert Chang, head of R&D at Kinesis



A Kinesis squeeze-casted mounting bracket for a Bosch mid-drive motor

quality issues and the shortage of skilled labor," he said.

While some framemakers are struggling to adapt to the unique requirements of e-bike frames, Kinesis is not. It's been making e-bike frames since the early days of electric bikes in Japan. E-bikes now account for about 60 percent of the company's production, and Chang said it could go as high as 80 percent. Kinesis produces frames primarily for Bosch and Shimano mid-drive motor systems.

Kinesis also has adapted "squeeze casting" to produce e-bike motor

housings, which Chang believes is a first in the bike industry. A squeeze-cast housing can be welded to the rest of the frame, which is not possible with traditionally cast motor housings.

In squeeze casting, molten metal is poured into closed dies that are then "squeezed" in a hydraulic press, resulting in a pore-free, fine-grained cast.

Chang said Kinesis is also gearing up for an expected increase in demand for e-road bikes. "This won't be as big as e-MTBs, but we are ready for it," he said. ■ GR



# 'Not a chance' of moving framemaking business out of Taiwan, Caribou says

**Not far from Kinesis, Caribou Pro Frames, has become one of Taiwan's top five framemakers since its founding in 1999.**

**Caribou 1F/K0315** has resolutely ignored the temptation to go to the mainland, or to other increasingly popular production locations such as Cambodia or Vietnam.

"Not a chance we will do that," general manager David Wu said. "We have neither the capital or the personnel for that to be viable. Anyway, Taiwan's advantage is in the level of expertise for making a wide variety of bikes. Chromoly, aluminum alloys, titanium, and carbon composites — these require a wide range of skills and advanced abilities to get it right."

Wu noted that business is tough, whatever strategy a company adopts.

"No matter where you go, you have to fight hard to survive," he said. "Either choose cheap labor for mass production for a lower per-unit price, or focus on producing a smaller quantity of high-end, good quality products."

Early in Caribou's history, he added, a large European customer offered financial backing for a mainland China factory if Caribou would produce exclusively for that company.

"I didn't go for it because I knew it would last maybe three or five years,

and then I'd be back to square one," Wu said.

Wu acknowledged that the U.S.-China trade war, and the EU anti-dumping duties, are disrupting business even though neither directly affects Taiwan-made products.

"This is a big mess," he said. "Right now, customers are delaying placing orders. They want to wait until things get more clear, which has resulted in a 20 to 30 percent decrease in orders for Caribou this year. But those companies already set up in Vietnam or Cambodia are fully booked."

Caribou's production capacity is 30,000 frames a year. The company employs a staff of 56 at its headquarters at the Dajia Industry Park.

Wu said Caribou intends to continue focusing on providing a high level of service to its existing customers. Its fast product development cycle lets Caribou engineers produce a sample within a month of getting initial design diagrams — a process that can take up to a year at other companies, he said.

Because production runs are typically small and specialized, Wu said it makes little financial sense to invest in automation. Instead, he said, "The money that might go into automation we put towards other machinery and technology."

Caribou is currently developing a new factory that will incorporate "several innovations" for common



Kevin Wu, general manager of Caribou Pro

production processes, which he declined to discuss in detail.

He expects Caribou to increase production of e-bike frames, which now account for about 40 percent of overall production. But because

Caribou focuses mostly on chromoly, not alloy, he does not expect to see the kind of growth that other framemakers are seeing. He said orders for chromoly mountain bike and gravel bikes are stable, however. ■ GR

## Carbon specialist Trigon sells complete bikes consumer-direct from Taichung



Eric Lee, general manager of Trigon

**Trigon 1F/1008**, another Caribou neighbor in Dajia Industry Park, is also committed to remaining in Taiwan. The manufacturer of high-end carbon frames and components supplies many of the major brands, some of whom participate in the Tour de France.

"We seriously considered setting up in China in the beginning, but came to the realization that forever chasing low costs is a never-ending saga," general manager

Eric Lee said.

Instead, Lee added, "We resolved to focus on R&D, quality products and exceptional service — high quality, small quantity, niche markets. That has served us very well, otherwise we wouldn't be here now."

Lee established Trigon's parent company, Great Go Cycles, in 1998, and now employs a staff of about 100. It can produce 3,000 frames, 20,000

handlebars and 30,000 seatposts a year.

As an early adopter of carbon fiber, business was rough at the beginning, said Lance Lee, Eric's son.

"Carbon fiber had not [yet] gained people's trust, so many in the industry were skeptical. It did not go so well at first, but we stayed the course and the result has been very good," he added.

The company established the Trigon brand 10 years ago. It struggled at first to establish the brand through global distributors, which assembled complete bikes for customers.

But with the direct-to-consumer model gaining popularity, Trigon believes it is well-positioned to take advantage.

"The new strategy will be shipping complete bikes directly to consumers. The major market is in Europe," Eric Lee said. "Europeans prefer high-end products and our production capacity is also limited, [so] we can focus on smaller niche markets."

However, OEM sales still account for up to 70 percent of Trigon's sales, and the Lees say the OEM segment will always be a significant part of the company's business.

Meanwhile, Trigon is trying to figure out how it can tap into the ever-growing e-bike market with carbon frames. It

produced its first e-mountain bike last year as a test with a Shimano mid-drive system, and Eric Lee said e-road and e-gravel segments may offer the best opportunities for carbon frames.

"The trend will continue for a while, but eventually it will slow down and there'll be a balance between 'e' and non-'e,'" Eric Lee said. "The non-'e' riders won't disappear. Besides, battery disposal or recycling is an environmental issue that people just don't want to face. On that score, traditional bikes are the most environmentally friendly."

One challenge is that, as a small producer, Trigon does not work with Bosch, the market leader in e-bike drive systems, because of their high required minimum orders and stringent payment terms.

Yet Bosch is also the leader in the hot European e-MTB market, while Shimano is moving cautiously and conservatively into the market.

Lee believes Shimano will eventually catch up to Bosch. "Should Shimano combine their Di2 system with an e-bike system, this is something Bosch can't do and will be Shimano's great advantage. We are looking forward to it," Eric Lee said. "Additionally, Shimano's dealer networks in Europe are just as good as Bosch's." ■ GR



# Ora finds riches in titanium and chromoly

Ora Engineering is a case study of the business maxim, “the riches are in the niches.”



Agnes Hsu of Ora Engineering, with a titanium e-bike frame

Instead of expanding production in mainland China, specialty Taiwan framemaker Ora 1F/10908 decided to “niche down” and produce high-end titanium, chromoly and steel frames for a number of mostly small brands such as Motobecane, Stanton, Falkenjagd and Commençal. About 65 percent of Ora’s production goes to Europe, and 25 percent to North America.

“Sales have not been so good in 2018. However the advantage of working with

titanium and chromoly is that sales are insulated from the cycles that affect the bike industry generally,” said Agnes Hsu, the elder daughter of founder and general manager Jim Hsu.

Agnes and her sister, Poppy Hsu, are being prepped to take over the company when their father eventually retires.

Jim Hsu founded the company in 1996 after heading an OE framemaker that mostly supplied frames for GT.

In 2017, Ora produced 7,354 aluminum framesets, 4,043 steel, 2,576 titanium framesets, and 278 stainless steel sets.

When it comes to titanium, Ora uses more advanced technology and production techniques than perhaps any other Taiwan framemaker.

The company recently developed a flat mount for rear disc brakes that does not suffer the structural weakness of a traditional two-piece solution.

Instead, Ora engineered a complete mount into a redesigned dropout. The dropout is welded to the seat stay and chainstay as normal, but now includes the mount. The chainstay weld is simply located a few centimeters more forward of the dropout than normal.

Because it focuses on expensive titanium, Ora is a bit player in electric bikes, since the frame, which typically costs \$1,500, boosts the price of an

already expensive bike.

“Riders appreciate titanium for the riding experience, but the ‘feel’ is largely negated when used in conjunction with an e-bike kit,” Agnes Hsu said.

Ora has also developed a laser etching technique for titanium frames that allows for a personalized touch.

“Titanium suppliers can anodize small parts, but not much can be done for a whole frame,” Hsu said. “Laser etching can usually only be done in black. Our technique can apply gold, deep blue, light blue and purple.”

She noted that finding qualified employees is a challenge. Of its 70 employees, 52 are Taiwanese and 18 are foreign workers, from Thailand, Vietnam and Indonesia. Officials say it’s difficult to find young Taiwan employees who want to work in a factory.

“Our staff stays with us for an average of six years,” Hsu said. “We need to find a balance between retaining staff with the skills we require and specialized machinery which produces tolerances that human labor cannot match.”

She said automation is not an

option for Ora because titanium is an especially fickle material. “Titanium especially requires attention to quality. So retaining skilled staff is essential in maintaining superior quality.”

To boost quality, Ora has installed two CNC machines and other specialized equipment so it can do more work in-house. It also looks for ways to improve processes, such as modifying the standing TIG welding technique by modifying the argon gas that shields a weld in progress for a more efficient and attractive weld.

“We don’t argue price with customers,” Agnes Hsu said. “We work on making our processes more efficient, cutting our costs that way without compromising on quality.” ■ GR



Ora redesigned its titanium dropout to incorporate a flat mount for rear disc brakes in a single piece.





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# E-bikes help aluminum frame expert Sunrise become an unalloyed success

Carbon fiber may still be the ‘sexy’ material for bicycle frames, but Sunrise has become a powerhouse among Taiwan framemakers by sticking with plain old aluminum.



The Sunrise logo in stained glass

And with alloy frames for electric bikes now accounting for nearly 80 percent of its output, **Sunrise 1F/1303** has positioned itself at the center of the market’s sweet spot.

It specializes in designing and producing complicated frames for e-bikes and full-suspension mountain bikes. And as e-bike frames become even more complex, with motors and batteries integrated every more tightly into the frame, Sunrise is using its experience and advanced production techniques to gain an edge over its rivals.

“These bicycles easily cost \$4,000, so consumers have high demands regarding production quality,” said Alex Lin, special assistant to the company’s president, during a recent visit.

“For frame manufacturers, this means complying with the tightest tolerances. A rattling battery cover will not be acceptable, and neither are uneven gaps

between cover, motor unit and frame. This has forced frame manufacturers to up their game, and as a quality builder this has played into Sunrise’s hand.”

Founded in 1970, Sunrise (Hsu Sheng) Bicycle Industrial Co. Ltd. is based in the heart of the Dajia district near Taichung, close to such giants as Giant, Wellgo and Velo, along with the other framemakers profiled in this section.

The company produced its first frames in 1971 with 22 employees. Sunrise now produces close to 1 million frames a year from factories in three countries.

At its Taiwan headquarters, Sunrise makes 120,000 high-end frames a year. Its factory in Shenzhen, China, pumps out another 600,000 mid-range frames. Entry-level production takes place in Vietnam, where a third Sunrise plant makes about 200,000 frames a year.

Sunrise has another factory near Shanghai, but has leased it out since 2016 because it didn’t need the production capacity.

Operating in three countries also gives Sunrise some ability to maneuver around the current trade disputes between China, the United States and the European Union.

“These ongoing conflicts have led to a shift of some of our production from China to Taiwan and Vietnam,” Lin said.

Sunrise recently finished construction of a new, larger headquarters and factory that sits just behind its current office in Taiwan. Officials expect to move to the new facility in January.

Sunrise is such an aluminum specialist that, at its Shenzhen plant, it melts raw aluminum in its own extrusion furnaces and turns it into drawn, butted tubesets, instead of buying tubes from other suppliers. It imports some of those

tubesets to Taiwan.

