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Show highlights

Eyewear
Dropper posts
Wide road tires
Compact e-bikes
Forks & suspension
New Product highlights
SwiCity: borderless green cycling
Can Taipei become a cycling city?

Erica Fujii of Gerworks with the
company's bamboo frame

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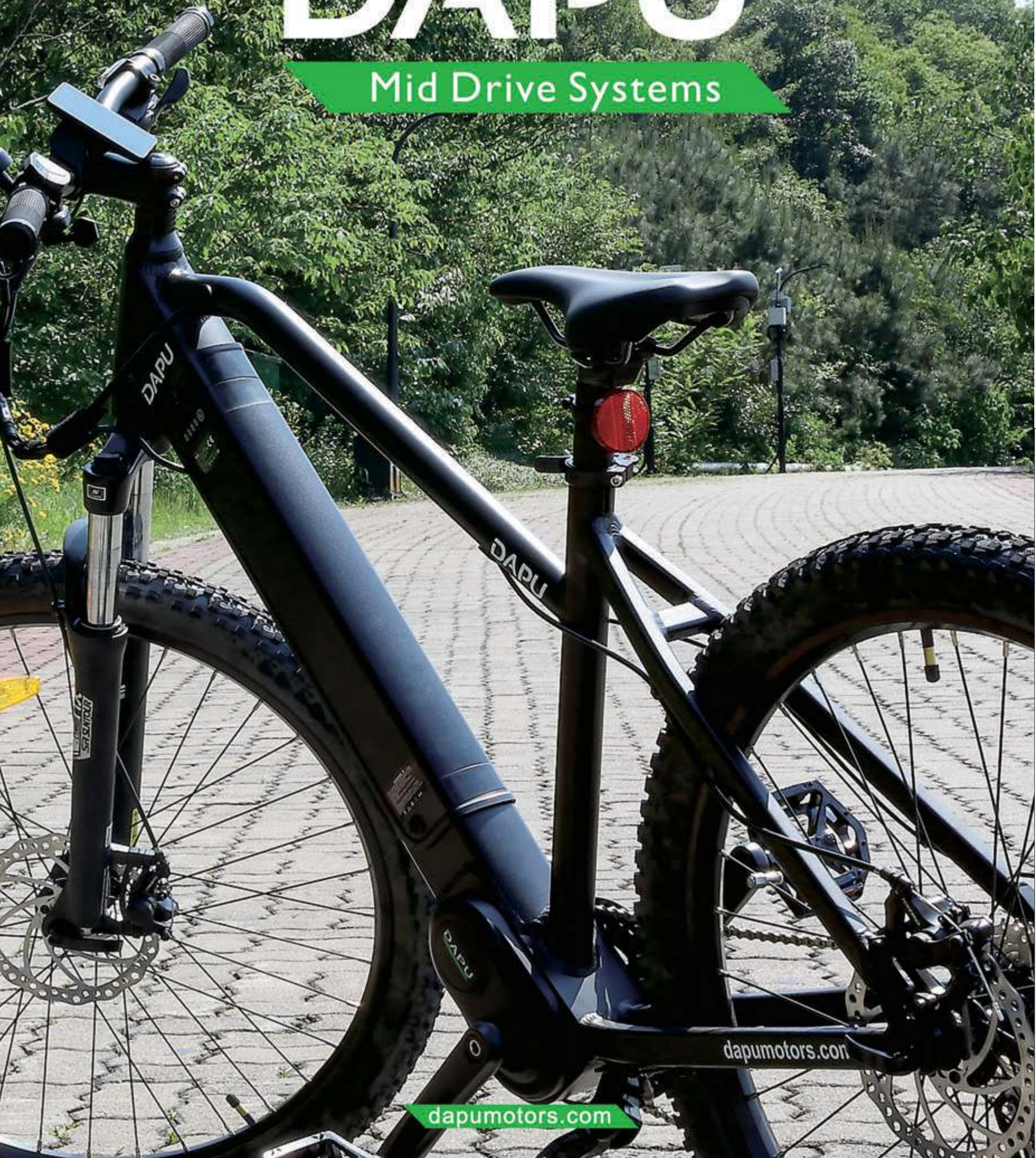
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TODAY

November 2

Taipei

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Rain



TONIGHT

22°C (72°F)


Rain



TOMORROW

27°C (80°F)

Showers



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At D&M Shock (booth I0924), eBike steampunk style, hand made by Hunter Li

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Vox Pop

What is the next big thing for Taiwan's bike industry?



Rolf Singenberger
Logo e-Bikes
's-Hertogenbosch, Netherlands

It's no secret that more and more bicycle categories are becoming electrified – from utility bicycles to mountain bikes and road bikes next. But strangely, Taiwan's industry is not a big player in terms of drive systems despite being strong both in electronics and e-scooters. Personally, I'm really expecting some of Taiwan's well-known big players to jump into this void.



Marvin Besselink
Bikelab
Taichung, Taiwan

The main challenges for Taiwan's industry are competitiveness and the lack of skilled workers. Rather than creating costs by moving its production from one country to the next again and again, the industry should get rid of old-fashioned ways of producing and focus on smart automation as a way to be more profitable.



Antoine Goudrand
Tern Bicycles
Taipei, Taiwan

As a bike enthusiast for 20 years I try to do as much as possible by bicycle. So I see cargo bikes for families in cities as a big opportunity. Interestingly this trend also brings in significantly more women as customers. The high demands for production quality, flexibility and precision, plus the typically smaller numbers, mean that Taiwan's industry is best positioned to profit from this trend.



Larry Liu
A-Pro Tech
Taichung, Taiwan

Currently the trade war is a driving force to get the production of high-end products back from China to Taiwan and to move the lower-end production to Vietnam in order to avoid a negative impact. Since A-Pro also is operating in China this naturally is a thing we're looking into at the moment.



Hank Kao
SRAM Asia
Taichung, Taiwan

Seeing the ongoing trade conflict between China and the United States, Taiwan's industry is at risk of becoming collateral damage. After all, most of its companies also operate their own factories in China. So these companies need to ask themselves: What do they need to do in order to survive and stay out of harm's way?



Ian Smith
Oset Bikes
St. Leonards, England

While e-bikes already have grown to become a substantial segment of the market, there's still a lot of potential to be found between e-bikes and conventional motorbikes with combustion engines. I expect both bicycle and motorbike manufacturers to go for this opportunity and by doing so changing the entire leisure market.



Scott Sun
Controltech
Changhua, Taiwan

Due to the trade conflict, the production of e-bikes is currently being brought back to Taiwan. This is a big opportunity for the domestic industry, and I'm not just thinking about producing bicycles: The real challenge for the industry is to find a way to make e-bikes popular in Taiwan for consumers as well.



Evan Kinzey
Alex Rims USA
Easton, Pennsylvania

Since the entire bicycle market is moving towards e-bikes, everything is getting faster and bigger. The industry needs to adapt to this trend by building fitting products – not just wheel components, but all kind of components and parts. The challenge is to beef up these products while still keeping things lightweight.

What's on at the show, November 2 & November 3

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

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
Public Day at Taipei Cycle

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

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Hayes, Reynolds wheel and deal as one company

Just a week after the Hayes Bicycle Group announced its acquisition of Reynolds Cycling, the companies had already merged at least some of their products in the same Taipei Cycle booth.



Happy together: Reynolds and Hayes signs, now in the same booth

Visit **Hayes 4F/M1020** and you'll find a selection of Reynolds wheels on display at the booth, although you'll still need to visit Reynolds 4F/L0928 for the full line-up.

The wheel display is symbolic because with the acquisition, Hayes is able to significantly expand its wheel offerings. Its Sun Ringle brand only makes alloy wheels for mountain bikes, while Reynolds blankets the high-end wheel market with carbon-rimmed wheels for road, triathlon and mountain bikes.

Just recently, Reynolds became the first North American wheel manufacturer to officially become licensed by Shimano for its Micro Spline freehub for 12-speed drivetrains that thus far is firmly positioned in the high-end segment.

Wheels are just one of the synergies that helped drive the acquisition, according to executives from both Hayes and Reynold.

"Reynolds CEO Scott Montgomery and I have known each other for a long time. When he took over as CEO of Reynolds, we had some initial discussions in early 2018 about a possible acquisition," Hayes president Darren Campbell told the Show Daily on Thursday. Although neither Campbell nor Montgomery are attending Taipei Cycle, they answered questions by email.

"There were a significant number of complimentary synergies that started to add up," Campbell continued. "Hayes Bicycle Group didn't have carbon technology and wasn't in the road, gravel and triathlon segment, yet we had a significant OEM presence and global distribution network. The list continues with many opportunities for us to integrate our businesses together and become a stronger entity in the market."

Hayes already had a wide portfolio of brands including Hayes disc brakes, Manitou suspension components, Sun Ringle wheels, ProTaper mountain bike parts and WheelSmith spokes, where it stands its ground in the highly competitive OE market against the likes of SRAM, Shimano and Fox.

Campbell said that under the

merged company, Reynolds will continue to rely on its well-established supply chain.

"Reynolds Cycling has a solid carbon engineering and development process as well as its own, highly capable production facility in China. There are no plans to change these since they are experts in this regard," Campbell said. "Hopefully, Hayes can offer some of its engineering and operations expertise to continue a drive toward industry best quality and efficiency."

Montgomery noted that Reynolds already has a strong line-up of products for the 2019 model year in the performance road, mountain, gravel and the emerging e-bike market.

"With Hayes, we are poised to expand our global dealer network, worldwide distributors, and are on the cusp of bringing in new, world-leading OEM brands," he added.

The acquisition lets both companies shave a significant amount of costs on sales, marketing and administration.

"The ability to partner allows us to consolidate some efforts and reinvest that savings in other growth opportunities," Campbell said. "Both companies have been attending the same trade shows, hosting sites and paying leases. The resulting savings allow us to invest in further market activities."

Hayes CEO Phil Malliet said the acquisition will help Hayes grow its presence in the global cycling market.

"Reynolds is the perfect fit to expand our reach and collection of wheels" Malliet said. "With Reynolds, we now cover the entire market from alloy Sun Ringle mountain wheels through a complete offering of carbon wheels from Reynolds."

Reynolds and Hayes are both privately held companies. Reynolds has been owned since 2007 by Maclean-Fogg Investment Partners of Chicago, with more than \$1 billion in annual sales, according to *Bicycle Retailer* magazine. Maclean-Fogg has significant experience in carbon fiber engineering and manufacturing, such as making carbon fiber hoods for Corvette sports cars. ■ **LvR**

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SwiCity ushers in a new cycling vocabulary



Kuan-Jiuh Lin outlined his concept for Swi-City yesterday in Hall 3

It's not your father's bike industry anymore.

Thursday's press conference at the Taipei Cycle Plus pavilion at TWTC Hall 3 made that clear, when Kuan-Jiuh Lin, a principal investigator at Taiwan's Ministry of Science and Technology, outlined his vision for a highly connected, "borderless green cycling" lifestyle under the Swi-City moniker.

Lin's presentation touched on IoT, Artificial Intelligence and blockchain — not the kind of subjects usually associated with a bike show.

But even if the underlying concepts

are unfamiliar to many in the industry, the end results are more relatable.

They include the carbon fiber Infinity Bike, which generates its own power for an onboard connectivity system and lights, and can charge traditional mobile devices as well. It lets cyclists find restaurants and other nearby attractions and locate nearby "bikepals." The system can also monitor the health of the bike as well as the rider.

The Swi-Lock, another product unveiled Thursday, could be a breakthrough for bikeshare systems because it allows users to lock and unlock bikes without an internet connection.

The stainless-steel lock is concealed in the bike frame and activated through a special ticketing app, so it is both a security device and payment gateway.

"After you pay via the app, the red locking light turns green. When you return the bike, the green light turns red. That means it's locked. That means you have returned your bike," Lin said. "The Swi-Lock is a perfect combination of mechanical lock and electronic lock and incorporates the latest blockchain technology."

Lin said the SwiCity concept grew

out of the popularity of cycling in Taiwan. Its aim, he said, is to "combine cycling and AI [artificial intelligence]. We want to incorporate it into our cycling so we may attract more elders to enjoy the outdoor activity of cycling."

The linchpin of the SwiCity concept is a low-cost IoT chip that allows connected devices to communicate with one another without the need of a smartphone or Bluetooth device, or an internet connection.

"In e-bike mobility sharing, there are four key factors that we must take into account: safety for payment, battery

safety, safety of personal information, and recycling the resources we have on hand," Lin said at the press conference. "We combine all these technologies into one working technology."

Underscoring the importance that Taiwan places on the SwiCity concept, other speakers at Thursday's press conference included TAITRA president and CEO Walter Yeh; Yu-Han Tsou, vice minister of the Ministry of Science and Technology; and Minn-Tsong Lin, director general of the Department of Natural Sciences and Sustainable Development. ■ GR/SD

Taipei Cycle Forum

4F/Conference Room 401

Learn about global trends from a range of experts at this year's Taipei Cycle Forum. Register at the door for NT\$1,000 (\$33; 24 euros) per session.

Friday, November 2

SESSION C: Smart Manufacturing

8:30 – 9 a.m.
Registration

9 – 9:50 a.m.
Smart manufacturing will positively impact your current profits
Daniel Li,
Principal Solution Specialist, Azure IoT APAC region, Microsoft

9:50 – 10:40 a.m.
How we will work in 2028
Matt Tsai
Head of Robotics and Motion Division, ABB Ltd.

10:40 – 11 a.m.
Coffee Break

11 – 12 noon
Panel Discussion: The future of manufacturing applications and trends
Francois Liang
General Manager, Cycling and Health Tech. Industry R&D Center

12 noon – 12:10

Collection of feedback

SESSION D: E-mobility

1 – 1:30 p.m.
Registration

1:30 – 2:20 p.m.
Cycling science in e-bike evolution
Scott Chen
COO, Hybrid Power Bike Division, Giant Group

2:20 – 3:10 p.m.
The importance of a strong advocacy in the development of e-mobility
Manuel Marsilio
General Manager, CONEBI

3:10 – 4 p.m.
The role of the e-bike in future mobility
Kevin Mayne
Development Director, European Cyclists' Federation

4 – 4:15 p.m.
Coffee Break

4:15 – 5:10 p.m.
Panel Discussion: Where are you, and what's next?
Ya-Wen Chen
Advanced Public Transportation Research Center, NTU

5:20 – 5:20 p.m.
Feedback collection

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

Can Taipei transform into the Amsterdam of Asia?

Nelson Lin, a young Taipei bike shop owner, dreams of helping Taipei transform itself into a bike-friendly 'Amsterdam of Asia.'

Lin envisions a future when Taipei streets teem with residents who are commuting to work on bike or riding cargo bikes through its crowded, often narrow streets.

"This all comes down to a mindset issue. In Taiwan we are influenced by the American automobile culture and people can't see a future that contains bicycles," Lin said Thursday at TWTC Hall 3, where he oversees the Cycling Culture display for Taipei Cycle. It's part of the Taipei Cycling Plus pavilion there.

Lin is also hosting today's Bike Culture Forum and Bike Travel Talks in Hall 3. The Culture Forum is from 10 a.m. to noon, and Travel Talks are 2 - 4 p.m.

He owns the Velo City bike shop on TaYou road, where he sells a range of imported cargo bikes and other utility and commuting models.

Taiwan, Lin said, is famous for making bicycles but Taiwan residents don't use them for daily life.

"We need to learn from Copenhagen and Amsterdam about transforming a city into a cycling city," Lin said. "In the future — maybe 30 years — we will be the Asian Amsterdam here in Taiwan because we have everything about bicycles here in this island."