Sunrise also performs several other intricate production steps in-house, including extrusion gravity casting, laser cutting and robot welding, instead of using subcontractors. It relies on its skilled labor force for brazing, welding and sanding.

When it needs hydroforming, it can send its tubes to a specialist, PMT Premetec, which is nearby in Dajia.

At its Taiwan headquarters, visitors watched a symphony of action involving automated machinery and skilled craftspeople.

Incoming components, including raw aluminum tubes and small forging parts, are delivered to the ground floor of the factory. After the tubes pass initial quality checks, they are swaged and chamfered. Experienced brazers then fit the tubes with cable stops.

Before the raw tubes are welded, they are washed so no dirt or imperfections can interfere with weld quality.

Rear triangles are welded on the ground floor, while the main parts of the frame are produced on the floor above, where five welders work quietly in one line. Intricate tube shapes can be spotted here as the welders prep e-bike frames that will house motor units and batteries.

Once the rear triangles have been



A welder backchecks his work against engineering plans.

all of the major mid-drive motor system manufacturers including Bosch, Shimano and Brose. That allows it to offer open mold frames for smaller brands that want to get into the e-bike market quickly.

By using the company’s in-house 2D



Laser cut tube sections await the next step in the production process.

joined to the main frames, the completed frames are aligned and then returned to the ground floor for heat treatment.

For the final production steps, workers use laser cutters to create openings for internally routed cables, then sand the frames for painting. While the Sunrise factories in China and Vietnam have their own paint shops, the Taiwan factory sends its frames to subcontractors for painting.

Sunrise’s customers, which include brands like the premium Swiss e-bike company Flyer, almost all sell their complete bikes through IBDs, which is why Sunrise emphasizes quality over price and concentrates on OEM and ODM production.

Because of its size, Sunrise works with

drawing and 3D simulation capabilities, Sunrise engineers can tweak frame designs so they are easier and more economical to produce at scale.

Sunrise offers comprehensive and customizable tests to ensure a frame model meets a customer’s relevant market standards, and to eliminate weak spots before the model goes into production.

Its in-house product managers are fluent in several languages to avoid misunderstandings with customers around the globe.

E-bike frames account for 90 percent of production at the Sunrise headquarters in Taiwan. And with the e-bike revolution just getting under way in North America and Asia, Sunrise appears to have plenty of daylight ahead of it.

■ LVR



Sunrise frames destined for Flyer, the premium Swiss e-bike brand



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22 Taipei Show Daily

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## Basso brings classic Italian style to Taipei

Taipei Cycle newcomer Basso Bikes is a classic, family-owned bicycle company that is bringing its Italian style to Taipei for the first time.



*Basso Diamante 2019, in Rubin red*

**Basso, 4F/LOG17a** based just north of Vicenza, Italy — not far from Campagnolo's headquarters — has become a world-leading carbon fiber expert since its founding in 1977. Every Basso frame is handmade from start to finish in Basso's own factory — from carbon production to frame building, painting and everything in between.

"For the bicycles that bear my name I use only the best materials, mainly derived from the aerospace industry, which are developed and engineered specifically for bicycle use," founder Alcide Basso said. "Every customer must have the certainty to receive a bike that is 'tailored for him' in every detail and component."

Alcide and his brother Renato founded Cicli Basso in their father's garage. Older brother Marino later joined them, bringing international credibility as a successful professional cyclist.

Marino Basso won 82 national and international races, including many stages of the Tour of Italy and the world championship road race in 1972 in Gap, France.

Today, Basso's product line features framesets in carbon fiber and aluminum as well as traditional steel frames.

Carlo Beretta, the company's marketing coordinator, said Basso is making its debut appearance in Taipei because it is seeing increasing demand from Asian customers.

"Asia in general has been a fast-growing market for Basso Bikes, and every year we receive more interest from both shops and consumers," Beretta said. "This year we decided to make the move and come directly to the Taipei show in order to be here in person to represent our 100-percent Italian-made brand."

Beretta said the company is on a mission to bring Italian style and

craftsmanship to Asia. Basso currently distributes in Japan, China, Taiwan, Malaysia, Philippines, Thailand, South Korea, and Indonesia.

"When someone decides to buy a Basso Bikes he is not just buying an Italian bike, he is becoming part of the heritage, the passion and values that group all Italian manufacturers," Beretta added.

At Taipei, Basso is showing its new Diamante 2019 carbon road bike and its Fastcross cyclocross and gravel bike. The Diamante exemplifies Basso's art: timeless elegance, attention to detail and superlative craftsmanship. The 2019 edition has updated tubing shapes and improved materials. It is available with disc brakes or direct mount rim brakes, and frames come in five proprietary colors.

Although classic road bikes have been somewhat overshadowed by electric bikes and other categories, Beretta believes the segment still has a bright future.

"Cycling in general, and road cycling in particular, is a sport that can be seen from many aspects. First of all there is the health aspect and the fact that everybody in any shape can ride a bike to stay healthy," Beretta said. "Second, you have the social side because people like to hang out with their friends and share moments. Another aspect is the pure racing side of it, whether you are a racer yourself or you follow racing. There are many more aspects of road cycling but you can understand that anyone can approach this sport and therefore buy a bike."

Beretta said all of these factors point to continuing promise for road bikes.

"I think the sport will grow more and more. Newcomers will buy less expensive bikes, but people that were newcomers will trade up," he said.

■ TK



# New Products

## Alexrims RECON 3.0



Alexrims presents the latest in offroad performance and value. Recon 3.0 is an uncompromising enduro and all mountain wheelset for demanding riding. A tubeless-ready full carbon rim is laced to hubs of Alex's own design using bladed straight pull spokes. Hubs are designed and manufactured by Alex subsidiary Bear Pawls, and feature Boost spacing and tool-free serviceability with architecture that is lightweight yet optimized for durability. Recon 3.0 wheels are available in 27.5- or 29-inch sizes. Per pair, they weigh 1604g (3 pounds, 8 ounces) and 1706g, respectively. **1F/1117**

## Taya 11-speed Onze e-bike Chain

Taya's exclusive DHT (Diamond Hard Tech) self-lubricating hardness treatment is applied to pins to strengthen the hardness over HV1800 — 50 percent harder than the market average of HV1200-1400. It is the key to the chain's ability to hold up to powerful torque from mid-drive motors. The GST anti-rust coating uses an eco-friendly drying procedure without heavy-metal waste water output and meets EU green standards (RoHS, REACH, and CPSIA compliant). The Onze also has Taya's patented Sigma+ Quick-Link: the Sigma connector is as strong as any other link in the chain. **1F/K0610**



## Spank Vibrocore Dirt Drop Bars

Gravel and adventure cyclists can now benefit from Spank's Vibrocore handlebars, with two new dropbar models. Both bars have modern on/off-road geometries, and Vibrocore vibration damping cores which reduce harmful frequencies of vibration, and enhance stiffness, strength, and fatigue life. The Flare 25 Vibrocore has a wide 25-degree flare, and 31.8mm diameter across the top section. The Wing 12° Vibrocore has a moderate 12-degree flare, and ergonomic aero top section, for on and off-road riding. **4F/L1002**



## Crops Cromo



The Cromo is born in Japan and made for urban sport. With its light aluminum frame and 21-speed drivetrain, the Cromo climbs easily and accelerates quickly. All Cromo bicycles have integrated head and taillights with automatic light sensors and 2.4G radio turn signals for safe city riding. **4F/L1018**



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# New Products

## M-Wave Elumatik



There's no more tedious pumping by hand when you let the M-Wave Elumatik minipump from Messingschlager handle the job. The electric minipump can reach a pressure of 101 psi (7 bar) and fits all common valves. It's small enough to fit in a backpack, and the battery recharges via a USB cable. The Elumatik includes a ball needle and an air mattress adapter when pumping needs go beyond a bicycle tire. **1F/10512**

## KS LEV-Ci

The LEV-Ci dropper post has reigned supreme on the world XC circuit because it is light, reliable and high-performing and can withstand the abuse of daily offroad duty. Refined for model year 2020, LEV-Ci benefits from a new upper clamp forging for a more secure saddle interface as well as myriad of internal revisions that boost reliability and service life. All new remote options allows the LEV-Ci to complement nearly any array of handlebar controls and cockpits. **1F/10529**

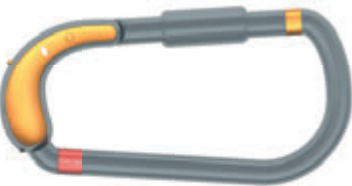


## 5Links FR700c Musashi/R

This is a full-sized road bike, welded and assembled in Japan, that can be easily folded to a compact size. Fabricated in 7005 aluminum, the bike weighs 7.7kg (17 pounds). and offers excellent riding performance to go with its portability. The unique folding method using a special hub design allows the rear wheel to be removed while the chain and the cassette left in the frame. **4F/N1309**



## Bio-Key TouchLock Carabiner



The TouchLock Carabiner is a biometric and Bluetooth bike lock. Users can open the lock by using fingerprint or facial recognition on their smartphone, or by entering a PIN number on the associated app. The weather-resistant lock can be shared with friends or family members. In use the product provides security and convenience. **Hall 3/G0649**

## SunUp Eco Spin Up USB Charger Dynamo

The FD12 bicycle USB charger dynamo is the first intelligent power distribution dynamo in the world. It weighs 350g and is the only dynamo that can directly charge iPhones, iPads and other Apple devices. The FD12 produces a 1A output at speeds greater than 13 kmh (8 mph). All electronics are integrated into the Spin Up's hub. **4F/N0503**



## X-Fusion Trace 36 Roughcut HLR

Developed for the new generation of 29er super enduro bikes with 170mm of travel and 36mm stanchions, the Trace offers a stout chassis with smooth and efficient damping. The Trace36 is available with the Roughcut HLR/RCP bladder cartridge damping system so riders will no longer have shy away from the most technical bits of trail but will be looking for what they can conquer next. **4F/N1211**



## Neco Rove-Dynamo Hub Power Generator-UPS System

Neco Technology's Rove Dynamo Hub Power Generator converts alternating current to direct current via a rectifier and can store electricity to the Neco3-1 (Intelligent Portable Charger). The Neco3-1 output can be used to charge any USB electronic device. Winner of a Taipei Cycle 2017 d&i award. **1F/11130**



## SKS Speedrocker



SKS developed its Speedrocker mudguard for gravel, 'cross, and road bikes with wider tires. A double spoiler on the front mudguard directs splashing water and mud downward instead of in the rider's face. With its extendable profile, the rear mudguard protects against splashing water and mud. Flexible flaps on the mounting system allow the Speedrocker to be fit to every frame regardless of geometry. Practical grooves accommodate brake cables. Integrated U-stays equipped with the ESC Vario safety system look clean while increasing the clearance between the mudguard and tire. **4F/L1217**



# New Products

## Arisun Mount Baldy



Arisun's Mount Baldy 29er tubeless-ready tire features large wedge-shaped knobs down the middle of the tire for enhanced traction. Shorter split side knobs with pockets improve side grip, and aggressive shoulder knobs hold tight in the corners. The triple compound tire is designed for freeriders and downhillers. All sizes are available for tubeless-ready. **4F/M0332**

## Evolo

### Karbon 9

The Evolo Karbon 9 (bottom) and Karbon 9T glasses are bendable enough to adapt to all head shapes, while an adjustable nose pad fits most faces. Weighing just 19g (0.6 ounce), the 9 uses a highly impact-resistant polarized lens. The 9T accommodates prescription lenses. **Hall 3/G0458**



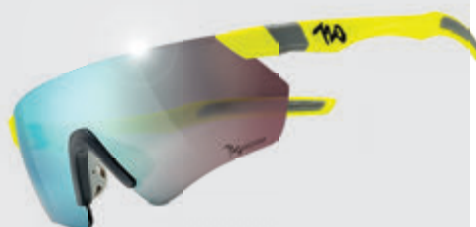
## Spanninga Pimento

Spanninga's new Pimento rear light exemplifies the company's jubilee motto, "pioneering safety for 100 years." This new carrier rear light features the latest COB LED technology, for a very bright light in a compact package. The bendable LEDs allow the curved optics, so the Pimento fits compact carriers and adds flare — and safety — for city, trekking and e-bikes. The Pimento is available in a dynamo version with a safe-stop function, and as a version for e-bikes. **4F/M0310**



## 720 International Elfo

With the Elfo, kids can also sport the latest sunglass technology. A new high-tech lens combines two technologies: Color Highlighter, to emphasize the colors that cyclists need to see in different weather conditions, and HEV 420 Blocker, which eliminates harmful UV rays that can cause macular degeneration. With advanced lens technology, a single shield lens and a durable frame, Elfo provides sharpened vision with sturdy polycarbonate protection. **1F/J0604**



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# New Products

## KMC Chain Mate e-bike sprockets



KMC has redefined the e-bike drivetrain with a series of e-bike-compatible sprockets and chains. The dedicated sprocket gear tooth and chain seat angles situate the chain roller for efficient motor system power transmission and enhanced chain life. KMC developed the e-bike series chain in collaboration with drive manufacturers to fit all mid-drive and hub drive systems. A new patented riveting technology achieves industry-leading pin power of over 450kgf (kilogram-force), so the KMC e-bike chain can withstand higher torsional stress and endure over 1,050kgf of tensile stress generated by mid-drive motors. KMC says its e101 EPT chain, paired with KMC's 3mm 1/8-inch sprockets, will run for more than 10,000 km (6,200 miles) — hence the name “Chain Mate” for the two of them. **1F/J0118**

## Velo Less is More

Velo enhances cycling by taking away the unnecessary parts of the saddle. For performance saddles, Velo cuts down on the length. For esthetics, the company removed the staples, and for better water resistance, it eliminated stitching. **1F/J0717**



## Wellgo C330

The 472g C330 is fabricated in aluminum with kraton top and finished in barrel silver. Featuring a boron spindle and polymer bearings, the C330 has an enlarged platform with a concave design for foot support, holding your foot in position on the pedal. Combined with kraton, it provides more comfortable riding with any footwear. This pedal is also recommended for e-bikes. **1F/J0517**



## Otrajet Nexo 20” Airless Tire

The Nexo airless tire delivers an air-free concept to eliminate flat tires. With injection technology and innovative material – Nexell – the Nexo tire is completely burst-proof and will never go flat. Since there's no air, there's no need to check the tire pressure or haul out the pump to inflate the tire. The durable Nexo tire is expected to last for at least three years under normal riding conditions. **1F/K0202**



## Innova Podium E-MTB Tire

For speed pedelecs, Innova designed a special tire construction and compound for its 27.5x2.6-inch Podium. The premium compound offers grip and durability, and the addition of Innova's Sport Guard and Side Guard protects against punctures. Certified to ECE-R75 and approved for speeds of up to 50 kmh (31 mph), the tubeless-ready tire is designed with an all-terrain tread. An aggressive outlook plus the design of small lines inserted into each knob enhances riding performance. **1F/I708**



## Envis Transform

These 100-percent anti-UV400 glasses feature a PC and TR90 frame and polarized lenses that all resist impacts. For comfort, the Transform offers an adjustable anti-slip nose pad and flexible temple, and an exchangeable head strap and temple. Other features include a detachable RX Frame and oleophobic, anti-fog and anti-scratch coatings. The Transform meets the ANSI Z87 standard. **Hall 3/G0262**



## Dizo S6



The frame paint design of S6 was inspired by Taiwanese professional cyclist Liu Shu Ming and his motto, “Feel your heartbeat.” The pink and blue lines on the frame symbolize the body's arteries and veins and are intended to represent a beating heart. The S6 bike frame is made of Toray T800 carbon fiber, which is combined with a proprietary nanotech resin for better impact resistance and elasticity. **4F/L1108**

## APro Tech ERDP6.0CA-S 275+



With slim, muscular looks reminiscent of an off-road motorcycle, the ERDP 6.0CA-S 275+ Fully is made for rough terrain. The carbon fiber chassis is manufactured using EPS technology and High Modulus Carbon Fiber for superior strength without a weight penalty. Combined with a 6061 aluminum rear triangle, the complete frame is lightweight, stiff and responsive. It's built around a Shimano E8000 mid-drive motor with in-tube battery. **1F/I1210**





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and  
Keep Moving Forward.*



HOLO BLACK



RACING RED

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

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

The heart of the frame is the power drive, a **SHIMANO E-8000** motor with new in-tube battery.

### FEATURES :



\* For more details, please contact our representatives.

### ALTERNATIVE OPTIONS IN ALUMINUM VERSION AND SYSTEM :

#### Aluminum Frame with BOSCH



**Drive Unit :**  
BOSCH Gen 2  
**Battery :**  
BOSCH PowerTube 500

#### Aluminum Frame with SHIMANO



**Drive Unit :**  
SHIMANO E8000 / E7000  
**Battery :**  
DARFON E4C0C



## 総括：ラuggage

# バイクパッキングが主流となり、自転車が日々の移動にとって頼りになる車両となつてツーリングが復活する時代を迎えている。

バイクラuggageのメーカーにとってあらゆるスターが勢揃いしている。まずバイクパッキングで様々な地形を早く軽快に巡るトラベリングの爆発的ブームが新しくエキサイティングな分野を切り開いた。第2に、従来のゆっくりしたペースのツーリングへの関心もブームになっていること。それから自分の必要品と一緒に運んで通勤する人の数が増え続けていることである。

多くの人がEバイクが授ける大きな復興の恩恵を受取るなかで、より多くの物を運ぶ可能性は自転車を通学や買い物で益々車に取って代わっていくことを意味する。メーカーは来るべきシーズンにこうした新しいビジネスチャンスにどう対応していくだろうか？



IBERA Waterproof SeatPak Carryall

最近バイクパッキング市場に参入した**Ibera** [140]のWaterproof SeatPak Carryallは防水で10L入るラージサイズ。ストラップオン式のサドルバッグで従来のキャリアフレーム&バッグに代わる理想の製品といえる。荷物は最大5kgまで運べし、しかも重さはわずか510g。早く軽く移動したい人にはうってつけだろう。丈夫で防水の210Dナイロンと250D防水布が詰め込まれたものを何でも安全でドライな状態にしてくれる。ロールトップのクロージャーでボリュームが調整でき、外側のコードで追加の荷物も収納できる。角に反射する装飾が施され安全性に加えスタイルの良さも上げている。



Woho Bike

**Woho Bike** [1000] は2015年以来バイクパッカーに完璧なソリューションを提供してきている。2つの新製品はフルフ



Woho Bike

ム溶接バッグとハンドルバー・ドライバッグで、ともに小柄な人向け。寒帯から熱帯までの気候で使えるようできている。ロールトップと溶接構造なのでジッパーや縫い目がなく仕切りが防水になる。第2に、軽くてシンプルなドライバッグハーネスがドロップ、フラット両ハンドルバー用にデザインされている。様々なバッグのサイズに合うのでアジアの国々でよく見られる幅の狭い低めのバーにも対応できるだろう。



Free Parable Gorilla Cage

今年**Free Parable Design** [10423] はGorilla Cageのクリップとバッグの素材を変えた。質を高めた耐低温性素材と3M VHB接着パッドの組み合わせで過酷な環境下での安定性が高められた。広範囲のテストを受けたGorilla新モデルはISO 11243の10万回振動テストに耐えたことが報告されており、Gorillaのケージはクリームのトリオを使って自転車のほとんどの箇所にも確実に装着できる。



Lotus

Shine-Ho Knapsack & Bag Co.の**Lotus**ブランド [10806] は風の抵抗を減らす流線型の防水トップチューブモデルと丈夫なバイクパッキング用サドルバッグの2つのバッグを引っ提げ出展している。サドルの下スペースをフルに活用できるデザインの大型サドルバッグはジッパーにバッグの周りの反射素材、リアライトホルダー、サドルレール保護、それに必要な時にバッグを大きくできる伸縮レイヤー（層）が特徴だ。さらに防水で洗いやすい素材もポイントになっている。



Evolu

ライダーの走行スピードをできるだけ高く保つために**Evolu** [13/60458] のバッグはどれも重さを、パニアひとつの重さより軽い1000g以下になっている。

そのためバックルに頼らずストラップだけを使って超軽量と装着のし易さを生み出している。完全ラインナップにはハンドルバーバッグ、トップチューブ装着型携帯電話ホルダー、防水ストリップ付フレームバッグ、トレイル用サドルバッグが含まれる。サドルの下マウントは調整可能なクリック式で、丈夫で外側が防水加工なので水に濡れても心配ない。



Vincita Urbano XL Double Pannier

外観は伝統的だが中身は極めてモダン。**Vincita** [11225] のUrbano XL Double Pannierは収納キャパを大きくした磁気クイックリリースバッグで、キャリアの上部に装着する磁気ベースを使い、バッグ本体をFidlock Snap磁気ファスナーでしか

り留める。取り外しも再装着も数秒で素早くできるので楽で確実。丈夫で長持ちするコーデュラ繊維を素材とする大口のメインの仕切りは収納スペースも大きく、食品雑貨や着替え、ラップトップ、サイクリング用品やツールその他のアイテムが詰められる。反射タブが可視性と外観の良さを高めている。薄いフォーレストグリーンとチャコールグレーの2色が用意されている。



Lezyne

ツール、ポンプ、ライトで知られる**Lezyne**は [10416] はフレームとバーキャディーでバイクパッキング市場に参入した。フロントに7L、フレームに2.5L収められる両キャディーとも耐久性があって天候に強い素材が使われている。フレームキャディーはトップチューブいっぱい長さになるので大きな収納スペースが得られる。ペイントを施しやすいストラップを使っているため様々なフレームタイプに適應でき、トレッキングやバイクパッキングに理想的だ。



SKS

アクセサリでも知られる**SKS** [1121] は今年、Traveller and Racerサドルマウントとともに3つの新しいバッグを市場に投入している。全モデル同様にナビゲーショ





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ン用携帯電話をホールドできるExplorerは丈夫で水にも強い。

ヘッドホンケーブルとの一体型オープニングを特徴とする取り外し可能な携帯電話用ポーチが付いているので雨天でも心配ない。同様に、積層ジッパーが湿気がバッグに浸透するのを確実に防ぐ。寒い日にはEasyzipのスライダー（滑り金）があるので手袋をはめたままでも仕切りの開閉を可能にしてくれる。クリックで閉まるVelcroやリア装着モデルの夜間の安全性を高めるものにライト装着用安全タブとともに反射素材がある。

自転車に荷物を載せて運ぶのと同様に重要なのが走行中の荷物への目配りだ。Emfiss [Hall 3/G0351](#) のツールバッグラップは運ぶツールやアクセサリのすべてを収納し管理するのにうってつけの場所だ。チェーンホイップやポンプなど大きなアイテムを収納できるバッグラップはすべてをしっかりと管理し、到着したら手に戻してくれる。バイクバッグに放り込んでおいてもいいし、遠出の際にバックパックに携帯しておくのにも最適だろう。

自転車それ自体が荷物になる場合のために**Qbicle [Hall 3/G0401](#)** のバイクボックス Bike Porterは楽に収納できるように平らに折り畳める。3つのサイズが用意されていて、それぞれがホテルのベッドの下に忍ばせたり家庭で最小限のスペースを取るだけで済むほどの小ささである。しかしひとたびアッセンブルされると丈夫な素材と4つ