In January this year, Lin took Taipei Mayor Ko Wen-Je, who is famous for his cycling exploits, to the Netherlands to study

Dutch cycling infrastructure, including bicycle parking lots near train stations. Formerly one of Taiwan's top surgeons Dr. Ko — known by his nickname, Kerpi — used to commute by bike daily.

"Taipei City's government under Kerpi has a big bicycle plan in the works. It will just need time," Lin said. "Many more cycling paths will be built along the Metro lines. This will take about 30 years since it needs time for the culture to develop."

The cultural shift is happening, but slowly. Lin notes that Taipei Cycle has been around for three decades, but has focused only on manufacturing.

"What has been lacking is culture and the esthetic aspects of bikes and cycling," he said. "This is the 31st Taipei Cycle and the first time we have collaborated with Taipei Cycle."

He hopes the Cycling Culture display will be double or triple the size for the next Taipei Cycle show. ■ GR/SD



Velo City bike shop owner Nelson Lin oversees the Cycling Culture display at the Taipei Cycle Plus pavilion at TWTC Hall 3

Photos From Day 2



Ryuger's high-speed e-bike is capable of 140kmh and was styled by a former McLaren designer



Kind Shock's Martin Hsu



Jeff Chen with Novatec's new TT rim



The new Vision Metron 5D ACR aero bar at FSA

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TAIPEI BOOTH NO: J1117

10 Taipei Show Daily

Friday, November 2, 2018

Overview: Compact e-bikes

Electric motors turn these midget bikes into mighty utility vehicles

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



Coast Cycles Buzzraw X

The topic of multimodal mobility generates a lot of passion, but the practice is actually quite common. It promises to become even more widespread as local governments continue to limit car and truck traffic — particularly for vehicles with diesel engines — in city centers.

Combined with the perpetual rush hour gridlock that plagues many cities, commuters and students are looking for alternatives to cover the “last mile” from the train or metro station to the office or campus. Carmakers are taking note: Peugeot recently began selling a folding e-bike as an accessory for its new 5008 SUV.

Many of these compact e-bikes are small enough to stow in the trunk of a car or fit in the luggage rack of a commuter train.

The riding position is typically relaxed, so cyclists have a full, upright view of traffic and won’t muss up their work attire.

While compact e-bikes are generally utilitarian affairs, **Coast Cycles 4F/L0427** shows they can be a lot of fun, too. The Singapore company won a Taipei Cycle Gold d&i award for its Buzzraw X, which blends cargo-carrying capacity with a playful design.

Its steel frame accommodates 4-inch fatties mounted on 20-inch wheels, while a simple suspension system adds 80mm of front and rear travel.

Coast Cycles partners a Bafang G060 250-watt hub motor with a 450Wh battery for a generous range.

The Buzzraw X handles a variety of drivetrains, from a singlespeed setup using a Gates belt drive to a 10-gear rear derailleur. Mechanical disc brakes from Tektro ensure stopping power.



KTM Macina Fold

KTM Bikes 4F/M0802 surprised the industry when it launched the Macina Fold at Eurobike. While the Austrian brand is one of the earliest and biggest players in selling brawny electric



BESV PSA1



Alston Sports Roadsan Carbon Pro

The Roadsan Pro Carbon is a sleek, folding e-bike from **Alston Sports**. **4F/L0005** The frame and fork are made of carbon fiber, and sit atop 20-inch wheels. With disc brakes and a road bike drivetrain, this foldable e-bike looks ready to go fast and to slow down in a jiffy when needed.

Alston equips the Roadsan Pro Carbon with a brushless hub motor that can go in either the front or the rear wheel, according to the customer's wishes. The battery is hidden in the oversized seat tube, while the folding mechanism is in the middle of the toptube.

mountain bikes, no one expected it to launch a compact folding bike on 20-inch wheels.

The Macina Fold is built around the Bosch third-generation Active Line Plus mid-drive motor. A Bosch Powertube battery is neatly integrated in the downtube of the aluminum frame.

The folding mechanism has a large interface for plenty of stiffness. KTM



Ubike Citizen ePro Plus

Folding bike specialist **Ubike** **1F/K0415** (at the Liwang Precision booth) presents its first two models with electric motors in Taipei. The Citizen ePro Plus and the Citizen ePro both have alloy frames and 20-inch wheels.

The main difference is the battery position. On the ePro Plus, the battery mounts behind the seat tube, while on the ePro it's on top of the toptube.

Both models rely on a compact motor that's positioned around the bottom bracket for built-in tailwind. This sleek, unobtrusive motor gives consumers full

combined a Shimano 8-speed Nexus hub with a Gates belt drive for a sturdy drivetrain that's maintenance-free and trouser-friendly.

Completing the high-quality build are hydraulic disc brakes and premium lights from Busch & Müller.

BESV **4F/N0108** returns with its PSA1 folding e-bike, which won a 2017 Taipei Cycle d&i award. Available with an alloy or carbon frame, the PSA1 incorporates a full suspension chassis on 20-inch wheels.

Its 250-watt rear hub motor has



Dahon NuWave

three support levels. Despite the bike's compact dimensions, it has a range of up to 95km (59 miles), thanks to a detachable LG battery that has an integrated LED rear light. The battery recharges within six hours.

A BESV app for iOS and Android devices lets owners customize the motor support.

flexibility when choosing a drivetrain and the number of gears.

With the NuWave, folding bike specialist **Dahon** **4F/L0718** introduces an e-bike to its lineup with a very different idea of what "folding" means.

Instead of focusing on the length of the folded bike, Dahon decided to



Taroka R18

focus on the width. So there's no folding mechanism on the frame. Instead, Dahon uses an unusual tripod construction for the stem and handlebar that folds in multiple directions.

While the length of the NuWave doesn't change when folded, its width slims down to a slender 15cm (6 inches) — narrow enough to store behind a door or slip into a car trunk.

The NuWave comes with an optional torque-sensitive mid-drive motor. The battery is neatly hidden in the swoopy

flavor. The battery offers a range of approximately 48km and has been neatly integrated in the frame's main tube, which also includes a USB and power port. The bike is powered by a Japanese-made Aikema rear hub motor that dishes out 350 watts of power and 60Nm of torque — big specs for such a little bike.

The new R17 and R18 compact utility bikes from **Taroka** **1F/J0317** don't fold, nor will they fold under pressure. Their alloy frames and forks and wide 20-inch tires are built for stability. With a heavy-duty rear rack, and the option for a second rack on the headtube, these bikes can haul plenty of cargo through congested city streets.

The Taroka bikes are powered by a Shimano Steps E6000 mid-drive motor with an external battery pack. A seven-speed Shimano Nexus hub and hydraulic disc brakes means these bikes will last for a long time with little maintenance.

Fresh from the workshop at **Pacific Cycles** **4F/N0313** is the Moove, a concept for a 20-inch e-bike built around a large hydroformed aluminum frame and the Shimano Steps E6000 mid-drive motor system. Pacific Cycles hides the battery in the main tube and routes all cables internally for an uncomplicated design. Further enhancing reliability is a Gates belt drive. A modular carrier system offers plenty of storage options both front and back.

But what most catches the eye is Pacific Cycles' one-sided fork up front, paired with a one-sided rear triangle.

■ **LvR**

aluminum frame that inspired the bike's name.

The NuWave joins Dahon's existing E-Vigor series, which is equipped with a Shimano Steps mid-drive system.

Oyama **4F/N0413a** gives its CXE8D II folding e-bike a decidedly Asian



A rendering of the Pacific Cycles Moove

The e-bike revolution is running on low batteries

The trade wars involving China, the United States and the European Union are getting most of the headlines. But the bike industry faces another global challenge that is flying mostly under the radar: a battery shortage.

Batteries?

Such is the importance of electric drive systems to today's bike industry that a shortage of batteries is putting stress on suppliers across the e-bike supply chain.

To be specific, the problem is a shortage of battery cells. E-bike batteries are comprised of tens of individual cells, each of which is not much bigger than an AA battery. These cells are linked together into the big power packs used to drive an electric bike.

Last February, Bosch eBike Systems warned the bike brands it supplies that, because of the cell shortage, it was delaying deliveries of mid-drive motor systems by several weeks. Since Bosch dominates the market for mid-drive systems, with an estimated market share of 25 percent in Europe, the delay affected many brands and IBDs.

"The economy is booming across various industries, and as a consequence the demand is higher than the supply," said Claus Fleischer, general manager of Bosch eBike Systems. "As for the tense battery cell market, a small number of suppliers are serving the bulk of the market. When combined with a steep demand, short-term bottlenecks are not unlikely to occur."

Still, other e-bike drivemakers including Brose, Yamaha, and Conti Tech have managed to stick to their production plans this year. Of course, none of them has Bosch's market share, so they have not had to deal with large OE orders.

More recently, suppliers at Taichung Bike Week in September pointed to other warning signs for e-bike brands.

"During the last couple of months, the lead times for small electronic components such as capacitors and transistors have doubled with some suppliers," said Andreas Hoffmann, managing director of AVS Electronics in Hong Kong. "As these components are needed to build sensors and displays, these tiny parts can delay the production of e-bikes."

E-bike manufacturers are scrambling to predict supply chain bottlenecks and

avoid production delays. That can mean having more than one source of battery cells.

"First of all, a solid and early forecast to cell vendors is key to avoiding bottlenecks," said Kevin Chang of Simplo Technology. "Even then we are facing longer lead times now, so keeping dual cell sources is an obvious option to minimize the risk."

Nils Niederheide of Conti Tech added, "We are also keeping in direct contact with battery cell manufacturers, avoiding intermediaries. But in the medium term, there is really no alternative to expanding [cell] production."

The problem for the e-bike industry is that it is a minnow in the sea of the electric mobility market. The automobile makers are in the driver's seat, and they have the money and the market dominance to call the tune.

So Panasonic, which is one of the world's leading suppliers of battery cells (including to the e-bike industry), recently teamed up with Tesla, the American electric car maker, to build a huge battery factory in the Nevada desert. Called the Gigafactory, it began producing battery cells in January 2017.

Most e-bike battery packs are made up of so-called 18650 lithium-ion battery cells, which are also found in a host of consumer electronics from laptop computers and cordless power tools to electronic cigarettes. (The number is derived from the diameter and length of the cell.)

Tesla uses 18650 cells in several of its electric car models.

The Gigafactory produces a newer, larger battery cell, the 21700, which promises higher energy density. Although some e-bike systems use 21700 cells, most production is being consumed by the automotive and consumer electronics industries.

Geography also plays a role in the availability of battery cells. While several companies assemble battery packs for e-bike brands, the battery cells that go into those packs come from a



Mo-Hua Yang, founder of e-bike battery maker TD HighTech Energy, predicted the battery cell shortage two years ago

handful of suppliers based mostly in Japan, South Korea and China. These cell factories are owned by major corporations, including Panasonic, Murata, Samsung, LG Chem and a couple of Chinese manufacturers.

Yet battery cells and packs are classified as hazardous goods, so shipping them is logistically complicated and subject to stringent safety rules.

The European Union is attempting to reduce its dependence on Asian suppliers through the European Battery Alliance, which was founded to bring battery cell production to Europe. Recently, these efforts suffered a setback.

A syndicate of mostly German companies had planned to invest up to four billion euros in a mega-factory for li-ion polymer cells. But the so-called Terra-E project has been abandoned because its backers were unable to secure enough investment to proceed. The factory would have created as many as 3,000 jobs, and produce 34GWh of battery cells a year by 2028.

(By comparison, Tesla says battery production at its Gigafactory reached an annualized rate of 20 GWh earlier this year.)

So the e-bike industry should expect continued battery shortages for the foreseeable future, especially as e-bike adoption does not look like it will ebb any time soon. Instead, e-bike sales are growing in North America and Asia, and expanding to other non-European markets.

One battery expert predicted these problems two years ago.

Mo-hua Yang is founder and general manager of TD HighTech Energy in Taiwan, which produces battery packs for e-bike brands including Stromer and Easy Motion.

"As a battery assembler, we could easily increase our production on short notice," Yang said during a tour of Hightech Energy in 2016. "The true bottleneck, however, is in the supply of battery cells."

Today, Yang's comments still ring true. ■ LvR

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Overview: Wide road tires

Road bikes stop the fat shaming as brands embrace thicker tires

After decades of minimalism, road bike brands are changing their mantra on tires from “less is more” to “wider is better.”

There are plenty of good arguments to support wider road tires, especially for the large majority of cyclists who don't race.

The change has been a long time coming. For more than 50 years, the width of road bike tires has seemingly been carved in stone: 23mm was dogma, and deviations from this norm were acceptable only for time trials on smooth roads, or for races like Paris-Roubaix on notoriously rough surfaces.

The prevalence of side-pull brakes constrained tire widths and helped enforce this limit.

But with side-pull brakes giving way to disc brakes, road bike brands can break free of these restrictions. Today, even race-oriented frames are built with 28mm tires in mind. Now, aero road bikes are no longer synonymous with harsh rides, and can even be ridden on cobblestones.

Tire makers are eager to cater to riders by offering wider tires that are more comfortable and offer better traction on bad roads.

Mount a wider tire without an inner tube on a tubeless-ready wheel, and the benefits are even more substantial. Compared to a classic skinny tire, a wider tubeless tire has about the same rolling resistance, although it imposes a slight weight penalty. And cyclists appreciate the tires' much more robust puncture protection, letting them take their road bikes on unpaved doubletrack and gravel roads.

The rise of dedicated gravel bikes lets adventurous riders go even wider. By eliminating a front derailleur, a cyclist can maximize the tire clearance on the rear triangle. Downsize to a 650b tire, and a gravel bike rider can mount a studded tire as wide as 50mm — essentially turning a gravel bike into a dropbar mountain bike. It's a setup that harkens back to the early 90s and the days of bike legend John Tomac.

For mass appeal, though, all-road tires that are 30mm or 32mm wide seem to have the broadest appeal. They fit most frames and won't alienate traditionalists, but offer most of the advantages of fatter tires.

Schwalbe 4F/MO116 is already seeing success with oversized road tires. Its 30mm G-One Speed, sporting tiny, round studs, is at home on paved roads and gravel paths, but lacks traction in unpaved corners.

So Schwalbe has added the G-One Bite, which expands to 40mm and adds shoulder knobs.

The X-One tire line is intended to bridge the gap between gravel and cyclocross bikes. Schwalbe is also trying to be in the forefront of the emerging e-road bike trend. Its E-One tire, based on the G-One, has reinforced sidewalls and casings and is available in widths of 28mm and 32mm.



Add a little color to your bike with the Panaracer Gravel King SK in Nile Blue.

Panaracer 4F/M1008 offers an impressive selection of versatile, wider tires for both paved and unpaved routes.

For 2019, the Japanese tiremaker is adding tubeless-ready versions of its popular Gravel King and Gravel King SK tires.

For particularly wet and loose conditions, the more heavily studded Gravel King Mud is a welcome option. Panaracer is adding a 35mm option to its current 32mm and 38mm offerings.

For those favoring the road-plus concept, Panaracer's Gravel King is also available in the 27.5x1.5 and 27.5x1.9 dimensions.

Add the option of black or brown sidewalls, and three new colors for the 700c Gravel King, and riders have plenty of choices to find the best match for their bikes — cosmetically and functionally.



VeeTire G-sport



Schwalbe E-One reinforced e-bike tire

Always quick to react to trends, Thailand's **VeeTire 4F/M1031a** is launching new, wider road bike tires for 2019.

The G-Sport has a fine, diamond-like thread and comes in sizes from 700x35c to 700x44c. It combines fast rolling with reassuring volume. And thanks to a reinforced casing and sidewalls, it's ready for use on e-bikes as well.

For looser and more demanding conditions, the dual-compound Rail Sport model has significantly more grip thanks to shallow studs in the center sections and studs on the shoulders. This tire is available in 700x40c and in 650bx47.