の必須バンドのお蔭で驚くほどしっかりしたものになる。運搬をより楽にするのが箱入りの4つのピボットキャスターから成る取り外し可能なホイールンデバイスである。スモールサイズで重さわずか2.3kgなのでBike Porterは自転車の重さを大きく増やすことはなく扱いも楽。飛行機でも機内持ち込み制限の範囲内を保てる。



Qbicle Bike Porter



Emfiss



Huitong

音楽から決して離れたくないライダーのために**Huitong [Hall 3/G0248](#)** のShieldはBluetooth接続デバイスからのミュージックを最大24時間聞かせてくれる。

ワイヤー無しでバックパックの電源は作動中の電子デバイスへの充電に使うことができる。ほとんどスペースを取らないShieldの角ばった外部の内側は13吋ラップトップやタブレットなど複数のアイテムをきちんと収められる。軽量で耐候性があり14%の収納キャパのあるウエストストラップの内部は現金や銀行カード用別ポケットになる。



Huitong

# New Products

## Otrajet

### NEXO New Tech Airless Tire 700x40C

Eバイクではホイールのアッセンブルと取り外しが難しいので正しいタイヤを選ぶのが大切だ。NEXOのエアレスタイヤがEバイク用に700x40cをリリースした。パンク無縁で空気注入の必要がなく耐摩耗性に優れる、まさにEバイクにうってつけのタイヤだ。ホイールのメンテももう問題ない。さらにテストの結果では、NEXOの700x40cのタイヤの体重制限は1本あたり70kgまでアップ、時速40kmで50kmまでノンストップの走行ができる。

[ブースK0202](#)



## Zéfal Pulse B2

新構造のボトルケージ Pulse B2は二つの素材と独自の特性が組み合わされている。

強化コンボ構造の中心部は振動を減らすのに十分な剛性と優れたボトル保持力を保つ一方、テクノポリマー樹脂が柔軟性と光沢を放ち使い易くする。

[ブースM0301](#)



## Taya Chain

### 11 speed ONZE Feather Chain



軽量にして強度と精度に優れるTayaの11段用トップモデルONZE Feather Chainは独自の新技術を採用して安全性、機能性、静音性、スムーズ感を実現している。ISO基準をパスしたチェーンは耐用年数が1.5倍、360度鉋打ち、DHT強化、深溝プレート設計が特徴。画期的チェーンプレート加工と「ノンローラー設計」が最軽量、スムーズシフティング、静音性を実現した。

[ブースK0610](#)

## Velocite Tech Co.

### Venn Var 77 rims

Velocite のVenn Var 77リムは自律型人工知能（AI）を使って設計された初の自転車製品。AIには設計領域だけを与え世界で最もエアロダイナミックなノンディスクリムを設計させるという最先端の方法で、その研究と専門機関とのコラボに数年を要した。

同社ではまた熱可塑性プラスチック（熱硬化性樹脂でなく）の連続繊維を使った完全自動コンポジットリム製造法も開発している。

[ブースL0401a](#)





# New Products

## FSA NS Super Compact Carbon PowerBox



様々なチェーンリングとチェーンラインの形状に合わせられるスパイダー設計・UD仕上げのカーボンコンポジットアーム・鍛造・CNC製アルミAL6061スパイダー・30mm鍛造アルミAL7050 BB386EVOスビンデル・アルミAL7075 100% CNC製チェーンリング・クロモリチェーンリングボルト・11段システムに最適  
**サイズ**・長さ：170mm、172.5mm、175mm・Q-ファクター：149 mm・チェーンライン：45 mm・BCD：120/90mm・48/32T、46/30T  
**仕上げ**・UDカーボンアーム・CNCディテール、ビードブラステッド・アナダイズド・ブラックスパイダー・クランク重さ：776.5g

ブースM1212

## SEATYLOCK Foldylock Clipster

Foldylock Clipsterは世界初の装着型折り畳みロックで、一体型ベルトクリップによってベルトやズボン、バッグに簡単に装着できる。重さわずか1kgでこのカテゴリーでは最軽量。しかもコンパクトなのでどこに行くのにもまたとないロックだ。

ブースM1407



## Messingschlager premium e-bike solutions



Messingschlagerの高級Eバイクはコンポ同士が見事に調和し合う全体論のコンセプトから生まれた。Broseとの密接な協力のもと2つのフレーム・バッテリーコンセプトと4つのフレームデザインをそれぞれ組み合わせる方法から開発されたモデルはプレミアムそのもの。同社製品はテスト、品質確認、規格遵守、電磁適合性、DIN及びEN基準の認証取得において最高レベルを誇る。

問合せ先：

Antonia grim, ag@messingschlager.com  
 www.messingschlager.com/en/ebike

ブースJ0512

## Velo Triple-E Trekking Grip

Triple-Eグリップの成功に続いてVeloが今年その姉妹モデルのTriple-Eトレッキンググリップを発売した。手のひらの快適ゾーンを大きくしたグリップはさらにアップライト（直立）の姿勢でも快適性をアップした。また指先の摩擦を強めるためMicrotech技術も取り込んでいる。

ブースJ0717



## KS Rage-i

KSのRage-i（バリエーションを近タリリス）で始まる普及タイプのドロップバーは実質的に同社高額モデルのスタイルと機能のすべてを揃え価格競争力も備える。

2ボルト微調整ヘッド、最新シールヘッド（カラー無し）、微弱ブラックアナダイズド仕上げでトラベル幅最大150mm。先行モデルに比べ100g以上軽量化。

www.kssuspension.com

ブースI0529



## Otion MicroTex Road Lever Grip

OtionのMTB、ロード用ブレーキ・シフトレバーグリップは濡れた状態でも乾いた状態でも安全性と触覚性を高める。マイクロシリコンアタックスチャーが表面接触部分を増やして汗や雨天による湿りを放出して安全性を高めてくれる。問合せ先：www.otion.cc

ブースI1004



## Vincita Urbano XL Double Pannier



VincitaのUrbano XL Double Pannierは特大サイズの磁気QRバッグの新モデル。キャリアに磁気ベースを取り付けてその上にバッグを装着するだけで、取り外しも再装着も素早くできる。Fidlock Snap磁気ファスナーは簡単で確実。バッグ本体の素材は丈夫で長持ちするコードウラファブリック。メインの仕切りはゆったりと広い収納スペースが取られている。多様なデザインと機能性の高さから次のライドには理想のパニアだ。フォーレストグリーンとチャコールグレーの2色を用意。

ブースI1225

## APro Tech E-ROAD ER93701



このバイクは特別だ。外観はすらりとしたレーサーだが秘密が隠されている。モーターを搭載しているのだ。上り坂でのサポートが必要な変わり者や痩せたレーサー連中を助かしたいと思う怠け者にうってつけだろう。

このバイクは勝利へのチケット！自分のずんぐりした体がアコースティックバイクのプロを飛びぬくのに十分なサポートを与えてくれる。向かい風も上り坂も恐れることはない。モーターを使えばいい！

静かで、電動で、目立たない。それでいてレースで抜きん出る。上り坂での走りを助けたあと時速25km/15kmに達するとモーターが完全に停止し下りは自力で走ってゴールする。ブースI1210



# New Products

## Hamax Outback



快適でゆったりスペースのHamaxのバイクトレーラーOutbackが新たにリクライニングシートバック付に。シートバック（背もたれ）の位置が3段に変えられるので走行中の子供の背もたれを完璧で快適な位置に設定できる。強く安定感のあるフレームと低重心設計のOutbackはEバイクの後ろに付けるにはまたとないトレーラーだ。子供を最大限に保護し遣い易さにも優れる。ストローラー（ベビーカー）やジョガー、さらにクロスカントリースキー用にも使える。

ブースL0527

## Neco Neco5-Manual Pedal

Neco5 Manualペダルは固定掛け金を使うことでペダルの装着と取り外しがツールを使わずにできるようにした。車のトランクに収める時はペダルがスペースを取らないのでとりわけ折り畳み自転車にはうってつけだ。また駐輪した後はペダルが簡単に取り外せるので盗難の危険が減る。ペダルボディがアルミ、スピンドルがクロモリでシールドベアリング。2018年Taipei Cycle d&iアワード受賞。

ブースI1130



## Chosen Boost TC Hub



より高い伝導効率がChosenのBoost TCハブASP8316におけるT.C.構造の大きな利点である。歯の噛み合わせ表面を大きくすることでペダルのパワーが少ないエネルギーロスで直送される。高性能かつ信頼性も高い。

ブースJ0433

## Beto Air OnDemand

Betoのデジタルゲージ付フロアポンプAir OnDemand 2-Stage Floor PumpはHi-Pressure/Hi-Volumeが選択できる新しいエルゴノミックデザインのサイドキックレバーが特徴。溶接スチールベースのスチール製エクスターナルバルブにアルロイ製インナーバルブ、ブリーダーバルブに2.5時の大型デジタルゲージが組み込まれている。ボールニードルとインフレーターはクイックリリースのハンドルキャップに収納、特許取得のオートヘッドはSchraderとPrestaに対応する。

ブースN0725a



## Crops K4-BIRO

Cropsのディンプルキーシリンダーは安全性を高めオプションで盗難防止アラームLionを取り付けられる設計になっている。Biroケーブルは特許取得のメモリーコイル技術を採用し柔軟性と耐久性が高められている。出っ張りを最小限に抑えサドルの下にぴったり収まるスマートなデザインで走行中に後輪のタイヤに挟まれない。

ブースL1018



## M2O ProGrip Compression



どんな過酷なスポーツでもエリートレベルではアスリートが身に着けるギアを通じて達成できるものは何でも戦績にとって欠かせない。ProGripの技術は過酷な状況下でまったくスリップを起こさず完璧なコントロールができる製品を提供、ペダルへのパワーの伝送漏れを最小限に抑える。ソックスとシューズの間の動きを無くす模様目を使った特殊デザインがポイントだ。

ブースM1131A

## Michelin E- Wild



Eバイク用タイヤに最適のE-Wild Front E-GumX, 3x60 TPIはグリップ力を最大限に上げる新ラバーコンパウンドとホールドを高めるエンデュロ仕様のトレッドパターンが特徴。Gravity Shieldのケーシングが保護力を高め、インナーレイヤー（内層）と中央ラバーがエネルギー消費を軽減しつつ性能とローリング力を高める。クライム（上り坂）でのグリップ力も抜群だ。

ブースM0304

## SKS Germany COMPIT

より強く、より安全でより快適。スマホホルダーの新世代モデルCOMPITは3つのコア機能をひとつのコンパクトシステムに収めている。すなわち携帯電話ホルダーと一体型NFC チップ付Qi認定+COM/UNIT、それにフロントライトまたはアクションカム用マウントの3つ。コンピュータにUSBインターフェースの持つEバイクの電源に繋がると走行中にスマホの誘導的充電が可能になる。ハンドルバーやステムへの取り付けも簡単だ。ニートでクリーン、接続の仕方にも知恵が絞られている。

ブースJ1117





# New Products

## Topeak CubiCubi Light Series



CubiCubiモジュールLEDライトはcube（立方形）のデザインからその名を取った。LEDライトと多用途バッテリーのセットで様々なニーズに対応する。バッテリーの切り替えでライトの出力と照燈時間が調節できるほか、複数の装着ボックスでライト、追加バッテリー、強力照明用GoPro Sessionを収納できる。