Last but not least, the Zilent Sport is a fast-rolling, road-plus tire that Vee offers exclusively in a 650bx47 size.



WTB Exposure 32

With its Horizon and Byway tires, **WTB 4F/L0826** can rightfully claim a pioneering role in the road-plus movement. For 2019, the brand adds two more studded models in this category, both available in a 650bx47 size.

The versatile Venture 47 combines a fast-rolling supportive centerline with more studded sections in the transitional areas and on the shoulders.

Even more burly is the Sendero 47, which looks like a proper mountain bike tire that has been adapted for a dropbar bike.

For roadies wedded to 700c rims, WTB

adds a 32mm version of its fast-rolling Exposure tire that bridges the gap between a 30mm version and the more terrain-worthy 34mm size.

Finally, WTB's Rolute 42, for gravel bikes with plenty of tire clearance, is a true all-weather option for unpaved surfaces. A proper tread keeps things under control when the ride gets slippery.



Donnelly 38mm EMP

Donnelly Sports, 4F/L0707 formerly known as Clément, approaches the wide road tire concept from a different perspective.

Its fast-rolling CDG road tire features a fine rib pattern on the shoulders for added traction on rough roads and cobblestones.

For more traction and volume, Donnelly has a proper selection in its 32mm Strada USH; the X'Plor MSO, which starts at 36mm; and the 38mm EMP with a more terrain-oriented tread.

All of Donnelly's tires, except the CDG, are available in road-plus sizes for 27.5-inch rims.

Ritchey 4F/L1112 offers three tires for riders who seek more comfort and control on bad roads and gravel.

The 30mm Alpine JB is comfortable and puncture-resistant. Thanks to its tan sidewalls, it's also stylish. The 35mm size includes a tubeless-ready option.

Its Speedmax tire, with a slightly more aggressive tread in a 700x40c size, is intended for serious gravel riders who are more often found off-road than on.



Michelin
Power Gravel

With its Power Gravel line, there's no mystery which segment of the market **Michelin 4F/M0304** is aiming for.

The global tiremaker offers Power Gravel versions in 33, 35 and 40mm widths. These foldable and tubeless-ready tires come with a bead-to-bead protective layer for better puncture protection. A gravel-specific tread goes fast on pavement but offers traction for loose surfaces. Michelin says its X-Miles compound add to the longevity of the line.

As a side note, Michelin is bringing back its legendary green tire compound as part of its Power Cyclocross tire line. Michelin says it will offer the tire in 33mm tubular and clincher versions. These tires are expected to launch in the second half of 2019.



Ritchey Alpine
JB 35mm



Duro Stinger

Duro 1F/K0116 is not missing this party. It's launching 32mm versions of two popular road models, the Stinger and the Dorado.

The Stinger is available with black, red or blue rubber compounds. The Dorado uses a slick mid-section to reduce rolling resistance, and a fine diamond tread on the shoulders for grip in the corners.



IRC Serac CX Sand

With three new models, **IRC Tire 4F/M0515** is focusing on wider gravel tires. The 32mm Serac CX Sand has a fine diamond tread. The Boken, available in 36 and 40mm widths, adds studs on the shoulders for rougher surfaces.

For road-plus setups, IRC offers the 27.5-inch Boken+ in 42 and 47mm widths.

Designed to excel on paved roads and hard-packed gravel, the Terreno Zero from iconic Italian brand **Vittoria** **4F/F0439** combines proven design elements. Its center tread is inspired by the Corsa tire to minimize rolling resistance. For added traction in corners, the shoulders incorporate a scale-like tread that also reinforces part of the



Vittoria Terreno Zero

sidewalls.

And thanks to Vittoria's 3C compound with added graphene, the tires, in 700x35c and 650bx47 sizes, are durable and smooth-running.

Expanding its top-of-the-line Valkyrie model by launching 30mm versions, **Kenda 1F/J0716** is also ready for the wider tire trend.

While some of these wide tires come with more economic casings, its top offering is tubeless-ready and offers proper puncture protection, thanks to integrated bead-to-bead protection.

Add in the low rolling resistance of the Valkyrie, and you get one of the fastest wide road bike tires that's currently on the market. ■ **LvR**



Cutaway view of the Kenda Valkyrie

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Overview: Sunglasses

From retro to futuristic, sunglass brands offer styles for all cyclists

Existing at the apex of style and function, cycling sunglasses repel the elements, enhance riders' vision — and make them look good in the process.

Sunglass models frequently cram in shocking amounts of technology: Photochromic lenses adapt to changing light conditions, while hydrophobic coatings and anti-fog treatments keep vision clear regardless of the prevailing weather.

Of course, none of this technology matters if a pair of sunglasses is uncomfortable or, even worse, unfashionable.

Because sunglasses are always front and center, good styling is crucial. Get that right and a sunglass brand can increase sales by thousands of pairs. Is a future classic making its debut in Taipei?



BBB Commander

The futuristic Commander glasses from **BBB 4F/A1008** (EC Sports International) provide a comfortable fit via a clever three-step temple adjustment system and high-end Grilamid frame.

An adjustable rubber nose piece and co-molded rubber temple tips keep them locked in place. Airflow through the glasses is enhanced too, while the lenses benefit from a hydrophobic and anti-fog coating. A one-piece construction gives this Commander its sci-fi looks.

Available with three lenses — smoke for sunshine, clear for dark conditions, and yellow for fog — the Commander is also available with photochromic lenses. With multiple pairings possible, there's a large enough range of possible color combinations to keep even the fussiest wearers happy.



Evolvo Karbon 9T

Carbon fiber is light but fragile. **Evolvo Hall 3/G0458** managed to coax a surprising amount of flexibility out of the stuff, turning it into an ideal material for a feathery light sunglass frame.

Evolvo's new Karbon 9 and Karbon 9T glasses are bendable enough to adapt to all head shapes, while an adjustable nose pad fits most faces.

Extremely light at just 19g (0.6 ounce), the standard model includes a highly impact-resistant polarized lens.

The Karbon 9T extends the range for cyclists that require prescription

lenses. The attachable optical frame adds just 6g of weight.

Envis Hall 3/G0262 insists on manufacturing its sunglasses in Taiwan, where its team can administer up to 20 strict tests for optical quality and impact resistance.

The Transform is the latest sunglass model from Envis. Its large, futuristic one-piece lens is 100-percent anti-UV, blocking all unwanted ultraviolet light rays to wavelengths of 400 nanometers.

The polarized lens benefits from an



720armour Elfo

anti-fog treatment, and an oleophobic coating to minimize finger smudges. Adjustable anti-slip nose, temple, and head bands keep them locked in place. For riders who require a prescription, a detachable RX frame is available as an option.

720armour 1F/J0604 brings two fresh models to Taipei Cycle. The unisex Elfo model uses a new high-tech lens that combines two technologies: Color Highlighter and HEV 420 Blocker. Color Highlighter upgrades a rider's vision by emphasizing the colors she needs to see, while blocking parts of the spectrum that could blur her vision.

HEV 420 Blocker eliminates high-energy visible light, which is high-frequency light in the violet and blue band that 720armour claims can contribute to age-related macular degeneration.

The Elfo is also available in children's sizes.

The trendy Alpha uses a broad single-shield lens to provide sharpened vision courtesy of a Light Enhancing System coating and hydrophobic treatment.

720armour ensures its sunglasses won't fog up by adding ventilation at the top of the lens. Nose pads enhance comfort.

The new Bulk series from **Ziv Hall 3/G0436** (Giantec Design) takes its retro design cues from 1970s cycling culture. The large frame



CAFA S13361



Envis Transform

is available in six eye-catching colors. And while the styling may be retro, the technology is up-to-date.

Chief among the Bulk's selling points are its low weight, and anti-slip nose pads that keep the frame comfortably in place.

The six-model range comes with high-quality polarized lenses to eliminate glare.



Ziv Bulk

CAFA 1F/J0625a, which stands for "Care and Fashion," brings two new sunglass styles to the show.

The S13361 and S13447 models both use single-piece lenses and polycarbonate frames. Decentered lenses contain optical elements tilted from the principal axis of the lens to ensure clear vision.

Both sunglasses also feature a modern frame design, which spans the top section of the lens to give a distinct aesthetic.

With a minimum order of 300 pieces per style, CAFA can offer custom color options for retailers.

CAFA glasses meet FDA, ANSI Z80, EN ISO 12312-1, and AS/NZS 1607 standards, so they're ready for sale just about anywhere in the world.

Finally, something very clever. **TriEye, Hall 3/A1016** (Kuo & Yang) won a Taipei Cycle d&i award this year for a sunglass model that integrates a rearview mirror. A cyclist can look behind him without having to swivel his neck.

The glasses come with three lenses for just about all riding conditions. They boast all of the features of a pair of typical high-end sport sunglasses including interchangeable lenses, UV400 protection, and anti-fog treatment.

TriEye is a Norwegian brand, and the glasses are made by Kuo & Yang of Taiwan. ■ JD



TriEye sunglasses

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J0604

A design that's a gift for riders with myopia/hyperopia! 720armour presents a brand-new 3D-fitting TR90 Grilamid frame with one-piece easy sight polycarbonate lens which offers not only a compressed ventilation system and ergo-grip fitting design, but also stunning 720iPRO™ technologies combining prescription and transition lenses.

720iPRO™ instantly transitions the lens from clear to dark gray (cat.0-cat.3) according to the amount of UV light, allowing the most appropriate tint whether indoors or outdoors.

Available in prescriptions of +2.00 ~ -6.50.

The personalized, interchangeable design for upper and lower frames plus multi-color options of mirrored lens (revo) offers unlimited possibilities to make different styles by color-matching to create your own iconic shades.

www.720-armour.com



Pavilion puts spotlight on Japanese craftsmanship

This year's Japan Pavilion, on the fourth floor of the Nangang Exhibition Center, is the biggest ever. A total of 15 exhibitors, from carbon parts makers and accessories suppliers to complete bike manufacturers, are occupying 21 booth spaces.



5Links Musashi/R folding road bike

The pavilion is organized by the Japan Bicycle Promotion Institute (JBPI), an NGO tasked with promoting export opportunities for small and medium-sized bike companies.

The Japan Pavilion started in 2015 with an initial group of 11 companies that otherwise would not have been able to secure a spot at Taipei Cycle.

"The first pavilion had great results, with many opportunities for acquiring new customers," said Takayoshi Kanda of the JBPI.



Outer Top Shakes Hood

Among this year's exhibitors are parts supplier **Nitto** 4F/N1403, "bullet lighting" maker **Sakoh** 4F/N1306, and **Hachisuka** 4F/N1409, which makes an anti-puncture tube.

Newcomers include bell manufacturer **Ohgi Bell** 4F/N1407, apparel maker **OuterTop** 4F/N1308, and e-bike supplier **Life Size Mobility** 4F/N1309.

The general emphasis at the pavilion is "Made in Japan" craftsmanship, not mass production. A fine example is the line of Maware leather bags, gloves and even leather-wrapped locks from new exhibitor **KLC Products** 4F/N1304.

Tokyo-based **5Links** 4F/N1210 is showing its Musashi/R, a unique full-size 700c road bike that folds easily into a compact package.

Tokyo dentist-turned-designer Morihiko Iozumi

founded the company because he wanted to make multimodal urban transport more popular to reduce CO2 emissions. His first product was a miniature folding bike.

The Musashi/R is 5Links' first new design in five years. Welded and assembled in Japan, the bike is made from 7005 aluminum and weighs just 7.7kg (17 pounds). A special hub design allows removal of the rear wheel while the chain and cassette remain in the frame.

The Caracle-Coz from **Tech One** 4F/N1310 is a smaller folding road bike that promises outsized performance. It's the latest Caracle model from the company, and uses 20-inch wheels on a long wheelbase.



Wave One Noir jersey and cycling skirt combo

Outer Top 4F/N1308, a high-end bicycle grip and tape maker, is exhibiting a range of handmade products including the Shakes Hood, which fits a variety of Shimano brackets.

The elastomer hoods weigh 40 to 46g (1 to 2 ounces) per pair. The company says it's matched the finest injection molding techniques and sophisticated manufacturing with attention to detail. Every process, from shape molding to coloring, is performed by hand in Japan.

Apparel maker **Wave One** 4F/N1312 is showing its lineup of chic urban cycling wear, such as a long sleeve jersey and cycling skirt combo for women. ■ TK



Tech One Caracle-Coz folding bike

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Overview: Suspension

Suspension suppliers spring into action to soften the ride for all types of riders

Spending hours in the saddle can wear down the most suffer-proof cyclists, whether that time is spent commuting, touring or racing.

Suppliers are finding inventive new ways of softening the ride without reinventing the shock or infringing on patents. Suspension seatposts, forks, springs, and even a shock-absorbing stem help make the road, or a gravel track, feel less like corrugated siding and more like a silk ribbon.



Cane Creek eeSilk

Speaking of silk, the new eeSilk suspension seatpost from **Cane Creek AF7/M0136** is the newest member of its “ee” line of premium accessories. Cane Creek developed the line in partnership with component designer Craig Edwards.

The eeSilk is for riders who want more compliance without sacrificing power or efficiency — or without adding a lot of weight to the bike.

Cyclists can “tune” the seatpost to their weight by installing a different elastomer. Cane Creek includes three

elastomers in the box (the “3,” “5,” and “7”), which between them cover riders who weigh between 45 and 118kg (100 and 260 pounds).

Riders who don’t fit into this weight range can buy other elastomers, sold separately — one for people weighing under 50kg, and one for those over 113kg. Cane Creek says the maximum recommended weight for the eeSilk is 150kg, or 330 pounds.

“We’ve found it to be particularly good for gravel riding and racing, which has really been on the rise in recent years,” said Luke Bukoski, marketing director for Cane Creek. “It reduces fatigue caused by the natural vibrations you get riding those mixed surfaces and lets you ride farther than you would be able to go on a rigid post.”

The seatpost weighs a svelte 295g (10 ounces), which is about 200g lighter than the category average. Its 20mm of travel improves control on rough surfaces and reduces fatigue on long rides. (For news about other suspension seatposts, and an overview of dropper posts, see our story on page 20.)

In other product news, Cane Creek is debuting its Helm 29 coil spring suspension fork, which follows the airsprung configuration it debuted a few months ago at Eurobike.

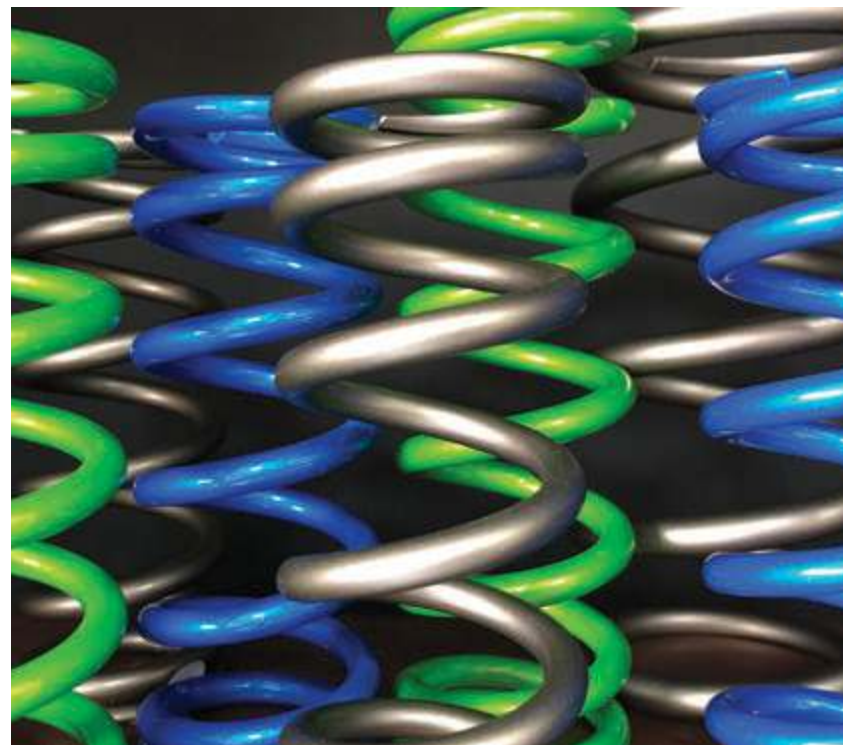
Like its air spring sibling, the Helm 29 coil features high- and low-speed compression, low-speed rebound, and internally indexed travel, and can be adjusted in 10mm increments from 130 to 160mm of travel.

Unique to the Helm, both forks’ D-loc 15mm thru-axle reduces torsional friction on the fork’s lowers. The similarities end with the respective weights of the two versions: The Helm 29 coil spring weighs 2,340g, compared with 2,080g for the Helm Air.



RST Rebel V2

Coil springs have long owned a place in gravity riding because many riders



Ichu XLS springs

believe they are more durable than air sprung suspension systems, and because the heavier coil springs help keep gravity bikes lower to the ground.

Now, a company that supplies the springs for suspension systems says its new series can match the performance of traditional coil springs, at a significant savings of weight and expense.

Ichu

Technology

1F/K0008 is showing its XLS spring series at Taipei. Ichu says these high-tensile steel springs can reduce a fork or shock’s weight at a tenth of the cost of similar titanium springs, because the XLS series uses shorter springs.

By using a shot peening treatment borrowed from the aerospace industry, Ichu says its XLS

springs resist fatigue better than their titanium counterparts, making them a durable choice for hard use.

An inverted fork is another way of allowing a bike to handle big hits, because they are more rigid than conventional forks.

RST, 1F/K0216 which has been known for its inverted forks since it launched the Mozo XXL in 1997, is joining the industry movement toward multi-use forks, which are adaptable enough to meet the requirements of cross-country, trail riding, enduro and downhill.

RST’s new Rebel V2 single-crown, trail-to-enduro fork is notable for its friction-reducing 32mm stanchions and lightweight magnesium lowers.

With the Killah 29, RST has set out to make sure bigger 29ers get a proper fork. Standout features include a fully tunable OCR+ cartridge damper system and spring options. The fork uses wider 38mm stanchions to handle the increased traction generated by 29-inch wheels.

The Rebel V2 and Killah 29 both fit Boost 15x110mm or Overboost



RST Spex



Vazalab B3F suspension seatpost



Cane Creek Helm 29 coil spring shock



X-Fusion E-Slide

20x110mm axles.

RST has also taken steps to secure the future of mountain biking with its Spex fork for kids' bikes. With 60 to 80mm of travel and clearance for 2.4-inch tires, the Spex prepares fledgling shredders for later trail dominance.

Vazalab 4F/L0323 says its B3F suspension seatpost can make riders faster by enabling the saddle to move through all three axes — front-to-back, left-to-right, and up-to-down — throughout the pedal stroke.

The Korean company claims that the B3F can increase a rider's speed by an average of 10 to 20 percent.

Vazalab uses an insert made of Formega, a type of elastomer, to work its magic. The company says the B3F promotes a more natural pedaling motion because it lets the saddle move in harmony with the cyclists' hips. In addition to boosting a cyclists' speed, Vazalab says the B3F reduces friction and fatigue.

The developer of the B3F is a bikefitter who studied fit and riding motion analysis for more than 10

years while working on the patented technology.

At Taipei, **X-Fusion 4F/N1211** is highlighting its E-Slide fork for electric mountain bikes, which it introduced earlier this year. The fork's 34mm stanchions and upper crowns have been fortified with extra material for better rigidity against the increased weight of an e-MTB.

The boosted 110x15mm thru-axle withstands hard hits with travel options of 100, 120 and 140mm. The fork offers standard adjustments for the air spring, high- and low-speed compression, and rebound and come with either 51mm or 44mm offsets.

If wheels and saddles can be suspended,

why not handlebars? That's the concept behind the Glider II CNC-machined handlebar stem from **Satori.1F/10112**

By using high-density elastomers, the Glider II dampens up-and-down vibrations. The Glider II is the new generation of Satori's Glider I model. It offers a variety of elastomers with varying degrees of stiffness so riders can customize the stem to fit their preferences. ■ **WB**



Satori Glider II stem

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A2





A2K




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E-MTB system



Rear Derailleur

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



Trigger Shifter

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

Overview: Dropper posts

Dropper post brands seek new niches so more sales drop to the bottom line

As dropper posts become standard equipment on longer-travel and fun-oriented mountain bikes, opportunities in the lucrative aftermarket have been shrinking.

So dropper post makers are looking to other niches to goose sales, appealing to cross-country racers, gravel riders, trekking cyclists, and even casual riders.



Kind Shock LEV Ci

Dropper seat posts have come a long way from the first-generation products. The newest posts offer a much wider adjustment range for a much lower weight penalty.

Early dropper posts were sold almost exclusively as aftermarket upgrades for mountain biking enthusiasts. Now, a look through a 2019 catalog for trail or enduro bikes shows that they've become more or less standard equipment.

Many of these posts are OE products, labeled with the name of the bike brand, not the dropper post maker.

With aftermarket sales eroding, dropper post makers are looking for new niches where the comfort and safety of a dropper post is not yet mainstream.

Here are some of the dropper post products you'll find in the halls at Taipei Cycle:

It's been 20 years since Martin Hsu, the founder of **Kind Shock**, 117/10529 was inspired by an office chair to design his first dropper post.



X-Fusion Manic Gravel

KS posts are now a market leader in the category. To maintain its status, Kind Shock is now following a two-pronged strategy.

For the price-sensitive OE segment, Kind Shock has revamped its affordable e-Series models, adding features typically

found in its higher end offerings.

For example, the new Rage-i dropper post comes with a two-bolt micro-adjust head, a modern seal without a clunky collar, a stealthy black anodized finish, and travel options of up to 150mm.

Meanwhile, Kind Shock is aiming its top-of-the-line LEV Integra Ci post at endurance mountain bike racers and gravel enthusiasts. Thanks to a lower tube made of carbon, the version fits seat tubes with an inner diameter of 27.2mm. Even though it offers 65mm of travel, the post weighs just 365g (13 ounces).

That allows Kind Shock to significantly reduce the weight penalty of a dropper post, while maintaining its technical capabilities.

A short-travel version of the LEV Integra Ci is also available for seat posts with inner diameters of 30.9mm and 31.6mm.

Following a similar path is **X-Fusion Shock 4F/M211** with its Manic dropper post.

The Manic has been available for trail and enduro bikes with travel of 125mm and 150mm. For 2019, X-Fusion adds a 50mm option to fit 27.2mm seat tubes.



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cross-country and marathon mountain bike races. But X-Fusion Shox is mainly targeting the gravel market. Accordingly, it's modified the remote lever to fit dropbars, so the control is nicely within reach when a cyclist is holding on to the hoods.

Pro, the parts and accessories brand of **Shimano**, **4F/M0814** has also expanded

Mounting a saddle to the post is as easy as usual, thanks to a clamp with two angled bolts. The internals, featuring an air chamber and oil damper, are the same as in the longer-travel versions.

Weighing 410g, this new, short dropper post could well be used for

its dropper post offerings to include a version for 27.2mm seat tubes with an adjustment range of 70mm.

Dubbed the Koryak 70, the post is available only with external cable routing so it will fit as many frames as possible, whether they be cross-country race bikes or gravel bikes.

Aiming at an entirely different niche is German parts and accessories specialist **by.schulz** **1F/K0615** (at Castello Cycle).

Its new D.2 post, which won a Eurobike Gold award this summer, caters to comfort-oriented trekking cyclists and e-bike pilots.

The D.2 combines the brand's proven G.2 suspension seat post design that uses a parallelogram structure and coil springs that can be swapped out to accommodate different rider weights.



By.schulz D.2

For its target customers, who are typically less experienced riders, the dropper function is a welcome aid for mounting the bike or stopping at a traffic light. With one flick of the handlebar remote, riders can lower the saddle so their feet are securely planted on the ground.

When it's time to head off again, riders can start with the saddle in the lowest position and raise it gradually to the best pedaling position.

To fit as many frames as possible, by.schulz offers the D.2 in versions that fit seat tubes with internal diameters of 30.9, 31.6, 33.9 and 34.9mm. All use internal cable routing for a clean look.

Under its TranzX brand, **J.D. Components** **1F/J0414** is targeting the same kind of customers: Urban and trekking cyclists and e-bike pilots.

Both the YSP28FL version, with internally routed cables, and the YSP30J version, for external cable routing, look like ordinary dropper posts from a distance. And, indeed, they offer travel of 80mm to 120mm, depending on the version and the seat tube diameter.

But take a closer look and you'll find a Schrader valve positioned beneath the two-bolt clamping mechanism for the saddle.

That's because the post uses air pressure to adjust the post's suspension to the rider's preferences. The post accommodate rider weights of 50 to 120kg (110 to 265 pounds).

The remote lever mounts under the handlebar so it is always within reach

but out of the way.

The price is also very competitive, especially considering that the post combines features of a dropper post with a suspended seat post. For this blend of innovation, subtle looks and competitive pricing J.D. Components was awarded a Taipei Cycle 2018 Gold d&i award. ■ **LvR**



J.D. TranzX YSP28FL

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The biggest bikesharing system you never heard of

Rafael Ribeiro, the industrial director of Tembici, is here at Taipei Cycle seeking suppliers that can provide components that are suitable for the unique requirements of share bikes.



Rafael Ribeiro, industrial director of Brazilian bikesharing giant Tembici.

If you haven't heard of Tembici, perhaps it's time you made Ribeiro's acquaintance: Headquartered in Brazil, Tembici is the biggest bikeshare operator in South America. It grew from a one-person operation in 2011 and now employs 500, who manage a fleet of some 8,000 share bikes in cities across Brazil.

"I'm at Taipei Cycle searching for suppliers, especially for e-scooters, spokes, and rims" Ribeiro said Thursday while walking the halls. "For spokes and nipples, I think Taiwan definitely has the best quality products. We need stainless steel spokes that can stand up to bikesharing and don't rust."

Tembici bought one of its key rivals, Samba, last year and is quickly expanding a system it recently acquired in Santiago, Chile. The Chilean system now has 1,000 bikes and 50 stations, but under Tembici it is expected to swell to 4,000 bikes and 500 stations, Ribeiro said.

Tembici is also preparing to launch a system in Argentina this January with 3,800 bikes across 400 stations.

The company's ambitions, in fact, span the continent.

"We want to be in every country in South America," said Ribeiro, who joined Tembici in 2016. Its next targets are Colombia and Peru.

Itaú, the region's largest bank, sponsors the bikeshare operation and underwrites its growth.

Ribeiro oversees development, production and sourcing for Tembici, which runs its own assembly factory in the state of Minas Gerais, about an hour from the city of Sao Paulo.

The plant, established in July 2017, assembles 150 bikes a day with a workforce of 35. It is also serves as a logistic hub for spare parts warehousing and supply.

Ribeiro previously worked for CR Zhongshen, a Brazilian/Chinese joint venture in motorcycles and e-bikes. That led to a two-year stint in the Chinese city of Chongqing.

This is Ribeiro's first visit to Taipei Cycle, but it won't be his last. He said Taiwanese suppliers can meet the quality standards that Tembici needs. And he is also seeking suppliers of electric scooters and components, because Tembici also plans to enter that market soon.

His only critique is that Taipei Cycle is smaller than he expected.

"It's very nice, but I thought it would be bigger," Ribeiro said. "I went to Eurobike this year and it was very big. I went to the Shanghai show years ago and I thought Taipei would be big."

He added, "Next year I hope I will see more bikesharing suppliers here, so I have more people to talk to." ■ TK

From South Africa, Momsen debuts new stage racing bike

South Africa is not known as a bikemaking hub, but Momsen Bikes hopes to change that with its new Vipa Ultra.

The Vipa Ultra is a carbon, full-suspension endurance mountain bike designed for stage racing and endurance events. **Momsen Bikes 1F/10902** launched the bike at this year's Absa Cape Epic.

Instead of adapting an XC bike or enduro bike for stage racing, Momsen designed a purpose-built bike from the ground up. It has a significantly longer reach and short 40mm stem for stability and agility.

Integrated storage compartments are at the front of the toptube and built into the bottom of the downtube. The frame accommodates two 750ml water bottles in the front triangle, and riders can store a third on the underside of the downtube.

A flip chip lets riders tune the bike for forks with either 100mm or 120mm of

travel, whether they're tackling a non-technical course or something more demanding. The Vipa Ultra is compatible with 1x or 2x drivetrains, and is available as a frameset in two sizes. ■



Momsen Vipa Ultra frame

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Waterproof: IPX4
With low battery indicator

JY-6055
Bicycle Rechargeable Front / Rear Light
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Battery: Lithium polymer battery(3.7V/600mAh)
Our used lithium battery with PCM(power circuit module), providing the over-charge detection(OVP) & over-discharge detection(UVP)
Inclusive Micro-USB Cable
Waterproof: IPX4

JY-6003U
Bicycle Rechargeable Light
One Super Bright White / Red LED
Battery: Lithium polymer battery 3.6V/80mAh
Our used lithium battery with PCM(power circuit module), providing the over-charge detection(OVP) & over-discharge detection(UVP)
With low battery indicator
Inclusive Micro-USB Cable

Messingschlager puts e-bikes within reach of small brands

Designing and bringing a new electric bike to market is a daunting task for a small brand.

That's why **Messingschlager 1F/10512** the German distribution powerhouse, has developed a welcome shortcut — and says it can help brands go from concept to market in just six months.

Messingschlager calls its program Premium e-Bike Solutions. Not only can a brand cut down significantly on development time, but it doesn't need to commit to huge orders. Messingschlager instead requires minimum required quantities of only a few hundred units, making it a lot simpler for smaller brands

to add e-bikes to their product lines

"Offering brands a concept that gets them a commercial product within six months is a unique concept, all the more so given our low MRQs," Dennis Schömburg, managing director of Messingschlager, said yesterday. "We would like to stress that this concept is not aimed at IBDs but at brands only. And, yes, we have already received our first orders in the last couple of months."

Messingschlager offers four types of alloy frames that include a deep step-

through city bike, men's and women's trekking bikes, and a hardtail mountain bike.

Each frame type is available either with a fully integrated Snakepack battery or a conventional battery pack mounted atop the downtube, thus increasing the number of frame options to eight.

All frames are built around the Brose mid-drive motor version. Messingschlager offers a Brose system in three versions: for trekking, sport and speed pedelecs.

All incorporate a compact controller with an integrated display for an uncluttered handlebar.

Messingschlager debuted Premium e-Bike Solutions at Eurobike and promoted it at Taichung Bike Week.

With the huge range of parts and components that Messingschlager distributes, customers have many choices when it comes to finishing out the spec for a new e-bike.

Because speed pedelecs face additional regulations, Messingschlager consults with brands to ensure the resulting e-bike is street legal, removing another area of uncertainty.

By offering one-stop shopping, Messingschlager's Premium e-Bike Solutions has put e-bikes within the reach of many small brands that until now have been locked out of the thriving e-bike market. ■ **LvR**



Dennis Schömburg of Messingschlager

New owners give brand a Swift kick

Swift Carbon isn't new to Taipei Cycle, but it's here this year with new owners that have promised to reinvigorate the brand.

Brazilian conglomerate Lagoa Participações bought **Swift 4F/11328** last year after working with its former owners to develop carbon frames for Lagoa's Sense bike brand. The Lagoa group distributes motorcycles and parts along with bikes and e-bikes, and is a major Shimano distributor in Brazil.