ブースM0711



## CHAOYANG E-liner

E-linerシリーズで幅広いEバイク用タイヤを供給するChaoyangのOffroad AT（写真）は軽いオフロード用設計のオールラウンダーモデルでタイトなセンターノブがローリング抵抗を抑える。このほかアグレッシブライド用のOffroad MT、砂地やタールマックトラック用のPlus ATや通勤、ツアー、アーバン、折り畳み車用も用意されている。

ブースN0332



## DAPU MD65M

DAPUの最新中央装着型モーターMD65Mは最小サイズ最軽量にしてより強力でスムーズな走りが体験できる設計。パワー出力220/250w、効率≥80%、トルク>60Nmで重さ2.2kg以下という軽量モデルだ。

ブースF0512



## TRP E-Bike Hydraulic disc brake



E-MTBの登場でライダーは以前に増してより速くへより早く行けるようになった。比類なき性能を誇るHD-E840はeMTB用に造られたディスクブレーキで、新設計によりローターの厚みを2.3mmに拡張、発熱を8%下げ、ローターの変形を15%減らした。厚みを増したローター用に設計されたキャリパーは重さが増すeMTBに使ってもパッド交換がし易いようにオーブントップのデザインに。ハイブリッドピストンが熱管理とスムーズで信頼のおける作動との理想的な調和を生んでいる。

ブースI0112

日本語

## Lake Cycling CX421

LakeのCX421はフィット感への究極のソリューション！IP1 BOA®による明確なクロージャーパーネルと踵から爪先まで最大級のカスタマイズが可能なクロージャージーンによってどんな足の形にもフィットして、しかもサポートと快適性に優れる。熱成型ヒールカウンターとどんな足の甲の高さや大きさにも柔軟に対応できる特殊設計アッパーも大きな特徴だ。

ブースM0206



## FPD NWL-487 MTB pedal



FPDのMTB用ペダル新モデルNWL-487はブラットホームを114 x 105mmと大きめにし、グリップ力を強めるためピンを小さくしているのが特徴。セミベアリングの新システムにより手頃な価格でスムーズな回転と優れた耐久性が発揮される新モデルが誕生した。ISO 4210認証取得。

ブースL0820

## KMC X12 Classic 12 Speed Chain



KMCの12段駆動システム最適モデルのX12はすべてのチェーンプレートのインナーウォールに施したX-Bridgeが特徴で、幅を狭めることで限られたギアスペースに正確に適応するとともに1xドライブトレインに固有のクロスを強化したチェーンリングにもかかわらず機能性をアップさせている。

チェーンとカセット歯が邪魔し合うのを避けるためアウトプレートには適度に非対称な溝が施されている。すべてのプレートのインサイドエッジのグレードを高めた傾斜溝がスムーズなギア歯の挿入とチェーン・コグ間の効率的なインターフェースを可能にしている結果、走行の安全性と安定性が飛躍的に向上した。

優美なゴールドのアウトプレートとジェットブラックのインナープレートの組み合わせは機能性に加えてX12チェーンならではの美しさを醸し出している。

ブースJ0118

## Bear Pawls BEB004

Bear PawlのリアハブBEB004はEバイクのパワーと瞬間トルクに対するソリューションで、スチール製カセットボディをフランジを高めたハブシェルと合わせることでスポークの角度を拡げてホイールの強度を高めている。4つのシールド・カートリッジベアリングが高い回転効率を維持しつつ

内部の力を分散するよう配されている。微かなレーザーエッチングによるグラフィックが施されたブラックアナダイド仕上げのシェルは耐久性があり、どんな自転車車にも対応できる。

ブースJ1117





# 2018台北車展綜觀全局

## 公路胖胖胎帶來全新騎乘體驗

公路車族群無論是在設計或是風格呈現上，一直都是抱著極簡主義，「少即是多」是其基本教義。但近年來，有越來越多的品牌反其道而行，反而認為數大便是美。尤其是在輪胎的胎寬部分，似乎越來越多的證據支持胖胖胎更好用的論點。特別是對於不以競賽為前提的業餘騎士，胖胖胎確實是理想的選擇。

過去50多年來，公路車的輪胎胎寬似乎都沒有太大的改變，23mm可以說是萬年不變的標準規格。當然，也會在某些情況下會使用胎寬較大的胖胖胎，例如充斥石板路賽段的Paris-Roubaix。但近年來，由於碟煞公路車的逐漸流行，公路車的車胎寬度不再受限於C夾所支援的寬度。如今，許多品牌專為競賽而生的車款也都是直接標配28mm車胎。為此，連同新款的空力型公路車，藉由搭載胖胖胎，不僅可以在公路上飛馳，也可以在石板路上大顯身手。

許多輪胎品牌已經迅速對這些變化作出反應，以滿足騎士透過使用胖胖胎來提升更好的騎乘舒適性以及抓地力。尤其是如果直接進階到Tubeless系統，就是一款不用裝內胎並且可加灌補胎液來提升防爆性能，那麼效益就更大了。值得一提的是，使用較寬的車胎並沒有什麼明顯缺點，例如不會增加滾動阻力，並且還能提升防爆性，也拓展了騎乘疆界，無論是公路越野或是礫石騎乘都可以適用。

至於Gravel礫石車款，一般來說這種車款是不會搭載前變的，為此可以進一步加大車架後三角的預留間隙；而如果是更加重口味的騎士，更會藉由選用650b的車胎尺寸，藉由這樣的搭配可以採用最寬達50mm車胎，這樣的組合就像是裝著公路彎把的MTB，好現重新回到了1990年代的傳奇車手John Tomac的日子。但回到一般的業餘族群，基本上最吸引人的還是30mm或32mm車胎，這樣的規格既可以享受胖胖胎的好處，也可以保留公路車的極簡主義，或至少說不會離經叛道。

Schwalbe的這款「E-One」是經過強化專為e-Road而生的輪胎。



**Schwalbe 4樓/MOT16** 在公路車胖胖胎有著領導品牌的地位。例如這款胎寬30mm的「G-One Speed」採用小巧的圓形胎釘設計，無論是要騎公路或是礫石路段都可以，但當然還是無法滿足重度越野的需求。對於重口味騎士，Schwalbe的另外一款寬達40mm的「G-One Bite」就搭載了更寬的胎釘，剛好可以彌補礫石車與MTB的中庸之選。Schwalbe還有一款是走在時代之前的「E-One」，這款基於「G-One」車胎並專為e-Bike優化的輪胎採用經過強化的胎壁以及胎體，分別提供28mm以及32mm兩種胎寬選擇。



VeeTire兼顧了公路及礫石騎乘的需求，是兩全其美的選擇。



Panaracer的「Gravel King」提供多種顏色選擇，為你的越野騎乘增添色彩。

**Panaracer 4樓/M1008** 提供一系列可滿足各種騎乘需求的輪胎，也當然涵蓋了公路以及可騎乘於未鋪裝路面的胖胖胎。這間日本品牌所帶來的2019年新品，包括「Gravel King」以及「Gravel King SK」都採用Tubeless技術。對於重口味玩家，更提供了「Gravel King Mud」這款熱門車胎，分別提供寬達32mm以及38mm的選擇；另外，Panaracer還增加了一款寬達35mm的車胎來強化產品陣容。而對於喜歡Plus車胎款式的車友，這款「Gravel King」還提供27.5x1.5以及27.5x1.9的胎寬選擇。除此之外，「Gravel King」還有700c款式並提供三種顏色選擇，為騎士的愛車更添個性化。

**VeeTire 4樓/M1031a** 在2019產品年度推出新款公路車胖胖胎：這家輪胎

的品牌哲學是抱持開放並快速對應新趨勢，這間來自泰國的知名車胎廠推出「G-Sport」，這是一款具有鑽石胎紋的輪胎，提供700x35c以及700x44c兩種選擇，完美融合了低滾動阻力以及蓄氣量較大的胎體。由於胎體及胎壁經過強化，也非常適用於e-Bike。對於更具技術性的路段，採用雙層複合材質的「Rail Sport」會是更理想的選擇，這款於輪胎中段搭載淺層胎釘可提供非常強大的抓地力。該輪胎有700x40c和650bx47可供選擇。最後壓軸登場的是，「Zilent Sport」是一款滾動阻力極低的公路車胎，但只提供650bx47的規格。



WTB旗下提供非常多款專為公路車而生的胖胖胎。



而在公路車Plus胎寬規格的部分，**WTB 4樓/10826** 藉由旗下的「Horizon」以及「Byway」車胎來奠定領導地位。在2019產品年度，WTB增加了兩款帶有胎釘的選擇，並對應於650bx47的公路車Plus規格。而為了應戰更嚴苛的騎乘地型，「Venture 47」這款車胎不僅提供較低的滾動阻力，並且在胎側部分也增加了胎釘來提升抓地力。來到更粗壯的款式是「Sendero 47」，基本上這樣的輪胎規格已經直逼MTB了。而對於700c輪組的支援，WTB推出一款32mm的「Exposure」車胎，這款的地位是介於較低滾動阻力的32mm以及較佳越野性能的34mm兩款之間的均衡選擇。談到Gravel礫石車，像這樣預留充足輪胎間隙的車款，這款「Resolute 42」是一款可以對應於全天候騎乘的選擇，非常適用於未鋪裝的路面，並且藉由精心研發的胎面設計，確保在各種路況都能保有良好的抓地力。

前身為Clément現已改名為**Donnelly Sports 4樓/10707** 的輪胎品牌，他們對於胖胖胎的觀點則是非同凡想，這個專為公路越野而生的車胎品牌，推出一款「CDG」的車胎來進軍公路車胎市場。這款胎寬為30mm擁有良好的滾動表現，在胎側部分設計有精美胎紋，可在惡劣騎乘或甚至是石板路上增加抓地力。而對於重口味的騎士，Donnelly的這款「Strada USH」採用32mm胎寬設計、「X'Plor MSO」的胎寬增加到36mm、至於「EMP」更是加大到了38mm，讓騎士可依騎乘需求來挑選輪胎。此外，除了「CDG」系列之外，這幾款輪胎還推出了公路車Plus輪胎規格，可適用於27.5吋輪徑。

**Ritchey 4樓/11112** 則推出三款車胎來滿足追求更佳舒適性以及抓地力的騎士，這樣的輪胎可以應戰未鋪裝的惡路以及礫石路。這款「Alpine JB」採用30mm胎寬設計，對於喜歡礫石騎乘或是馳騁於鄉野之間的好選擇，並且採用復古風格的胎壁設計，不僅提升騎乘舒適性，更能提升防刺穿的能力。胎寬較寬的35mm版本搭載Tubeless技術，進一步提升了胖胖胎的優勢。最後壓軸登場的「Speedmax」是一款700x40c的胖胖胎，可說是專為礫石愛好者而生的輪胎，非常適用於公路越野騎乘。



Michelin的這款「Power Gravel」在輪胎中心面採用微粒胎釘，而在胎側的胎釘則加大以提升抓地力。

**Michelin 4樓/M0304** 一直以來是輪胎界的重要品牌，他們以「Power Gravel」輪胎系列打入礫石車的輪胎市場。這一系列可折疊並支援Tubeless技術的輪胎，分別提供33mm、35mm、40mm的胎寬選擇，搭載複合式保護編織層可提升防刺穿保護，在胎面設



IRC的這款「Serac XC Sand」採用微粒鑽石形胎釘設計可提升輪胎抓地力。

計上則是專為礫石騎乘設計，並且在良好鋪裝的公路騎乘也不會造成太大的滾動阻力。搭載獨家的X-Miles複合材料技術可以提升「Power Gravel」輪胎的使用壽命。值得一提的是，Michelin在這款「Power Cyclocross」輪胎重新導入傳奇性的綠色車胎複合層，將提供33mm分別對應於管胎以及Clincher，預計上市時間則要到2019年夏季。