"The Lagoa group soon saw the potential in the Swift Carbon brand and a purchase deal was quickly sealed," brand activation manager Pedro Dias said yesterday. Lagoa was particularly keen on the European market, where Swift had not had distribution.

"We have set up a plant in Portugal where the carbon frames are assembled and painted. The bikes are now sold all over Europe directly to consumers. For the rest of the world we sell through dealers," he said. ■ **TK**



Pedro Dias of Swift Carbon

New Products

Huiton

Shield Bluetooth Speaker Backpack

Blurring the line between technology and lifestyle, the Shield Speaker Backpack include a built-in bluetooth speaker for up to 24 hours of continuous play. The backpack is light and weather-resistant with a capacity of 14 liters. A compartment houses a 13-inch laptop. ■ **Hall 3/G0248**



Qbicle

Bike Porter

The Qbicle Bike Porter protects and offers savvy storage for a bike with its unique folding/pop-up design. It's also waterproof, reusable and weighs just 2.3kg (5 pounds, 1 ounce) in size S. The Bike Porter features a patented Q/R detachable wheeling device and comes in three sizes. ■ **1F/K1401**



720 International Alpha

Leading Taiwanese sunglass brand 720armour offers the trendy Alpha with a broad frame and single-shield lens. Ventilation and nose padding boost comfort, and an ultra-lens sharpens visibility. ■ **1F/10604**



Michelin Power Gravel

The Power Gravel's Bead 2 Bead Protek reinforcement protects the entire casing, and the exclusive new X-Miles compound rubber increases tire life. Gravel Design tread pattern with small blocks for low resistance and excellent grip on mixed surfaces allows riders to tackle all roads and trails. 3x110 TPI, available in 33c, 35c and 40c sizes. ■ **4F/M0304**



Moyon wheel parts

Moyon has been developing wheel parts and handmade wheelsets since 2008. Its main product lines are CNC-machined, quality chainwheel and wheel parts, providing both OEM and ODM services ■ **Hall 3/G0650**



New Products

SKS Germany Airstep



The new Airstep combines the virtues of a classic floor/foot pump with the latest “Made in Germany” technology. User-friendly features include a large pressure gauge and a multivalve head for all valve types. The spiral hose fits in an integrated storage space. By using the robust aluminium foot pedal, users can easily inflate tires to a maximum of 102 psi (7 bar). When not in use, the stirrup folds down and locks in place with the push of a button. **4F/L1217**

Chosen Road TC Hub

Chosen says its TC hub offers higher conduction efficiency. It transfers pedal power directly and with less energy loss, thanks to the large surface engagement of the tooth coupling.

1F/J0433



Haven C-Ped

From the Czech Republic, the Haven C-Ped patented pedal system allows reliable shoe release, and tight grip while the pedal is in use. It accommodates hard cycling shoes and works the same no matter the season or the weather conditions. **4F/L0723**



Whiifly



Whiifly is a battery-free dynamo with an integrated light that offers 360-degree visibility. There are no external wires, so it looks great and won't break down. The Whiifly offers 10 times the power generation of typical hub dynamos. The Whiifly is water- and dust-proof. **Hall 3/G0368a**

Evolo bikepacking gear

They use only straps, no buckles, and they fit almost any bike — these are the benefits of Evolo's backpacking line. A full system of bags generally weighs under 1kg — less than a typical pannier. Evolo offers handlebar, toptube, frame and trail saddle bags. **Hall 3/G0458**



Topeak TubiBooster

For mounting tubeless tires, the 2-in-1 TubiBooster combines a TubiBooster inflator with a 1,000cc medical-grade aluminum tank. Users attach the TubiBooster to any floor pump to create the massive blast of air needed to seal the tire to the rim in seconds. Carry a TubiBooster with CO2 cartridges for riding emergencies. **4F/M0711**



Hutchinson Fusion 5 All Season

The tubeless-ready Fusion 5 All Season road tire has Hutchinson's latest 11 Storm Compound. The 1.6mm-thick compound has a tailored particle size for durability and grip on wet roads. Kevlar reinforcement adds puncture-resistance. **4F/N1114**



Spank Radial Compliant wheels with Vibrocore

Expanding on its Radial Compliant Spank 350 Wheelset line, which was the first to incorporate vibration damping technology into tuned radially compliant rims, Spank launches two new members in Taipei. Radially Compliant wheels improve traction, tracking and comfort, while Vibrocore dampens vibrations for better responsiveness. **4F/L1002**



Starts Jump Bicycloud

Available in two models for daily use and long-distance rides, the Bicycloud builds a storage compartment in the frame. Small, medium and large boxes are made of water-resistant stainless steel or a soft material. **Hall 3/G0506**



Dapu MD250S

The MD250S is a higher efficiency mid-drive motor from Dapu. Rated at 250/350w, the motor has an impressive torque of more than 80Nm and an efficiency that exceeds 80 percent. It weighs 3.5kg (7 pounds, 11 ounces). **5F/F0512**



New Products

3DMart Ultimaker S5

The Ultimaker S5 is a powerful, reliable, and versatile 3D printer with a large build volume of 330 x 240 x 300 mm. Print at large scale, or fit multiple parts on a build plate. A responsive, full-color touchscreen is integrated into the front panel. Swipe through menus and tap options to select them, just like using a smartphone.

Hall 3/G0358a



Bio-Key TouchLock Bike Pro

TouchLock Bike Pro is a biometric and Bluetooth bike lock that opens with a fingerprint or facial recognition. Users can also unlock it by entering a PIN number in the affiliated app. The TouchLock is weather-resistant, and can be shared with others.

Hall 3/G0649



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

New from X-Fusion, the E-Slide Boost Roughcut HLR for 29ers weighs in at 2000g. It offers travel of 100, 120, and 140mm. The 34mm stanchion is made of anodized aluminium.

4F/N1211



Zéfal Sense Pro

The Sense Pro bottle is made of a special polypropylene that's light, flexible, and odorless. An over-molded cover improves grip, and the double-closure Lock-Cap system ensures it won't leak. A quick-opening valve regulates flow and prevents spills.

4F/M0301



Topeak Ninja Master Cage

The second generation of the Ninja cages lets riders integrate accessories in the cage using Topeak's QuickClick Mounting System. Riders can choose from modular accessories (tool, tire bag, or CO2 cartridges). With a QR mount, the accessories release with a push of a button.

4F/M0711



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New Products

Messingschlager Velosock



The award-winning Velosock keeps bikes snug and protected — and protects walls and whatever else is next to the bike. Its flexible 3D stretch material adapts to bikes from 26 to 29-inch sizes and won't tear, and it's machine-washable. Add flash with a variety of eye-catching designs. **1F/J0512**

Crops K3-Biro

Crops K3 cylinder is a light and compact three-digit combination lock. A Biro cable with memory coil technology is flexible and durable, and fits snugly and out of the way under the saddle. **4F/L1018**



Vision Metron 5D ACR

The Metron 5D ACR integrated carbon handlebar is stiff, aerodynamic and ergonomic. A slight rise from the stem clamp and a 10-degree forward bend accommodate the natural position of a racer's arms for comfort and easier breathing. The wing-like shape of the bar top improves aerodynamics. **1F/M1213**



Dizo EOS

The EOS is a full carbon design, including all dropouts. Toray T1100 carbon fiber gives the frameset impact resistance and stiffness. Dizo optimized the shape of the fork blades and rear tubes and used a special carbon layout for the BB, headtube and chainstays. **4F/L1108**



Miranda XMOD Direct Mount MTB cranksets

The XMOD Direct Mount MTB Crankset lets riders mix and match spindles, crank arms, and direct mount chainrings for full customization. It weighs less than standard combinations and reacts more quickly to pedaling forces for a smoother ride. Mounting the chainring directly onto the spindle improves rigidity. It is available in spiderless 1x11 and 1x12 options, and with Miranda's patented ChainFlow 3D chainrings for cross-country, enduro, and downhill. It is compatible with standard bottom brackets, and with fat bikes and Boost systems. **4F/L1216**



Otion MicroCillia Grip

Otion's grips for brake and shift levers increase tactility without compromising lever feel, whether riding conditions are dry or wet. Prints allow color coordination and wild custom graphics. **4F/L1004**



Sunrising Xbat-M

The Xbat-M energy-harvesting dynamo and lights work on several types of bikes. Compared to regular hub dynamos, they are light and compact and harvest energy without friction or direct contact with the wheel rim. With an optional super capacitor, the lights keep shining when the bike is stopped. **4F/N0923a**



Hamax Caress

The Hamax Caress child bicycle seat offers one-handed operation of such important functions as latching the safety belt or adjusting the seatback and foot rests. A reclinable seat ensures your child rides in comfort. The seat fits to the frame or rack. The Caress was top-rated by Stiftung Warentest this year for its safety and durability. **4F/L0527**



Seatylock Pentagon 220 D-Lock

The Pentagon 220 is a Sold Secure gold-rated D-Lock. Patented, pentagonal 15.3mm cross bars are far stronger than rounded cross bars. With the widest bar clearance in the market, riders can lock their bikes to a larger variety of objects. A multi-angular mounting adaptor allows the bike to attach at any angle to the bike frame. **4F/M1407**



Lake Cycling CX332

The classic design of the CX332 includes such modern elements as a Dual IP1 Boa Closure, a light carbon sole, and Lake's Thermoform carbon heel technology for hold. Unique to the CX332 is Lake's patented double sole system. The semi-flexible inner sole permits flexibility at the ball of the foot, where feet tend to swell and where hot spots or numbness can occur. The inner sole is suspended over the outer rigid carbon sole. **4F/M0206**





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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

電動MTB用ホイール及びホイールコンポ 電動用にホイールを強化

電動MTBの販売がとりわけヨーロッパで急速に伸びていくにつれてホイールやリム、ハブメーカーが続々欧州市場へと狙いを定めてきている。ホイールもハブも電動アシストによる余分な負荷に耐えうるよう強化されている。

初期の電動MTBは厄介な代物で、オフロードをスピードを出して走るとしばしば構造上の限界を示した。しかし自転車業界はバッテリーの信頼性と一体化の両面で大きな進展を遂げている。

各種調査が示すとおり、電動MTBはエンジンやバッテリーさらにディスプレイやコントローラー、センサーなどの小物部品が追加装着されるために普通の自転車に比べて著しく重くなるだけではない。乗られる頻度と走行距離も増える。当然ながら各種駆動部品への需要が高まる。中央装着型モーターが市場の主流を占める中で電動MTBに使用されるホイールやハブには著しく高い負荷がかかる。

初期のアダプターはその負荷をもろに受けてフリーハブに掛かるより大きな負荷のためにリアハブが利かなくなる。これが電動MTBへの使用で生じる余分な負荷に耐えうるホイールと、ライダーとモーターのパワーを確実にリアホイールに送り込むフリーホイールメカニズムの需要創造へと導くことになった。

DT Swiss 447/M10702 はDaniel Berger副社長による取り組みもあって業界で最初にこの市場を照準としたビッグプレーヤーだ。その優れたラチェットシステムにより同社では中央装着型モーターが送り出すパワーにも対応できる極めて信頼性の高いフリーハブメカニズムを実現。それが電動MTBが生み出す余分な負荷に耐えうるホイールを可能にした。ホイールセットの最新「ハイブリッドシリーズ」はカーボン製リムのハイエンドモデルとアロイリムのミドルクラス、さらに普及タイプの2モデルを揃えている。いずれも2018年のOE市場で好評で2019年は更なる需要増大が見込まれている。

Sun Ringle 447/M1028 も電動MTB用ホイールの製品ラインを拡充、「Düroc SD37」ホイールは外幅37mm、内幅34mmの溶接、チューブレス対応アルミリムで、重荷での耐久性をアップするため32ダブルバテッド・ストレートブルスポークを使用している。27.5吋と29吋を揃え、プラスサイズの電動MTB用は27.5吋に限り「Düroc SD4」の強度アップオプションを用意。3バージョンとも高強度ダブルトゥースポウル（二重歯爪）の同社専用SRXストレートプルハブを使用している。

拡大する電動MTB市場への新規参入に乗り出した1社に**Spank Industries 447/M1002** がある。同社の電動MTB用新ホイール2モデルとも品質実証済みの30歯フリーハブメカニズムをホイール心臓部として大型ハブに組み込んでいる。

「Oozy 345 Hybrid」ホイールは内幅30mmのアルミ製リムで27.5吋と29吋サイズを用意、プラスサイズの「Oozy 395+ Hybrid」はリムの内幅を35mmに設定している。

Spank Industriesのアプローチが真にユニークなのはアロイリムのホローチェンバーをVibrocoreフォームで埋めている点で、これにより重さは若干増すもののフォームが頻度の高い振動を吸収、走行を著しくスムーズにして疲労を軽減する。

サイズで言えば**Reynolds 447/M10928** も同様のアプローチを見せている。同社の「TRE」ホイールは体重が気になるユーザーをターゲットに内幅30mmの27.5吋と29吋、さらに27.5吋に限って内幅36mmのプラスサイズを用意。いずれもアシンメトリカル（非対称）プロフィールのカーボン製リムでスポークの張りがより均等に保たれる仕組みになっている。

中央装着型モーターによる追加負荷に対応するためReynoldsではショートスチールポウルと強化ラチェットリングエリアを採用して耐久性に優れるフリーハブメカニズムを生み出している。さらに耐久度を高めるためビッグサイズのアクスルとフリーハブはクロモリスチール製、リアハブは5つのシールドベアリング、うちフリーハブだけ3つの構造となっている。強化ISの6つのディスクマウントの小さな冷却フィンで熱の放散を助ける。電動MTBはとにかく重さが増すためより強力なブレーキが求められる。

幅広のリムに強度を高めたハブ、32本スポークを採用したSun RingleのDürocホイールは過酷な使用にも耐える



DT Swiss HX 1501 SPLINE ONE 35

DT SwissのHybridシリーズはミドルからハイエンドの価格帯をカバー



DT Swiss HXC 1200 SPLINE 30



Sun Ringle Düroc SD37



Sun Ringle Düroc SD42



Spank OOZY 395+ HYBRID

リムのホローチェンバーをVibrocoreフォームで埋めることでSpankは疲労の軽減を図っている



Reynolds TRE Carbon

Reynoldsは要求度の高いユーザー向けにカーボン製リム装着のTREホイールを展開



Bear Paws BEB-004

Bear Pawsブランドを展開する Alex Rims は電動MTB用強化ハブを市場投入



Novatec D162-SB-SL-B12

Eurobikeでは Novatecは電動MTB用ハブ1セットのみの展示だったが台北ショーでは製品ラインが増えるだろう



Glory Wheel Z21-R

Glory WheelのZ2ハブは同社電動MTB用のハイエンドオプション



Glory Wheel Z21-F

台湾のホイールの専門メーカー**Novatec** **1階/10711** はEurobikeですでに「D791SB-B15」フロントハブと「D162-SB-SL-B12」リアハブによる電動MTB専用のミドルクラスハブセットを展示している。前後ハブとも32-14ゲージjベンドスポーク対応で6ボルトISディスクマウント・スタンダードを活用している。

ビッグサイズのスチール製リアアクスルとハブシェルは優れた剛性と性能を発揮させるデザインでリアハブの強度を一段と高めている。2つのベアリングでなく4つのベアリングを特徴とするリアハブ「D932SB-B12」はさらに重い負荷に耐える構造でアクスルを支え、6 x 6 ポウル(爪)でフリーホイールを機能させる。

次のステップは完組みホイールで「Diablo XL」に対してNovatecでは、強化ハブにアシンメトリカル(非対称)プロファイルと内幅30mmを特徴とするアロイリムを組み合わせている。

Bear Pawsブランドを展開する**Alex Rims** **1階/15205** は電動MTB用強力リアハブ「BEB-004」をデビューさせた。高い負荷の下でも優れた耐久性を発揮できるようフリーハブが強化され、6つの強力ダブルトウスポウルはポウル(爪)のひとつひとつにバネが付けられている。台北ショーでは電動MTBでの使用で加わる負荷に耐えるデザインのハブとリムが展示に追加される。

同じく台湾の**Glory Wheel Enterprise** **1階/10820** も電動MTB専用のハブを開発。プレミアムなZ2とスレンダーな付加価値モデルZ1の両シリーズともOE市場向けで、強化ハブシェルが付いてディスクブレーキマウントの冷却フィンが熱を最大限に放散する。製品寿命と剛性を高めるためにカセットボディは3つのベアリングで作動させ、スチール製のアクスルは2つのベアリングで作動させる。

ハブがモジュール設計なのと異なったフレームやフォークにフィットするエンドキャップを使用しているため必要なスペアパーツの数が少なく済むのもポイントだ。

フランスのリムメーカー**Mach1** **4階/11831a** は電動MTBに特化したリムは開発していない。代わりに同社はカタログの特定製品に「電動車対応」のマークを付けて電動MTBへの使用を薦めている。中でもお薦めはオールマウンテンやエンデューロ市場向けの頑丈なりムで、新モデルの「Trucky 40」はリムの内幅40mm、また既存の「Trucky 30」と「Maxx」も内幅を若干狭めた設計ながら強度を保っている。

同社François Joly営業部長によると「電動MTBライダーの多くは経験の少ない人たちののでより綺麗なラインを選ぶよりむしろ直線的なものを選ぶ傾向がある」という。「それが重さが増え、走行距離が延び、スピードが上がるという電動MTBの特性とは別にとりわけ剛性と強度に優れたリムが必要とされる理由でもある」と。



Mach1 Trucky 40

Mach1のリム新モデル Trucky 40はプラスサイズホイール装着バイク用設計だが電動MTBとしても十分な強度誇る

様々な市場で新たな展開が見られる中でとりわけヨーロッパでその動きが活発な電動MTB用ホイールとハブはその需要が増大を続けるだろう。SyntaceやReverse Componentsといったさらに多くのメーカーがこの高い需要に対応する製品の開発を決めており、恐らくは次の2019年3月の台北ショーで展示が見られるだろう。

総括：バイクシェアリング 大衆のための自転車づくり

バイクシェアの議論はしばしば様々な供給業者が何千という安物のシェアバイクを都市に溢れさせる中国市場に焦点があてられる。だがサービスとしてのモビリティがビッグビジネスになりうる状況は、より品質の高いシェアバイクとより高い基準を満たす部品への需要が膨らみ、ひいては業界にビジネスチャンスをもたらすことにもなるだろう。

バイクシェアリングは近年、自転車業界での流行語になっている。Shimano や Giantといった大手メーカーは、中国における販売の低下はバイクシェアが流行しているせいだと言う。実際に中国の若者は短距離の移動なら自分の自転車を使わず手軽に使えるシェアバイクで済ませている。これがとりわけエントリークラスの自転車の販売低下をもたらし、バイクシェアシステムが業界全体を阻害するものという話へとつながっていく。

しかし中国のバイクシェアリングのモデルを西欧や北米の大都市に輸出するのは大変だった。ひとつにはギア無しでしかも重いというシェアバイクの質の悪さにあった。業界によると、現在の自由に乗り返せるシェアバイクは小売価格でおよそUS\$400相当のものという。

台湾各地の都市で展開する **Giant Manufacturing 497/M0820** の YouBikeは専用のステーションを基点に持ち高品質コンポを装着したシェアバイクで、価格的には多くのシェアバイクより2倍ほど高い。Uberが買い取ったシェアバイク運営会社 Jump Bikeでは利便性を高めるために電動自転車を活用し1台当たりの単価をさらに上げている。さらに今年スイスでスタート

したPublic bikeの電動自転車新モデルは専門小売店でUSD 2000前後の価格帯で販売できそうな代物である。

こうした価格帯を念頭に置くと、シェアバイクの事業所の数の増大は様々なメーカーの目にビジネスチャンスの到来を期待させるものと映るだろう。しかしシェアバイクにとって重要な判定基準は価格価値や重さではなく、ローメンテ（メンテの手間が掛からない）と信頼性、それに壊されることのない頑丈なデザインにある。メカ上の問題はすべてコストが2度発生する。まずは自転車が使用不能になった時、次に修理のための工賃・部品代である。

シェアバイクの運営者側から見たもうひとつの重要な要素は運営コストを最小限に抑えること、自身のインフラすなわちステーションを必要とするシステムよりシェアバイク用自転車そのものに力を入れることにある。今年の台北ショーでは数多くの企業がシェアバイク市場に向けた新製品を展示してくるだろう。



自社のレンタサイクル及びシェアバイク用一体成型ホイールを紹介するKTのHubert Chen 董事長

Kun Teng Industry 1027/10724 はホイールに関してシェアバイク市場の特定ニーズを分析、5本スポークの丈夫な一体成型モデルを開発した。内部スプライン型インターフェースを持つハブシェルのお蔭で同社の新ホイールは前輪にも後輪にも使えるためスベアホイールの必要を減らした。前輪として使用する時はハブダイナモとスルーアクスルをハブシェルに装着、一方内装3段と幅広アクスルを付ければ後輪用ホイールになる。



オランダのSpanningaもすでに各種シェアバイク用ライトを供給している



GiantのYouBikeのお蔭で台湾ではシェアバイクの概念が確立されている

シェアバイクは多くの場合都市の交通過密地帯で乗られるため、ライトとリフレクターが安全のための重要な要素となる。パリのVelibではSpanninga 4階/M0310のリフレクター一体型ヘッドライトLuceoを見かけるだろう。またMoBikeには同社のリアライトPixeoとヘッドライトKendoが装着されている。

フィンランドのHerrmans 4階/M0210はリアラックの下にすんなり収まりトルクスクリュー（六角ネジ）で安全に固定できるLEDリアライトを開発した。ハブダイナモやあるいは電動自転車のバッテリーとも併せて使用できる同ライトは頑丈で融通が利き、安全に欠かせぬ備品となるだろう。そのライトにぴったりマッチするラックをいち早く製造したメーカーの1社がMassload 1階/T1301だ。

HubblevisionのリフレクターRL7は広角的に働いてフェンダーやヘッドチューブに綺麗に取り付けられる



各種リフレクターの製造に20年の実績を持つ台中のHubblevision 11階/E7603232は、その経験に基づき広角的に働いてフェンダーやヘッドチューブに綺麗に取り付けられるリフレクターの新モデルRL7を開発した。自転車から不自然な角度で突き出ているので使用中にダメージを受けることから護られる。

自由に乗り回せるアプリベースのシェアバイクシステムにとっては高機能のフレームロックも個々の走行を追跡しインボイスする上で重要な部分を占めている。

中国のZhejiang Zhongli Group 4階/0012はZoliのブランド名でシェアバイク事業者向けに一部機能をカスタマイズできる高機能ロックを開発した。このロックはウェブサイトのプラットフォームでリアルタイムで自転車のモニタリングからトラッキング（追跡）、管理が可能のため、シェアバイクの各自転車の追跡とその現況を把握する助けとなる。

シェアバイクに乗るユーザーの経験で重要な部分は自転車を身体にフィットさせることにある。フレームの多くはスタンドオーバー・クリアランス（地面からトップチューブまでの高さ）を十分とれる設計になっているが、サドルの高さとハンドルバーの位置はツールを使わず不具合が生じるリスクも伴わずに調整できるものが求められる。

これはすなわちパーツメーカーに少なからぬ難題を突きつけるものだが、コックピットに関してHL Corp 1階/0112はすべてのケーブルのインターナルルーティングを高度な技術ですっきり一体化させることでひとつの解決法を導いた。

もともと「Zoom E-Tron」のコックピットはShimanoの補助駆動システムSteps E-6000を念頭に設計されたものだが、その調整のし易さと高度な一体化システムはシェアバイクの電動自転車でも十分に有用である。

サドルの高さに関してはKind Shock 1階/10529が同社のヒット製品である伸縮自在のシートポストのシンプル版を開



ExaFormのシートポストSpeed Upでレバーを引けばサドルの高さを最大250mm変えられる

発した。サドルの下に配したレバーで作動するこのメカ内蔵シートポストは「Speed Up」のブランドで販売されている。伸縮自在のシステムによりクイックリリースの誤作動やサドル盗難のリスクも抑えられることからシェアバイクにはうってつけだ。

ペダルは自転車に付いていて当たり前だがシェアバイク用はシェアバイクならではのニーズ、すなわちしっかりしたベアリング



ZoomのステムE-Tronはシェアバイクに装着しやすく見た目もすっきり



大手ペダルメーカーの1社WellgoはOfoとYouBike用にペダルを供給している



高機能ロックは自由に乗り回せるシェアバイクにとって重要な要素で、Zhejiang ZhongliのZoliもいくつかの高機能が備えられている



巨漢ライダーへのテストを施しベアリングを大きくしたVP-659ペダルの特性は長持ちするだけに止まらない

New Products

Chosen Road TC Hub



グラベルやアドベンチャーに繰り出すサイクリストはSpankの有名なVibrocore™のMTB用ハンドルバーに使われているのと同じ快適性向上技術の恩恵を今後は二つの革新的なドロップバー新モデルで享受できる。両バーとも最新のオン/オフロードジオメトリとVibrocore™の振動緩和コアを有している。

身体に悪い振動の頻発を減らし、剛性と強度を高めるとともに耐用年数を延ばす。Flare 25 Vibrocore™はフレア幅25°、トップ径31.8mmでアクセサリを取り付けや手の位置も無限に選択できる。Wing 12° Vibrocore™はフレア幅が控えめの12°で“エアロ”トップセクション。オン/オフロード両用。全品MTBスペックのテストが施されておりこれら新モデルのダート用ドロップバーも安全でしかも美しく快適。

ブースI1002

5LINKS FR700c MUSASHI/R

この自転車は日本で溶接、アッセンブルされたフルサイズのロードバイクだが、簡単にコンパクトサイズに折り畳める。7005アルミ製で重さはわずか7.7kg、走行性に優れ持ち運びに便利。ユニークなハブ設計による折り畳み方で後輪が外せる一方でチェーンとカセットをフレームに残す。

ブースN1309



Alexrims RECON 3.0



オフロードの性能・価値で最新を誇るAlexrimsのRecon 3.0は最も過酷なエンデュロ、オールマウンテン用ホイールセット。妥協を知らない新ホイールはチューブレス対応フルカーボンリムをブレイデッド・ストレートブルスポーク使用の独自設計ハブに装着。幅広でツール不要のハブは軽量にして耐久性を最大限にアップしている。ホイールは27.5吋（1604g/ペア）か29吋（1706g/ペア）を用意。なおハブは系列会社Bear Pawls製。

ブースJ1117

KS LEV-Ci

LEV-Ciは日々の過酷なオフロードでの酷使にも耐えられる最も信頼性が高く、軽量で高性能なドロPPERとして世界のXCサーキットを席捲した。2020年モデルはより洗練され、新鍛造のアップークランプによってサドルインターフェースがより確かなものになるとともに夥しい内部改造で信頼性と耐用年数もアップされた。

www.kssuspension.com

ブースI0529



M-Wave Elumatik

MessingschlagerのミニポンプM-

Wave Elumatikを使えば疲れて飽き飽きする空気入れともおさら

ばできる。この電動ミニポンプ

は空圧が最大7バールに達し一般

的ななどのタイプのバルブにも対応する。バックパックに簡単に収まるコンパクト設計でバッ

テリーはUSBケーブルから充電できる。ボールニードルとエアマットレスアダプターが付い

た奇跡のミニポンプは汎用性が高く自転車以外のタイヤの空気注入にも使える。

問合せ先：Antonia grim, ag@messingschlager.com

ブースJ0512



Arisun Mount Baldy

ArisunのMount Baldy 29吋チューブレス対応タイヤは牽引力を増すためタイヤ中央部下の大きなノブが楔形になっているのが特徴。サイドノブはサイドのグリップ力を増すために短く割り、コーナリング性能を高めるためにショルダーノブを大きくしている。トリプルコンパウンドのこのタイヤはとりわけフリーライド、ダウンヒル用設計でチューブレス対応に全サイズを用意している。

ブースN0332



Spanninga Pimento



Spanningaの新リアライトPIMENTOは「100年間安心を先駆ける」という同社の創立50周年に掲げられたモットーを完璧に照らすものだ。最新のCOB LED技術により極めてコンパクトなサイズながら驚くほどの明るさを放つ。ミニサイズは決して創造性に欠けることを意味しない。曲げられるCOB LEDのお蔭でライトの目を湾曲にすることが可能となりモダンなシティやトレッキング、Eバイクのコンパクトなキャリアにパーフェクトにフィットできる製品が生まれた。安全停止機能の付いたダイナモバージョンとEバイク対応バージョンが用意されている

ブースM0310

720 International Elfo



Elfoは子供たちもメガネにおける最新技術を楽しむ権利があるとの原則に基づいている。720 Armourは二つの技術 - Color HighlighterとHEV 420 Blocker - を掛け合わせた新しいハイテクレンズを開発した。Color Highlighterは異なった状況で見る必要のある色を強くとりえ視覚をぼやけさせる色を除去する。一方HEV 420 Blockerは黄斑変性を引き起こす可能性のある可視範囲400~500nmからの有害なHEV光線を除去する。最先端のレンズ技術とシングルシールドレンズ、ハードコアフレームで構成されるElfoは研ぎ澄まされた視覚に最強のポリカーボネート保護を施す。

ブースJ0604

New Products

NECO Rove-Dynamo Hub Power Generator-UPS SystemD



Neco TechnologyのRove Dynamo Hub Power Generatorは整流器を通して交流を直流に変換して電流を携帯用充電器Neco3-1 (Intelligent Portable Charger)に蓄えることができる。Neco3-1の出力はどんなUSB電子デバイスへの充電にも使うことができる。2017年のTAIPEI CYCLE d&iアワード受賞。

ブースI1130

Bio-Key TouchLock Carabiner

TouchLock Carabinerは生体認証とBluetoothを活用した自転車用ロックで、ユーザーの指紋を認識装置にあててか或いは顔認識を使うか、或いはまたBluetoothアプリを使って暗証番号を入力することでロックを開くことができる。耐候性もあって友人や家族とも共有できる。使えば何よりも安全で便利。

生体認証技術やユーザーに馴染みのBluetooth技術とアプリを使うのはユニーク。選択の自由があって共有できる点もポイントだ。

ブースG0649



X-Fusion TRACE 36 Roughcut HLR



29時のスーパーエントューロの新たな前進モデルとして開発されたTraceはトラベル幅170mm、スタンション36mmでスムーズで効率の良い衝撃吸収を果たす頑丈なシャーシーが特徴。Roughcut HLR/RCPブラダーカートリッジ衝撃吸収システムが付けられるTrace36があればライダーはもはや技術的に最も難しいトレールを敬遠しなくなるどころか次に征服できるものが楽しみになってくるだろう。

ブースI1211

APro Tech ERDP6.0CA-S 275+

ERDP 6.0CA-S 275+ Fullyは過酷な地形を征服するための設計で、スリムで筋肉質の外観はさながらオフロード用モーターバイク。カーボンファイバー製シャーシはEPS技術と高弾性カーボンファイバーを活用して製造されている。EPSは優れた強度と超軽量を生み出す特殊成型技術で、6061アルミ製後三角との組み合わせで完成するフレームは軽くて硬く鋭敏。フレームの心臓部は新たにバッテリーが内蔵されたShimanoのE-8000パワードライブ。