在這股胖胖胎的潮流中，**Duro 1樓/10116** 也沒有缺席，他們旗下的兩款熱門車胎現已支援32mm胎寬的選擇。例如這款「Stinger」分別提供黑色、紅色、藍色的選擇；而「Dorado」這款胎則是打造出更低的滾動阻力，藉由其輪胎中段的光滑面設計，並且在胎體側面採用了微粒鑽石形胎釘，可以強化過彎時的抓地力。

**IRC Tire 4樓/M0515** 針對胖胖胎則是一口氣推出了三款新品，都是專為Gravel礫石騎乘而生。對於輕度的礫石騎乘，這一款採用微粒鑽石形胎釘設計以及32mm胎寬規格的「Serac CX Sand」是很好的選擇。另外，「Boken」這款胎則是分別提供36mm和40mm的選擇，藉由更寬的胎寬以及胎體側面的胎釘設計，可以有效提升越野能力以及過彎時的抓地力。而對應於27.5吋的Plus公路車胎規格，IRC的「Boken +」則是分別提供650bx42以及650bx47的選擇。

**Vittoria 4樓/F0439** 這間來自義大利非常指標性的輪胎品牌，推出這款「Terreno Zero」可適用於公路騎乘以及礫石騎乘。這款胎採用Vittoria備受肯定的技術，胎體中段的光滑面其設計靈感是來自旗下的「Corsa」公路車胎，可以有效降低滾動阻力。「Terreno Zero」這款車胎則是在胎側部分採用鱗片狀的胎面設計，進一步強化的胎壁以及過彎時的抓地力。另外，藉由專屬的3c複合結構以及添加的石墨烯，這款「Terreno Zero」輪胎不僅耐用，而且滾動阻力也很低，分別提供700x35c和650x47c兩款選擇。

**Kenda 1樓/10716** 以旗下頂級款的「Valkyrie」增加30mm胎寬選擇，其他中階級數的車胎也提供30mm的選擇，作為對應於胖胖胎的準備。Kenda中階級數的車胎主打大眾運動市場，並無特殊設計；而高階的款式則是採用Tubeless技術以及整合式編織層，提供了非常優秀的防刺穿保護。最後，這款「Valkyrie」車胎在滾動阻力上非常低，可說是現有胖胖胎之中的最速選擇之一。



Ritchey的這款「Alpine JB 35」結合了低滾動阻力以及過彎抓地力。

Duro旗下的「Dorado」以及「Stinger」都提供32mm胎寬選擇。



Kenda的這款「Valkyrie」高速性能胎增加輪胎編織層以提升防爆性。



# 2018台北車展綜觀全局

## e-MTB專用輪組強力登場

### 電動車專用的輪組有什麼不一樣？

e-Mountain電動車這股延燒了好幾年的風潮，持續在歐洲帶來強勁的銷售動能；為此，有越來越多的輪組品牌、輪框、花鼓製造商等都瞄準這塊市場，使得越來越多被冠上電動車專用輪組接連登場，據稱這一類的輪組的剛性及耐用性都更佳，並且更能耐荷重騎乘。

早期e-bike的規格發展是處在混亂的局面，尤其是e-Mountain更常聽到發生結構強度不足的問題，畢竟這一類要到山路越野的重度騎乘，對自行車的性能要求是很高的。然而，隨著自行車業界的進步與發展，使得e-Bike的製造水準也隨之提升，尤其是在電池系統的部分。根據各種研究，顯示出e-Mountain不僅僅比起傳統的MTB在重量上更重，這是因為包括了電控系統、顯示幕等；此外，e-Mountain通常在騎乘距離也來得更遠。也因為上述總總原因，會對自行車零件的性能有著更高的要求。現時由於中置電機系統已成為市場主流規格，也使得對於輪組、花鼓會有著更高的負荷及負重需求。早期的一些e-Mountain車款，就很容易發生因為過度荷重的問題，導致後輪組的花鼓損害特別是棘輪座的部分。也因為如此，e-Mountain對於輪組有著更高的性能要求，打著專為e-Mountain而生的輪組，必須擁有更優秀的高負荷、負重能耐，並且棘輪座也要設計的更強壯，才能將騎士的腿力以及馬達的助力，忠實的轉換為前進的速度。

**DT Swiss 4樓/M0702** 是業界第一個瞄準e-Bike市場的輪組品牌，這主要是其高級副總裁Daniel Berger的承諾及推動。憑藉其星形棘輪系統 (star ratchet)，這家來自瑞士的輪組專家在先天上已經擁有一套非常可靠的棘輪系統，可以滿足中置馬達電動車對於輪組性能的要求。為此，DT Swiss只需要再加大軸心及培林的尺寸及規格，透過級數較高的花鼓搭配他們旗下最強壯的28根幅條編法（三交叉），這樣的組合應該就非常強勁了，可以滿足e-Mountain的激烈操控需求。DT Swiss目前旗下的「Hybrid series」涵蓋了高階的碳纖維輪框、中階的鋁合金輪框，以及另有兩款級數更低的選擇。這些車輪在OE市場取得了相當大的成功，並且成功在2018產品年度受到知名自行車品牌的選用配備。預計這個輪組銷售動能在2019年會進一步成長。

另外，比起DT Swiss規模略小一點的輪組品牌－**Sun Ringle 4樓/M1026**自從2018產品年度開始就推出一系列專為e-Mountain而生的重負荷輪組；而來到2019年度，更帶來三款專為e-Mountain而生的輪組。例如這款「Düroc SD37」輪組就採用焊接、對應於Tubeless的鋁合金輪框以及寬達37mm輪框外徑，而輪框內徑也來到34mm，幅條編法為32根雙抽直拉鋼



Sun Ringle Düroc SD37

Sun Ringle Düroc SD42

絲，這樣的規格應該可滿足重負荷的騎乘需求。此外，這款輪組提供27.5以及29吋輪徑的選項。而為因應加大框體 (Plus)的MTB車款，Sun Ringle的這一款27.5吋輪組「Düroc SD42」就是理想的款式。這款輪組擁有寬達42mm的輪框外徑，以及39mm的輪框內徑。上述的這三款Sun Ringle輪組，都是基於SRX這一款直拉式花鼓並搭載雙爪驅動齒，並搭載經過精密切削的鋼製心軸，打造出非常可靠、高傳動效率的騎乘表現。

光是DT Swiss以及Sun Ringle這兩間輪組廠的供給量還是無法滿足自行車業界的需求，尤其是成長力道驚人的e-Mountain市場更是吸引眾多廠商的目光。例如說**Spank 4樓/L1002**在今年推出兩款針對e-Mountain而生的輪

組，依靠其備受肯定的30齒啮合棘輪機構，還有其輪組核心是經過加大尺寸的花鼓，讓這款輪組的性能表現非常優秀。軸心以及棘輪座部分為鋼製，提供了非常良好的耐用性，搭載32根三抽J-bend幅條，以三交叉法進行編織，讓這組輪組即便在惡劣的騎乘環境也不易發生偏擺。另一方面，「Oozy 345 Hybrid」輪組採用鋁合金輪框，內徑來到了30mm，並分別提供27.5吋以及29吋的輪框選擇。而針對重口味的選擇，專為Plus系統而生的「Oozy 395+ Hybrid」這款輪組的內徑來到了35mm。而真正讓Spank與眾不同的地方，是採用Vibroc core泡沫填充填滿於鋁合金輪框的間隙。雖然增加了泡沫填充會增加一點重量，但泡沫可吸收高頻振動，有效提升騎乘的順暢性並降低疲勞感。



DT Swiss HX 1501 SPLINE ONE 35



DT Swiss HXC 1200 SPLINE 30



Spank OOZY 395+ HYBRID





Reynolds TRE Carbon



Glory Wheel Z21-F



Glory Wheel Z21-R

**Reynolds輪組** [4樓/L0928] 以不同的角度思考，專為重量級、重負荷的騎乘而生，採用了非常類似於「TRE」款式的輪組規格，其用意是打造出耐重性最佳的輪組。提供27.5吋和29吋兩種輪徑選擇，輪框內徑寬達30mm，以及Plus版本（僅提供27.5吋）的輪框內徑來到36mm，並且採用非對稱碳纖維輪框允許達到更均勻的幅條張力。至於幅條部分，前後輪都採用32根雙抽銅頭鋼絲以及三交叉的編法。而為了應付來自中置電機的強大馬力，Reynolds藉由較短的鋼製棘爪以及強化的棘輪環結構，打造出一組可靠耐用36咬合齒的棘輪系統。為提升耐用性，其心軸為加大尺寸並且棘輪座由鉻鋁鋼製成。後花鼓採用5顆密封培林軸承—其中有3顆作為棘輪座使用。碟盤固定方式採用國際六孔並且搭載散熱片有助於碟盤降溫。畢竟，由於e-Mountain的車重較重而且也騎得較快，因此需要更強大有效的制動性能。

大力量，可以忠實的化為前進動能。在後心軸以及花鼓殼部分都採加大設計，提供卓越的剛性和騎乘性能，進而提升後輪的耐用性。「D932SB-B12」這款後花鼓內置4顆培林（一般款式為2顆培林），用於提供心軸以及六爪的棘輪結構更優秀的支撐後盾。最後要介紹的是一款名為「Diablo XL」的輪組，Novatec將經過強化的花鼓搭載鋁合金輪框，輔以非對稱的設計以及寬達30mm的輪框內徑。



Bear Pawls BEB-004



Novatec D162-SB-SL-B12

另一個輪組品牌一直投入在研究專為中置電機系統的花鼓，以應對額外的輸出力量及扭矩的是**Novatec** [1樓/I0711]。這間立足台灣的花鼓專家在今年歐展推出一款專為e-Mountain而生的「D791SB-B15」前花鼓，以及「D162-SB-SL-B12」後花鼓。這兩款花鼓都採用32孔14號J-bend規格，碟盤鎖固採用國際六孔。至於後花鼓，Novatec強化了棘輪結構，靠著5個棘爪和33咬合齒系統來滿足中置馬達帶來的250瓦輸出、高達70牛頓米的強

在**Alex 亞獵士** [1樓/A5-205]，其姐妹品牌的Bear Pawls首發一款堅固耐用的後花鼓，這款BEB-004後花鼓可應用於e-Mountain電動車。為了在高負荷騎乘下實現更穩定耐久的咬合，不僅採用了強化的棘輪結構，更具有六組強化的雙齒棘爪，並且每組棘爪都有獨立的彈簧。採用鋼製心軸進一步提升花鼓剛性，而經過特殊設計的花鼓耳可方便於更換單根幅條。在台北車展上，亞獵士將同場加映專為e-Mountain電動車而生的花鼓及輪圈，滿足騎士對於重負荷的性能需求。

立足於台灣的**Glory Wheel 金盛元** [4樓/N0820] 是另一家針對e-Mountain推出特別花鼓的品牌。為因應OE市場，Glory Wheel帶來兩個級數的輪組，分別是較高等級的Z2系統以及較入門的Z1系列花鼓，很特別的是這兩款花鼓搭載了散熱片，可以降低碟盤的溫度。為打造花鼓最佳的耐用性以及騎乘剛性，花鼓本體內置了3組培林，其中有兩組培林是使用於鋼製貫通軸上。至於軸心寬度，前花鼓可提供110mm加大間距，而後花鼓也提供對應加大Boost的選項，可以適用於下坡車或是Super Boost車款，共有148mm、150mm、157mm三款軸心可供選擇。Z2和Z1系列的最大區別在於棘輪系統：級數較高的Z2系統合了36棘齒以及六爪啮合系統，可達到極致的傳動性；另一方面，Z1則是搭載較基本的鉻鋁合金24棘齒。這兩款花鼓的花鼓耳都可使用於J-bend幅條，並且Glory Wheel提供28孔、32孔要36孔的選擇。另外，藉由模組化的設計讓花鼓端蓋可以適用於不同的車架和前叉，有效降低對於庫存備品的需求。