ブースI1210



SKS Germany Speedrocker

グラベルバイクやスポーティなチクロクロクロス、快適な幅広タイヤのロードバイク用に開発されたマッドガードSpeedrockerの特徴はフロントマッドガードのダブルスポイラで、巻き散る水や泥が顔に掛からないよう下に向かって落とす。リアマッドガードも伸縮式なので同様に水や泥から完璧に護る。ジオメトリに関係なくあらゆるフレームに装着できるほか、実用性を加味したブレーキケール用溝にも特徴があり安全システムESC Varioを装備した一体型U字ステイは見た目のすっきり感に加えマッドガードとタイヤ間の空きも大きくとれる設計になっている。

ブースI1217



Otrajet NEXO 20" Airless Tire



NEXOのエアレスタイヤはパンクの問題を解消するエアフリーコンセプトを届けるもので、射出技術と革新素材NEXELLを使った空気不要の構造によってパンクしないタイヤを実現した。これによってタイヤの空圧チェックや空気入れが不要で、耐摩耗性に優れるので通常の走行なら最低3年はもつことが期待できる。

ブースK0202

DIZO BIKE S6



S6のフレームペイントデザインは台湾のプロサイクリストLiu Shu Mingと彼のモットーである「心臓の鼓動を感じろ」に刺激を受けたもの。心臓の鼓動を感じ取るというコンセプトに基づきフレームに施されたピンクとブルーの線は体の全身を巡る動脈と静脈を象徴している。フレーム素材はトーレTorayのT800カーボンファイバー。同素材はナノテク樹脂を独自配合して耐衝撃性と弾力性をアップさせている。この超軽量フレームはハンドリング、加速、乗り心地の良さでも秀逸。

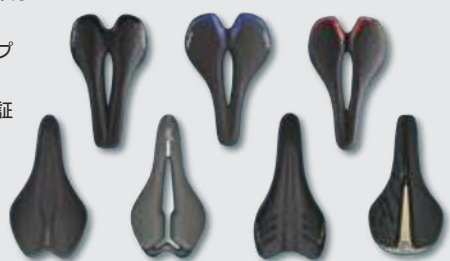
ブースI1108

Velo Less is More

排除の美：Veloではサドルの不要部分を取り除くことでより良い走りを実現

- 長さを排除することで走行性をアップ
- 主要部を排除することで美的改良
- 縫い目を排除することで防水性を確認

ブースJ0717



New Products

KMC CHAIN-MATE: e-Bike Sprockets



KMCは完璧な互換性をもつ一連の電動自転車用スプロケットとチェーンを通して電動自転車用ドライブトレインを再定義した。専用のスプロケットギア歯とチェーンシートアングルがチェーンローラーを効率的な電動パワートランスミッションとチェーンの耐用年数の向上を果たせるよう完璧に位置づける。

KMCの一連の電動自転車用チェーンは電動自転車用モーターの有力ブランド各社との集中的な技術コラボによって生まれたもので、あらゆる中央装着型モーターおよびハブシステムにとって完璧なソリューションとなるものだ。

新特許取得の鍛打ち技術によりピンパワー450kgf超を達成したKMCの電動自転車用チェーンはより高い振り応力に対応し中央装着型モーターシステムによって生れる1050kgf超の引張応力にも耐えられる。

KMCは自社のe101 EPTチェーンと3mm 1/8” をペアで使えば1万kmを超える走行を自信を持って保障する。電動自転車用のスプロケットとチェーンをKMCでは二つのドライブトレイン製品間の完璧なマッチとの意味を込めて「チェーンマッチ」と名付けた。

ブースJ0110

SunUp Eco Spin Up USB Charger Dynamo



自転車用USB充電式ダイナモFD12は世界初の電動によるパワー送電ダイナモで重さわずか350g。AppleのiPhoneやiPadに直接効果的に充電できる唯一のダイナモだ。自転車のスピードが時速13kmを越えると1Aを出力してくれるためこれまでになかった活発でスムーズな走りが体験できる。

ブースN0503

ENVIS Transform



UV400を100%カットするこれらガラスは衝撃に強いPCとTR90フレームに同じく衝撃に強い偏光レンズを装着。快適性を保持するために調整可能で滑りを防止するノーズパッド（鼻当てパッド）と柔軟テンブルが付いている。さらに交換可能なヘッドストラップとテンブルが付いているほか取り外し可能なRXフレームや疎油性/曇り止め/抗掻き傷コーティングも特徴。ANSI Z87安全規格取得。

ブースG0262


Crops Cromo



日本生まれの自転車Cromoはアーバンスポーツ用で、軽量アルミフレームと21段変速を装備して上り坂も楽々、加速も早い。全車に自動光センサーと2.4G無線方向指示灯の付いたヘッド・テールライト装着設計なので都市での走行も安全。

ブースL1018

Taya Chain 11 Speed ONZE eBike Chain



TAYA独自の自動潤滑硬度処理技術 DHT（ダイヤモンド・ハード・テック）は、ピンに施すと硬度を市場のHV1200～1400から50%アップのHV1800まで高めることができる。中央装着型モーターからの強力なトルクに対するチェーンの耐久能力を高める鍵となる技術だ。

重金属の廃水を出さずに乾燥を施す環境保全型システムを使ったGST防錆コーティングはEUの環境保全基準(RoHS, REACH, and CPSIA)をパスしている。さらなる特性のひとつとして特許取得の「Sigma+」がある。Sigmaのコネクターはチェーンのリンクとして他に劣らぬ強度を誇る。

ブースK0610

INNOVA RUBBER Podium E-MTB Tire



スピードE-バイク用にInnovaは構造・素材特製のPODIUM 27.5 x 2用タイヤを開発。高品質のコンパウンドが優れたグリップ力と高いマイレージを生み、Sport Guard 3.5mmとSide Guardの構造が高い精度でパンクから護る。ECE-R75認証で時速50 kmまでOK。チューブレス対応のオールテレイン用設計。アグレッシブな外観と各ノブへの細線挿入設計により高い走行性能が発揮される。

ブースI708

Evolo Karbon 9



あらゆる頭の形とサイズに合わせられる超柔軟設計 調整可能ノーズパッドで簡単に鼻にフィットする 偏光レンズ UV400 吸収EN ISO 12312-1規格 超軽量のわずか19g

ブースG0458

WELLGO C330



重さ472g のC330はクラントトップのアルミ製でバーレルシルバー仕上げ。ポロン（ホウ素）スピンドルとポリマーベアリングが特徴の同ペダルはフットサポート用の凹形設計でブラットホームを拡大、ペダルに乗せた足がしっかり固定される。クラトン素材を組み合わせることでどんなシューズでも走行の快適性がアップ。Eバイク用にもお勧めだ。

ブースJ0517

台北車展綜觀全局：自行車露營裝備

自行車露營裝備 (Bikepacking) 這波熱潮持續發燒

自行車不僅可作為日常通勤的工具 也非常適合在週末假日來一場自行車輕旅行

在這波熱潮之中，自行車露營裝備的品牌可說是前途光明。首先，對於自行車行李袋的需求，可以帶著輕便行李馳騁於各種地型，開闢了一塊全新的市場。其次，有越來越多人享受自行車的「漫速」旅行。另外，自行車通勤的人口也持續增加，這群騎士有攜帶裝備的需求。現在，有許多人從e-Bike提供的動力輸出受益，可以載運更多行李代表著可以取代汽、機車的短程交通。現時，眾多品牌該如何擁抱這股風潮所帶來的商機？



IBERA Waterproof SeatPak Carryall

最近有越來越多的品牌專攻自行車露營裝備市場，例如**Ibera 4樓/11401** 防水SeatPak Carryall具有10公升的大容量。這款繫帶式馬鞍袋是傳統行李架以行李袋的理想替代品。能夠攜帶高達5公斤的裝備，重量僅510克，適合想要來一趟輕旅行的騎士，而堅固耐用的210D尼龍和250D篷布結構可以保證存放物品的安全和乾燥。採用捲簾式的封口可以輕易調整容量大小，而外部綁線可允許加掛額外的隨身物品。袋身搭配反光飾條使其更加圓潤討喜，並且提升了安全性。

Woho Bike 4樓/N0001 自2015年以來一直為自行車行李袋提供完整的解決方案。今年在台北展帶來兩款新品包括全車的行李袋以及車首把防水袋。並且這款行李袋可以縮小尺寸適用於較窄的把手，至於耐候性無論是從北極到熱帶氣候都適用。首先，可安裝於車架的行李袋，以前三角的袋身擁有最大容量。



Woho Bike



Woho Bike

採用捲簾式的封口代表不需使用拉鍊或是縫線，可以強化行李袋的防水性。再者，輕巧簡潔的車首把防水袋可以適用於公路彎把或是平把。為進一步適用於亞洲市場（通常把手的寬度較窄）還推出13公升的輕量化防水袋。

今年**浮力森林設計 4樓/N04232** 已經進化了大猩猩 (Gorilla)行李架、行李夾以及行李袋的設計。這幾款升級的行李袋採用可以抗低溫的材料以及3M VHB膠帶，因此即便使用於極端環境也可以非常穩定。根據內部測試，新款的大猩猩 (Gorilla)系統通過ISO 11243的100,000次循環振動測試，並可以透過三塊夾板來快速組裝大猩猩行李架。配備有可以隨意運用的側向綁帶，與行李袋完美匹配。它同樣適用於旅行或冒險騎乘，其新款牛仔布面料非常時尚。

山和實業的**Lotus**品牌 **4樓/10806** 推出兩款新包包，其中一款是安裝於上管的防水袋，其流線型的本體可以降低風阻；另一款則是堅固耐用、容量較大的座墊包。這款大容量的座墊包充分利用座墊下的空間，採用拉鍊封口並且袋



Lotus

身為反光材料，配備有扣帶可以安裝後車燈，安裝方式具有座弓保護機制；袋身為可延伸設計，可以視使用需求來加大袋身。它採用優質的防水布料和容易清潔的材質。而關於上管防水袋，由於固定在龍頭具有非常好的空氣力學，並且固定機制非常牢固，在外型上也非常整體。這款上管袋的體型緊緻，可以容納行動電源以及貴重物品，便於騎士拿取。

Evolo 世寶3館/60458提供的行李袋系統的重量低於1000克，比起一組行李架的重量還要輕，為此可透過輕量化來提升騎行速度。為了實現這一目標，其新款自行車旅行袋完全不使用扣環，僅使用綁帶來達到重量輕，易於安裝的特性。Evolo的行李袋系統包括一款車首把袋、一個安裝於車架上管的手機座，而安裝於車架的行李袋具有防水設計，以及使用軌道系統的座墊袋。透過採用可以快速卡合的固定結構，這款座墊包不僅在騎乘時非常穩定，而且還有非常好的防水功能。

Vincita 4樓/11225 的這款Urbano XL Double Pannier馬鞍袋雖然在外型上比較傳統，但在操作上卻是非常現代化，



Free Parable Gorilla Cage



Lotus



Evolo

去，並且保持的井然有序，一到底目的地就可以順手取用。另外，這款工具收納袋在進行自行車旅行時也是必備好物。採用傳統經久耐用的材料以及捲簾式封口，打造出經典風格。

Qbicle [1樓/K140]

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



Qbicle Bike Porter



Vincita Urbano XL Double Pannier

這是一款超大容量採用磁扣系統的馬鞍袋。透過使用袋體上方的磁性底座，然後通過Fidlock Snap磁扣固定件來固定馬鞍袋。這樣的磁扣設計，可允許在幾秒鐘內快速拆卸和安裝，並且用起來得心應手不費吹灰之力。寬敞的主隔層由堅固耐用的Cordura面料製成，為各種配件提供超大的存儲空間，例如換洗衣服、筆記型電腦、自行車裝備或工具等。外觀設計有反光標識，提供警示安全性以及整體視覺，在顏色部分提供森林綠和碳灰色兩種選擇。



SKS



SKS

同樣以自行車配件聞名的**SKS 4121**推出三款新型自行車行李袋，分別是前置式Explorer，以及安裝在座墊下方的Traveler和Racer。Explorer具有強大的防水功能，並且能夠安裝智慧型手機來使用導航功能。隨附一個可拆卸的智慧型手機袋（附有耳機開孔），讓下雨天不再讓你頭痛。同樣，採用防水

拉鍊可以再次提升整體的防水性。而即便

在寒冷的氣候需要穿戴全指手套騎乘，透過採用Easyzip也可以快速打開隔間。在固定系統部分，採用魔鬼氈以及快扣系統，

並在袋身增加反光標識來提升夜騎安全性，也配備有車燈固定帶。



Lezyne

Lezyne 410416在業界長期以來在攜車工具、打氣筒、車燈等擁有很高的知名度，今年他們帶來Caddy系列的車架行李袋以及車首把袋進入自行車露營的市場。關於安裝容量，車首把袋可以容納7公升，而安裝於車架的行李袋則是2.5公升，兩款均使用耐候性極佳的材料。安裝於車架上管的這款Caddy擁有非常大的儲存空間。在綁帶部分採用延

要帶著心愛的自行車搭機旅行，不僅要將自行車妥善包裝運送，同樣一些隨車工具及組裝工具的收納也非常重要；為此，**Emfiss 世貿3館/G0551**推出的工具收納袋就是整理和存放工具的好選擇。這款工具收納袋可收納大件物品，無論是鏈條工具還是打氣筒都能夠裝進

運時將被收取驚人超重費的窘境。可折式設計，好收納；防水、耐撞、超輕重量，輕巧的設計在登機託運時幫車友們大省荷包，順手展開好摺疊，並配備有Togo推行輪組，讓每個騎士能輕鬆悠遊在國外各城市。Bike Porter S號僅重2.3公斤。

匯通商行 Huitong 世貿3館/G0248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，對於愛聽音樂的騎士是一款很理想的選擇。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。



Huitong



Emfiss

台北車展綜觀全局：自行車燈具 自行車的燈具市場不斷向前驅進 無論是自動供電或是 智慧型燈具都在在讓產業發光

藉由來自於e-Bike電動車的電力來源，讓自行車的燈具照明更加燦爛。舉例而言，自行車燈具的設計可藉由e-Bike電池的供電，打造出媲美汽、機車亮度等級的燈具。另一方面，有許多的創新品牌積極創新摩電式輪框技術，允許在不使用電池以及增加轉動阻力的前提下，為車燈帶來源源不絕的電力。無論自行車燈具是往哪個方向發展，可以預見的是藉由創新及科技，可以讓自行車騎士在騎乘時更容易被看見，也更加安全。另外，傳統的燈具也會逐漸導入智慧化，讓自行車的零件之間可以互相溝通以及互動。



BikeSpark



Xbat

Xbat 4樓/M09230 推出革命性無電池專利自發電設計，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。Xbat-C1這款是對應於公路車的C夾版本，不僅本體採防水設計並且可以自動開啟。安裝在C夾或是卡鉗的後方並不會佔據太大的空間，並且與眾不同的是，不需要安裝磁鐵。

BikeSpark 世寶3館/G06120 的新款自動感應尾燈，它可以知道你何時開始騎乘並自動開啟；而在結束騎乘的一分鐘後，這款車燈會自動關閉。但這類車燈的聰明才能不僅如此，BikeSpark車燈

在騎士進行緊急煞車時還可以加倍亮度來提醒後方來車。回歸基本設計面，這類採用鋰電充電式車燈可以帶來35流明以及220°的廣域照明。至於在防水功能上也來到IPX5，並且免工具就可以進行拆裝。

Cateye 4樓/M1002 的CatEyeSYNC是一款新型可同步照明燈具的系統。可藉由前燈的主控開關來同步開啟所有車燈，該系統包括三款燈具，並且都可以跟智慧型手機配對。作為主控大腦的是Sync Core車燈，它可以控制其他燈具；而後燈的型號則是Sync Kinetic，這款後燈內建加速度規，在騎士減速時可以亮起車燈提醒後方用路人。另外，Sync Wearable dot是一款非常靈活的燈具設計，可以扣掛在包包或是衣物來提升警示性，最多可組合7顆燈，並且可以同步閃爍模式以提升警示性。