法國輪組品牌**Mach1** [4樓/M1331a] 尚未針對e-Mountain推出專用輪組，他們走不同的路線，以旗下相對適用於電動車款式的輪組並在型錄上標記「Electric ready」電動車適用。在一般的情況下，標記出的這些款式都是適用於All-Mountain以及Enduro騎乘的輪組，例如輪框內框寬達40mm的「Trucky 40」以及輪框內徑稍窄一些的「Trucky 30」。Mach1的銷售和行銷經理François Joly進一步說明：「有許多騎乘e-Mountain車款的騎士，相傳於正統熱血的MTB騎士在越野經驗上相對生疏，所以一般來說他們所騎乘的林道路線也會相對簡單一些。e-Mountain車款除了重量更重、騎乘距離更遠、速度更快的特性之外，其餘對於輪組的性能需求無異於一般MTB車款，因此我們認為又強又耐用的輪組就很可能滿足e-Mountain的騎乘需求。」

從各個市場的最新發展來看，尤其是在歐洲，可以預見未來幾年e-Mountain市場對於輪組及花鼓的需求依然旺盛。為此，包括像是Syntace、Reverse等品牌也都預告要推出對應產品，很可能在明年三月份的台北展就會登場。



Mach1 Trucky 40



# 2018台北車展綜觀全局：太陽眼鏡 藉由最新款太陽眼鏡的光學科技 讓您眼觀四面看得更清楚

自行車專用的太陽眼鏡，是風格美學與功能設計的結合，可以為騎士帶來更清楚的視野。在這幾年來鏡片光學部分一直有新突破，例如鏡片顏色可變的全視線鏡片，可以依照環境光源自動調整鏡片顏色的深淺；而疏水塗層和防霧處理等技術，允許騎士在全天候的騎乘環境都能提供良好的視線。但當然，太陽眼鏡作為騎士最重要的穿搭單品，美學設計是至關重要的一環；否則，功能設計再先進但外型笨重的眼鏡，還是沒有人要戴的。而關於流行美學光是眼鏡就是成千上萬種，在今年台北展我們可以看到未來趨勢嗎？

**BBB 4樓/N1008**新登場的Com-mander，這款極具未來主義的運動眼鏡透過三個轉點來調整鏡架，並使用Grilamid材質來達到很好的舒適性。搭載可調整的橡膠鼻托和使用相同材質的橡膠防滑墊，讓騎士在激烈晃動時也能讓眼鏡牢牢固定在臉上。鏡片採用防霧處理以及疏水膜，並進一步讓鏡片開孔以提升空氣對流。鏡片為單片式廣角設計，讓這款Commander擁有科幻風格的整體風格。鏡片共有三款可供選擇，包括霧黑色適用於豔陽天，一款適用於夜間的透明鏡片，以及一款適用於陰霧天騎乘的黃色鏡片；另外，還有一款變色片可供選擇。多種鏡片選擇，對應不同騎乘天候，讓騎士獲得最佳的視野充分享受騎乘的樂趣。



**Ziv 世貿3館/G0436**推出全新Bulk系列，以復古樣式做為發想，重新賦予70年代大片墨鏡新生命，並將色彩結合功能性。提供六色選擇，而雖然採用復古式設計，卻搭載最新穎的鏡片技術。使用高規格彈性記憶材質為框材，這次將霧面框色提高明亮度，也是首次將偏光片設計為單片大鏡面，不僅包覆性高，遮陽效果佳，更能防止陽光從眼鏡縫隙穿透，無論是騎乘或是戶外（海邊）活動都可配戴，Bulk極佳包覆更是提供運動愛好者進行戶外輕型運動時的最佳防護，盡可能地全面體現每一種舒適的可能。



BBB

抗衝擊偏光鏡片。而Karbon 9T是專為光學近視片而生的系列，增加了一個9克的內掛式眼鏡架。

而成。所謂的「Color Highlighter」增豔技術能夠將景物的視覺層次與立體感瞬間倍增。至於「HEV 420 Blocker」更是一項保護運動員的護眼科技，可以

過濾 HEV(High Energy Visible Light) 高能量可見光中最強的401nm-420nm短波藍紫光達99%以上，使景物視覺處於最

完美的層次狀態下，降低

藍紫光對於視網膜黃斑部的感光細胞和視網膜色素上皮細胞不可逆的傷害。極為中性的外型設計可適用於男生或女生，並且另有一款孩童而生的小尺寸。而另一款Alpha是一款One-Piece 大面鏡運動休閒潮流眼鏡。為提升視線，採用光線增強系統以及疏水塗層來提供更銳利的視覺效果。此外，在鏡片上方有開孔讓風更容易帶走霧氣，這款眼鏡的鼻墊也提供極佳的舒適性。



Envis

**Envis 世貿3館/G0262**堅持在台灣製造，並且秉持對光學品質和抗衝擊測試的最高要求，因此每款眼鏡都進行高達20次的測試。最新款的Transform俱有優異的耐衝擊能力，搭載單片式廣角鏡片，可100%隔絕UV紫外線，以及過濾高達400奈米的光波。經過強化的偏光鏡片不僅防爆耐摔，同時也具備防霧和疏油塗層，讓鏡片每一處皆具有高清晰度，無遮擋的視野。可調節的防滑鼻托，鏡架和頭帶可以牢牢的將眼鏡固定在臉上。對於需要近視光學的騎士，此款可另加購內掛式近視鏡架。



Evolvo

**Evolvo 世貿3館/G0458**的這一款碳纖維太陽眼鏡，不僅非常輕量，而且鏡架還非常有彈性，完全改觀碳纖維很硬卻也脆弱的材質特性，也因此打造出一款極致輕量的太陽眼鏡。Evolvo的新品包括Karbon 9和Karbon 9T的鏡架非常有彈性，足以適應所有頭形。兩款均配有可調節的鼻托，方便騎士調整。Karbon 9僅重19克可說是輕如鴻毛，標配超強

**720armour 1樓/J0604**在台北展推出兩款新眼鏡。第一款是Elfo，這款眼鏡的鏡片科技結合「Color Highlighter」與「HEV 420 Blocker」雙重科技研發



Trieye

最後壓軸登場的是一款獲得台北展d&i創新設計獎項的眼鏡，**Trieye**推出一款俱有整合式後視鏡的新款自行車眼鏡，只需簡單的傾斜就可以讓您在騎自行車時留意後面的道路。與朋友一起騎車、競速或只是密切注意交通，TriEye完成保護眼睛的工作並為您提供完整的後視鏡。您可以選擇左側或右側的鏡子，這取決於您騎車的世界，並可選擇不同的尺寸和顏色框架。標配3種適用於不同騎乘天候的聚碳酸酯鏡片，所有鏡片都配有整合式後照鏡，並提供100%防UV400紫外線。



720armour



# New Products

## Spank Radial Compliant and Vibrocore™ 輪組科技



Spank旗下的Radial Compliant Spank 350輪組在市場上大獲好評，為強化新作的性能表現，Spank再為Radial Compliant / Vibrocore™系列導入兩款新輪組，並且這也是在同級產品中首次將阻尼吸震技術融入輪組，讓輪組在遇到路面震動時更能發揮順應性。導入Vibrocore™泡沫填充吸震系統，不僅可以提升輪組抓地力以及騎士在長途騎乘時的舒適性，還能提升輪組剛性、吸震性、路感反應等。

為求極致性能表現以及作為頂級重負荷輪組產品，Spank 359 Vibrocore™與世界盃下坡賽冠軍Amoury Pierron以及Commencal / Vallnord Riding Addiction車隊共同開發。另外，新款Spank 350和Spank 350 Vibrocore™輪組是針對Trail和Enduro騎乘而生的高級輪組，這是與EWS系列賽冠軍Cecile Ravanel和Commencal Ravanel Enduro車隊一同開發的傑作。

L1002

## Zéfal Sense Pro

Sense Pro這款水壺經過精心設計，在層層面面都專為騎士著想。與Sense和Shark水壺一樣，Sense Pro這款水壺採用獨家的聚丙烯材料製造，達到重量輕，彈性好，無臭味，可確保飲料的衛生和原味。其特殊的瓶蓋可提供更好的抓附力，並採用雙閉鎖蓋系統使其100%防水、便於攜帶。而其吸嘴採用矽膠材質，可以快速打開並且容易調整出水量，在水壺傾倒時也不容易溢出，讓您每一次喝水帶來愉悅的體驗。

M0301



## Evolo 自行車行李袋



無論哪款車，透過Evolv自行車行李袋都可以綁了就上，裝滿行李就出發；完全不需任何扣具，打造出整車的行李袋低於1公斤的輕量化成績，都比一組行李架的重量還要輕。

1. 車首袋—容量大及堅固耐用，適用於收納大型物品
2. 手機／上管袋—結構更密實的編層面可以牢牢固定手機
3. 上管袋—附有防雨罩
4. 座墊袋—結構牢固並且附有防雨罩

G0458

## Topeak Ninja Master Cage Series

第二代的Topeak Ninja水壺架可以搭配配件一起使用，讓自行車的整體更加俐落優雅。Topeak專屬的「QuickClick快扣系統」可允許騎士使用模組化配件（包括工具、補胎包、Co2氣瓶）滿足各種騎乘需求。也由於這種方便又堅固的快扣系統，只需要扣壓一個按鍵就能取下配件。

M0711



# COMPIT

The smart command centre

TAIPEI  
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L1217// TAIPEI NANGANG  
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# New Products

## Hutchinson Fusion 5 All Season



這款Fusion 5 All Season搭載Tubeless Ready技術以及ElevenSTORM®複合材料，造就出適用於各種天候的全能輪胎。這款胎非常適用於愛好長途騎乘的車友。為了打造更佳的溼地抓地力，Hutchinson研發專屬1.6mm複合胎層以及特殊的胎紋設計。此外，採用Kevlar增強抗穿刺性。這款搭載Tubeless技術的車胎提供以下優勢：比起傳統內外胎可輕量約20%、提升防爆性能、可使用較低的工作胎壓來提升騎乘舒適性，並且也由於接地面積加大的關係可提升過彎抓地力，並且擺脫傳統內外胎兩者之間會相互磨擦的問題。

1114

## Miranda ChainFlow® 3D齒片

Miranda這款ChainFlow®3D 齒片採用獲得專利的T形齒設計，可防止鏈條脫落，即使在最惡劣的騎乘環境中也能提供出色的鏈條咬合力，進一步產生競爭對手的寬窄齒無法提供的優勢。在傳動部分，齒尖直接與鏈條羅拉啮合，可以即時接觸並牢固地固定鏈條，進而實現最大的表面接觸以及更好的鏈條負載及導引。此外，也由於整體運作更加平穩，也能提升使用壽命。使用這款ChainFlow®3D齒片進行林道越野時，可以提供您猶如行雲流水般的暢快騎乘體驗。

11216



## Bio-Key TouchLock Bike Pro



TouchLock Bike Pro是一款結合生物辨識以及藍牙通訊的自行車鎖。它可以透過使用者的指紋、臉部辨識，或是輸入PIN碼來啟動藍牙APP。這款車鎖的防水耐候性很不錯，而且可以與朋友或家人共享。這款車鎖非常重視用戶體驗，不僅提供防盜安全性，並且使用起來非常便利。它同時搭載生物辨識技術，也允許利用藍牙APP來控制車鎖；此外，此款車鎖還提供多種選擇。最後，它是可以共享使用的。

G0649

## Lake Cycling CX332

Lake的CX332是一款經典設計的公路車鞋卻搭載著現代科技，例如DualIP1Boa®旋鈕和超輕量碳纖維鞋底。CX332採用Lake 熱塑碳纖維鞋跟技術，可根據每人不同的腳型塑形，以達到最好的包覆性。CX332的獨特之處在於Lake的專利雙鞋底系統。鞋底是一個微彈性的踩踏平台，允許鞋部上方有足夠的空間來應變足部腫脹的發生，以降低踩踏熱點或是雙腳發麻的情況。而鞋底是懸掛於堅硬的碳纖維鞋底。藉由這兩者的軟硬結合，可以讓騎士得到良好的踩踏效率並且不會犧牲舒適性。

M0206



## HUITON SHIELD 搖滾背包

匯通商行（Huitong）的這款Shield搖滾背包可以讓使用者透過藍芽來連結內建的喇叭，播放長達24小時的音樂。由於採用無線設計，這款背包的電力系統也可以隨時為電子設備充電。Shield搖滾背包的外型採用鑽石切割設計，俐落時尚外型，並且提供很充足好用的內袋，可容納13吋筆電（33×24公分）。這款背包擁有輕量化、全天候的袋身設計，並可容納14公升的容量，更在肩袋設置內袋方便拿取，可以放置現金或是信用卡。

G0248



## 720 International Alpha

720armour這款新登場的Alpha是一款One-Piece 大面鏡運動休閒潮流眼鏡。值得一提的是，不僅外型好看，內在的層層面也是匠心獨具，採用專為亞洲型男臉型設計的黃金弧度鏡型以及多項細節來提升穿戴舒適性，同時搭載最新的鏡片技術，在城市中為您提供清晰的視野。

J0604



## 3D列印機 Ultimaker S5



易操作的桌上型3D列印機，有更大的體積，可以不斷提供列印出準確的工業級零件。憑藉其簡單的設定，高運行時間和可靠的雙重擠出，Ultimaker S5可說是完整專業的3D列印解決方案。Ultimaker S5具有330 x 240 x 300 mm的大容量。大規模列印，或在構建板上安裝多個零件，以便獲得您設計的尺寸。靈敏的全彩觸控螢幕整合在Ultimaker S5的前面板上，操作直覺、輕鬆。滑動選項並點按選項以選擇功能，就像智慧型手機一樣。

G0356a

## Chosen Road TC公路車花鼓



Chosen的這款Road TC可以提供「更佳的傳動效率」。T.C.結構是藉由齒形聯軸器的大表面啮合，讓騎士的踩踏力量更直接傳遞並降低傳動損耗。ASP1786是一款性能卓越，性能可靠的設計。

J0433



# New Products

## Seatylock Pentagon 220 D - lock



Pentagon 220是一款被評為金質防盜能力的自行車專用D型鎖。它擁有專利的五角形直徑達15.3mm鋼管，其強度遠遠超過任何圓形鋼管。在設計部分，Pentagon 220擁有同級之中最大的工作間隙，讓騎士可以將愛車鎖在更大、更牢固的物體上。並且由於其本體導入精實設計，因此即便擁有很大的工作間隙但仍保有俐落的外型。這款車鎖採用頂級材料，整合各種結構設計巧思以及精密機構，確保騎士愛車的安全。最後，由於車鎖安裝架的角度為可調式，基本上可以適用於各款車型。

**M1407**

## STARTS JUMP BICYCLOAD

Bicycload城市自行車系列共有2款可供選擇，適用於日常通勤和長途旅行。其標配的行李裝載系統可適用於各尺寸的車架，非常方便物品載運。前叉為鋁合金打造並符合ISO 4210-2&6 / JIS D9301 Sec7.1.1測試。尺寸共分為S、M、L三種選擇，並可另購不銹鋼防水行李盒（最大承重15公斤）以及軟殼行李盒（10.8公升）。

**G0506**



## Haven C-Ped



Haven推出的C-PED是一款全新專利卡式踏板系統：在捷克設計和生產。

C-Ped卡踏系統的優點：100%穩定可靠的脫卡性能；與卡式踏板相較，您可以使用硬底車鞋；而與傳統踏板相較，您的鞋子可以緊緊抓住踏板；在任何騎乘條件下均保有優異性能，包括夏季，冬季，沙灘，泥土等騎乘。

**L0723**

## Michelin Power Gravel

這款Power Gravel車胎搭載Bead 2 Bead Protek強化技術可以提升輪胎的防爆能力，輔以採用X-Miles橡膠複材來延長輪胎的使用壽命。胎紋設計是專為礫石騎乘而生，具有較低的滾動阻力以及在各種騎乘路況都能保有卓越的抓地力，讓您可以優遊於公路大道以及鄉間小徑。編織層採用3x110 TPI，共提供33c、35c、40c三種規格。

**M0304**



## Crops K3-BIRO

Crops K3這款3位數密碼鎖不僅體型迷你，卻又能有效防盜的好物，讓您出門不必再多帶一把鑰匙。所使用的Biro鋼索採用專利記憶型纜線設計，可以提升靈活性以及耐用度。這款車鎖可以安裝於座墊下方，不僅可維持俐落的整體設計，而且在騎乘時也不會被勾到。

**L1018**



## DAPU MD250S



Dapu在今年歐洲展推出一款MD250S擁有更高傳動效能的中置馬達，可以為騎士帶來更高的扭力輸出以及騎乘穩定性。這顆馬達的輸出功率為250 / 350w，傳動效率≥80%，輸出扭矩>80Nm，重量3.5公斤。MD250S中置馬達採用特殊設計，可配合不同品牌的車架打造出整體俐落的外型。

**F0512**

## SKS Germany Airstep



這款Airstep腳踏打氣筒導入「德國科技」的頂級工藝，為這款腳踏打氣筒賦予更優異的性能表現。這是一款結合頂級材料以及精心設計的作品，例如使用大錶面的胎壓計以及聰明嘴（適用於各式氣嘴），並且與汽缸注入全新的設計語言。另外，在充氣軟管附近附有儲物空間，並且其充氣軟管為記憶材質，會自動捲回原來的位置。

在本體部分採用符合人體工學的鋁合金踏板，可以快速將胎壓打至102 psi的高胎壓，不再讓為輪胎打氣是一件苦差事。而在完成打氣以及收納軟管後，只需按下一個按鈕就能讓Airstep腳踏打氣筒進行折疊收納。本體小巧精實並且附有壁掛架，是都市空間的完美整合方案。

**L1217**

## DIZO BIKE EOS

EOS是一輛碳纖維公路車架，連同勾爪等細節都是碳纖製成。採用Toray T1100碳纖維複材打造出非常優異的剛性與抗衝擊性。前叉截面積增加提升強度及下坡穩定度；而在最重視剛性表現的五通、頭管、後下部分經過特別強化，進一步提升傳動效能以及高速下坡的穩定性。簡言之，EOS是一輛五育均衡的公路車，特別擅長爬坡。

**L1108**





# New Products

## Messingschlager Velosock



無論您想將愛車停在哪裡，這一款Velosock自行車防塵罩都可以隔絕污垢，好好保護您愛車的內在美。

Velosock自行車防塵罩適用於居家、辦公室，或是將自行車裝載於汽車時的理想選擇，至今獲得多項產品設計獎。面料為非常靈活的3D延展複材，不僅可以適用於26至29吋的各款自行車，而且還可機洗；並且儘管這塊面料很有彈性，但也保有相當好的抗撕裂性。這款兼具吸晴度以及保護性的防塵罩，非常適用於自行車愛好者以及鐵人選手。提供多種塗裝選擇，並可以依客戶需求進行訂製。

**JO512**

## Topeak TubiBooster 威力儲存氣筒

TubiBooster是一款二合一功能的Tubeless無內胎打氣筒，結合了充氣氣嘴以及醫療等級的鋁合金瓶身。這款創新設計TubiBooster大氣筒將空氣存在1,000cc金屬儲氣瓶中，讓儲氣筒可以使用在無內胎充氣，外出只要旋下氣嘴就立刻搖身一變成為CO2充氣頭，瞬間釋放大量空氣，方便解決您的爆胎問題，非常像醫療用的氧氣瓶概念。騎士外出騎乘時可以帶著TubiBooster威力儲存氣筒，以備不時之需。

**MO711**



## Sunrising Xbat-M



Bat-M是一款革命性無電池專利自發電車燈，推出可以分別對應於公路車C夾或碟煞系統，並藉由金屬零件的轉動來達到產生磁場發電的效果。這款車燈不需要安裝電池，也因此永遠不需要充電，加上金屬零件採用非接觸式設計，因此就像魔術一樣似的可以自行發電。另外，這款車燈還配有超級電容器，在自行車靜止時可以提供延長的照明。

**NO923a**

## Qbicle Bike Porter

Qbicle有一系列的自行車行李箱可以滿足搭機旅行的需求，Bike Porter是一個可折疊、防水耐撞、可重複使用、收納時不占空間的特殊結構設計的箱體。Bike Porter共提供三種尺寸（S、M、L）選擇，每種尺寸在折疊後都不算太大，可以存放在旅館的床下，或占用家中最小的空間。創新結構的可收折式攜車箱，可保護與安全託運愛車，使自行車旅行不需再忍受傳統硬殼旅行箱的笨重、無法收納、登機託運時將被收取驚人超重費的窘境。可折式設計，順手展開好摺疊，並配備有Togo推行輪組，讓每個騎士能輕鬆優游在國外各城市。Bike Porter S號僅重2.3公斤。

**K1401**



## Hamax Caress

Hamax Caress自行車兒童安全座椅為父母提供了極大的便利性，可單手操作安全帶、座椅靠背、腳踏板等重要功能。搭配可傾斜的座椅靠背，以便孩子在騎乘期間可以舒適地休息。您可以選擇將座椅安裝到車架或行李架上。

在今年3月28日由德國商品檢驗基金會(Stiftung Warentest)所進行的測試中，Caress兒童安全座椅獲得榜首的傲人成績（2018年第3期）。這款座椅不僅獲得最高分，並且在安全性和耐用性方面都取得了優異的成績。

**LO527**



## MOYON 輪組配件



自2008年以來，Moyon持續在開發輪組零件和手工輪組。主要產品線是CNC精密加工齒片以及輪組配件，為客戶提供OEM和ODM服務。

**GO650**

## Otion MicroCillia MTB Lever Grip



Otion產品可以為您在騎自行車時，準確的觸到煞車、變速器的接觸點，並分別推出公路車以及MTB的選擇。產品通過粘合劑施加，不管有沒有帶著手套，在潮濕或乾燥條件下能提供明顯增加抓握力，並且提供多種塗裝可選為您的MTB愛車增添粗獷風格。詳細資料請見網站：www.otion.cc.

**L1004**

## Vision Metron 5D ACR 一體式空力把

Metron 5D ACR一體式空力把是剛性與空氣力學的完美結合，能將所有線組完美隱藏在把手之中，讓公路車更加俐落優雅。不僅如此，透過碳纖維複材的塑型更導入了最適人體工學設計，尤其是在把手的中段採用Aero-Ergo翼型化設計。5D ACR稍微提高的龍頭角度以及10度的前仰彎度，配合騎士自然的手臂位置，讓手臂更舒適也讓呼吸更為順暢。猶如翅膀的把手上臂有助於空氣動力。強化的碳纖維製造工法達到絕佳的剛性與重量比。5D ACR採用全隱藏式走線設計，可相容於電子變速。

**N1211**





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