Cateye



Cateye



Lezyne

Lezyne 4樓/L0410 全新Connect Drive照明設備也使用無線控制，通過快速動作的雙按鈕無線遙控開關進行操作。控制前後單元，其中第一個稱為Lite Drive 800XL。它採用散熱加工鋁製機身，高輸出LED可產生高達800流明的亮度。有八種模式，包括引人注目的日間閃光，其MOR（最大光學反射）鏡頭具有內置的側面可視性。擋板後部是帶驅動器，五個超高輸出LED可提供高達150流明的亮度。兼容圓形和空氣

柱，如前燈，它可以輕鬆安裝和更換，無需工具。

Kryptonite 4樓/M0100 的Alley F-800是一款緊緻型車燈，然而卻是麻雀雖小五臟俱全的高照度車燈；不僅擁有800流明的輸出，並且在全亮輸出下可以續航1.5小時，而在閃爍模式下更可以達到24小時，非常適用於林道騎乘，或是在鄉村小徑讓騎士保持一定的可視性。它的六種模式包括白天騎乘、夜騎模式等，並且車燈會自動記憶騎士在上一次的模式設定。最後，當電力低於10%時會自動開啟省電閃爍模式，讓車燈保持在最低輸出，可為騎士提供額外30-45分鐘的使用時間。

AXA 4樓/M0106 一直以來在緊緻型的摩電式車燈都繳出漂亮的成績單，在今年他們再推出USB充電版。這款可安裝於自行車手把上的車燈可以提供20流明



Lezyne



Cateye



Kryptonite



AXA

或是35流明的輸出，導入與旗下相同的磨電式以及e-Bike專用車燈相同的設計語言。在外型上精實緊緻，採用圓形光學燈具元件，可提供出色的前方照明，同時提供側向的可視性。這兩款車燈都可以提供10流明輸出或是全亮輸出的模式選擇，單次充飽電可以提供12或15小時的電力續航。另外，這款圓形設計的后車燈採用LED，可提供高達300公尺的可視範圍。



SKS

SKS 4樓/11217 的新款MonkeyLink零件採用磁吸式設計，並且採用BlueDock安裝介面進一步達到機械鎖定，並直接連接到自行車的供電系統。MonkeyLink允許在顯示幕上控制照明燈具，並可支援於Bosch、Brose、Shimano、SR Suntour等電控系統。今年登場的還有2K擋泥板，它同樣採用創新的磁吸式設計，並且可搭配使用整合式後車燈，讓騎士在月黑風高的夜騎一樣可以達到很好的警示效果。



Smart

Smart 1樓/10414 的新款Rays 150前燈採用Cree的LED燈具、可充電式鋰電式以及反射光學的燈體設計。這款車燈

的外型非常緊緻、輕量，僅重33克，並且佔用車把上的空間很小，也不需要工具就能快速拆裝。重點是，在這樣的迷你設計下還能提供30流明的照度，可以滿足德國市場的需求。本體內建充電提示燈，監控目前的電量是否充足；而燈具延伸到本體的兩側，可以提升側向來車的警示性。



SunUp Eco Co.



Neco

誌慶 Neco 1樓/11130 旗下的Rove輪鼓發電機不斷電系統組裝置於前輪，可以將所發出來的電力儲存在Neco的束管式三合一行動電源。藉由這樣的配置，可以讓騎士即便是在荒郊野外也能為任何USB設備持續供電。這款Rove輪鼓發電機榮獲2017年台北自行車展創新設計獎，其特點是將電子元件隱藏整合至頭管或是花鼓，不僅可提供穩定的供電，同時確保順暢的騎乘感受以及整體性的外型設計。



Macro Machine Co.

麥卡隆國際世貿3館/603149 旗下的Cosmos品牌，帶來兩款全新的發電式花鼓，這兩款發電機已經擁有德國專利。第一款是Cosmos CO-03。它的直流輸出功率為6V-3W，可適配於碟煞或是鼓煞系統，並可安裝於32孔或是36孔的輪框。第二款則是Cosmos CO-04具有6V-4.5W的輸出功率，藉由更大的供電系統可以為智慧型手機、GPS車錶等需要USB供電的設備，提供穩定的供電輸出，這款也非常適用於共享自行車系統。

尚品綠能 SunUp Eco Co 4樓/10503 發布智慧型自行車發電器，據傳是領先全球的創新設計。這款FD12自行車USB發電機是一個劃時代的產品，所有電子元件都集中在花鼓內部，特別針對自行車旅行與露營，讓旅途產生充沛之USB電力，也可提供前後燈照明。在時速超過13 km/h的騎乘下，可以提供1A輸出，並且幾乎不產生任何阻力，讓您隨時與世界連結不斷線，並可以帶來輕快、順暢的騎乘體驗。



Shengguang Electronics

聲光電子 Shengguang Electronics 5樓/521-2 為了滿足客戶將燈具的電源直接內建在自發電系統或是電動車的電池上，他們推出兩款全新車燈。這兩款JY-7091型號均已通過德國市場認證並可輸出高達90 流明。而針對e-Bike車款更提供額外功能。首先是雙光源照明，可作為日間騎乘時的日行燈，或是開啟全亮照明。透過內建的感測器，可以根據環境光源的高低來自動啟閉。簡單說，就是在白天騎乘時的日行燈可以提升警

示性，而來到夜晚時的低光源會自動開啟最大照明。這兩款車燈都提供對應的後車燈，並通過符合歐洲市場的規範及認證。



Herrmans

Herrmans 4樓/10210 的H-Black照明系列增加了三款型號。照度最亮的是H-Black Pro。憑藉著投影技術，它可以提供200-230流明的輸出，可以照亮前方26公尺。另外，這款車燈可以避免發生眩害，並且在其照明投射邊緣有明顯的分隔線，分別提供磨電式以及e-Bike兩種版本，這兩款都搭載可拆卸的反光片。另一款的H-Black MR4在價格上更為親民，但整體設計卻非常類似，具有100-120流明的輸出和18公尺的照明投射。為了與車架廠商進一步整合，Herrmans還提供客制化解決方案，允許OEM客戶依需求來定制車燈規格。



Roxim

最後，將各個部件進行整合的是**Roxim 1樓/K0021**。它可以整合您的操控座艙，讓e-Bike電動車的喇叭、前燈及後燈控制器、煞車啟動及停止警示等進行系統整合。有兩種版本可供選擇，包括Pedelec和Speed-Pedelec，兩者均可與Tektro煞把系統配合使用。啟動按鈕很整齊的安裝在煞車把手上，不僅可以控制照明系統的作動，同時在煞車時還可以自動亮燈警示後方的用路人。Speed-Pedelec版本還包括喇叭控制電路，並通過ECE法規認證，可以在歐洲使用。

New Products

Hamax Outback



舒適寬敞的Hamax Outback自行車拖車現在搭配可傾斜的座椅靠背。三種不同的座椅靠背位置，使您可以在騎行過程中為孩子找到完美的休息和舒適設置。這款Outback擁有粗壯鋁合金車架本體以及低重心點，使其成為e-Bike的理想選擇。這款拖車不僅可為兒童提供最佳保護，並且非常容易使用。Outback還可以用作為嬰幼兒推車，慢跑拖車和越野滑雪拖車。

L0527

FPD

NWL-487 MTB 踏板

FPD的新款NWL-487 MTB踏板搭載高達114 x 105mm的超大踩踏平台，並且設計有踏板釘以提供強大的抓附力。另外，FPD的新型半軸承系統，不僅提供良好的轉動效果以及耐用性，也讓售價非常合理。符合ISO 4210標準。

L0820



DAPU

MD65M



Dapu最新款的中置馬達系統是MD65M，這款尺寸極小的電機可以帶來強勁的動力輸出以及穩定的駕駛性。額定功率為220 / 250w，傳動效率≥80%，扭矩 > 60Nm，重量小於2.2kg。

F0512

FSA NS Super Compact PowerBox 碳纖功率齒盤

FSA公路車功率計碳纖大盤採用P2M可換式齒片設計，而這款專為Super Compact超壓縮齒比而生的功率齒盤，分別提供48/32T以及46/30T兩種齒比選擇。FSA的空心碳纖曲柄和BB386EVO心軸配合打造出重量非常輕、萬用的公路車功率大盤，整體僅重776.5克。

特色

- UD外觀處理的空心碳纖複材曲柄
- 30mm鍛造AL7050 BB386EVO心軸適用於任何車架 (BB 另外購買)
- 全CNC的AL7075齒盤
- AL7075 Torx T-30 鋁合金齒盤螺栓
- 相容於Shimano和SRAM 10-11速系統

M1212



COMPIT

The smart command centre



L1217// TAIPEI NANGANG EXHIBITION CENTER (4F)

SKS-GERMANY.COM



New Products

Bear Pawls BEB004



BEB004這款後輪花鼓是Bear Pawl針對e-Bike所帶來的強大動力以及扭力輸出的解決方案。棘輪軸心採用鋼製材質並且加大花鼓耳的設計，可以打造出角度較大的幅條編法來提升輪組剛性。花鼓內部採用4組密封軸承來提升滾動效率。BEB004的碟盤鎖固採用國際六孔。表面處理採用黑色陽極處理以及低調的雷雕，不僅經久耐用而且很適配於各種車款。

I1117

NEXO 700x40c 實心輪胎

為e-Bike電動自行車選擇合適的輪胎非常重要，這主要是因為系統結構的關係，會導致輪組相對不容易拆裝。而這款NEXO免打氣實心輪胎的尺寸為700x40c，特別適用於電動自行車。憑藉其防爆、實心和耐磨特性，成功解決了電動自行車的問題。當您的愛車搭載NEXO高分子實心胎，「爆胎」這兩個字就成為過去式了，並且輪胎也幾乎免保養。此外根據測試結果，NEXO的700x40c輪胎的重量限制提升到每個輪胎70公斤，並且它可以在40公里/小時的速度下進行50公里的不間斷騎行。這些特性使得這款輪胎非常適合電動自行車的騎乘需求。

K0202



KS Rage-i 伸降座管

KS帶來的Rage-i是一系列入門級的伸降座管。Rage（以及即將發布的同系列款式）承襲了許多KS高端產品的設計語言和頂級功能，並且在價格上遠低於競爭對手。這幾款伸降座管將使用雙顆微調螺絲、現代風格的密封套（無軸環）、內斂的黑色陽極表面處理，伸縮作動行程可達150mm。此外，這一系列的伸降座管比起前作還輕量了100克以上。

www.kssuspension.com

I0529



APro Tech E-ROAD ER93701

這輛自行車非常特別。它看起來像是更粗壯一些的公路車，但在車架內部卻隱藏著一個祕密。它搭載一顆電動馬達，但基本上不跟別人說是看不出來的。這款電動公路車可以協助你在爬坡更輕鬆，讓自行車爬坡不再是瘦子的優勢，而這款車就是您的解答！它可以帶來強大的動力輸出，哪怕您是不常運動的普羅大眾，騎上它您也可以擁有選手般的速度。正所謂有馬達、無弱腳，哪怕是逆風還是爬坡都可以輕鬆克服。這顆隱藏式馬達隱藏於車架內，運作聲音非常小，卻可以帶給您強大的助力。這款車簡直是爬坡神器，而當速度超過40公里或是24英里會自動斷電，讓您用自身的力量來加速，增加一些健身效果。

I1210



Vincita Urbano XL Double Pannier

Vincita推出嶄新Urbano XL是一款超大容量的磁性快拆結構的馬鞍袋。只需將磁性底座安裝在行李架上方，並在扣上馬鞍袋後，您就可以在幾秒鐘內快速取下並重新安裝這款馬鞍袋。搭載的Fidlock Snap磁性快拆扣件不僅容易使用，而且固定的非常牢固。這款馬鞍袋採用Cordura面料製成，以其堅韌性和耐用性而聞名。寬敞的主隔間提供超大的存儲空間。憑藉多功能設計和強大的功能，這是您下一趟自行車騎旅的理想選擇。兩款顏色森林綠和破灰色可供選擇。

I1225



Lake CX421 公路車鞋



Lake推出新款的CX241公路車鞋是舒適穿著的足部方案！採用IP1BOA®漸進式調整系統，以及從腳跟到腳趾都提供廣域的可調性，這款CX241不僅適合您獨特的腳形，同時仍提供支撐和舒適性。CX241採用可熱塑成型的後跟以及獨特設計的鞋面，具有足夠的調整空間，幾乎可相容於所有人的腳型。

M0206

Otion MicroTex Road 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。微纖毛表面吸收實際上的衝擊並且減少高頻振動的壓力。詳細資料請見網站：www.otion.cc。

I1004

WELLGO E342 公路車卡踏

Wellgo E342這款公路車卡踏經過強化處理，可為騎士提供強大而穩定的踩踏平台。這款重量433克的鋁合金卡踏配有鉻鋁合金軸心和三個密封軸承，相容於RC-5 / RC-6鞋底板。

這款單邊式的公路車卡踏可為騎士提供優雅及強大的支撐性。在鞋底板的後方搭配有防滑墊片，確保騎士在下車行走時的安全。

I0517



New Products

KMC X12 Classic 12速鏈條



這款X12鏈條顧名思義是KMC專為12速傳動系統而生的鏈條，搭載領先業界的傳動科技，其中最值得一提的是X12鏈條在所有鏈節的內壁上都搭載一個全面的X-Bridge技術；狹窄的設計精確地適應有限的齒輪空間，不僅同時改進嚙合功能，還可以適用1X系統。在鏈節的外部採用非對稱式導角窄距，以降低鏈條與飛輪的干擾，並且在腰身導角迅速咬合順暢媒合，以提升傳動效率，打造出一款瞬間傳遞效能，保持高效傳動的極致鏈條。X12鏈條將優雅的金色外板與黑色內板搭配，無論是在功能以及外觀上都提供獨特的美感。

J0118

SEATYLOCK Foldylock Clipster

Foldylock Clipster是世界上第一款可穿戴式折疊鎖。它配有一體式內置皮帶夾，可輕鬆連接騎士的腰帶、褲子或包包。重量僅為1公斤，並且在防盜功能上被評為Sold Secure銀色，並且也是同類產品中最輕的鎖具。這一事實及其精實迷你的尺寸，使得Foldylock Clipster成為隨身攜帶的完美鎖具。

M1407



Beto Air OnDemand



Beto的這款Air OnDemand落地式打氣筒俱有數位胎壓計，並且搭配符合人體工學的金屬踏板，可以快速選擇高壓(Hi-Pressure)或是大氣量(Hi-Volume)充氣模式。這款25.6吋的落地式打氣筒俱有一個外部充氣汽缸以及焊接鐵合金座，一個鋁合金汽缸並搭載2.5吋大型附洩壓功能數位儀錶板，提供精準測量、方便易讀的實用性。球針可以存放於手柄蓋中，並且獲得專利的聰明嘴可以適用於美式和法式氣嘴。

N0725a

Vee Tire Flow Snap Junior

這是一款專為兒童騎乘使用的輪胎，Vee Tire品牌承襲旗下備受肯定的Flow Snap（提供27.5、29吋，2.35、2.6吋規格選擇），將頂級技術灌注於Flow Snap Junior這款專為兒童騎乘而生的輪胎。

提供兩種規格的選擇，Flow Snap Junior對應於20x2.4和24x2.4規格適用於Enduro騎乘，搭載72TPI編織層以及Tackee複合材料，胎體為可折式Folding並搭載Tubeless Ready技術。Flow Snap Junior可為兒童在林道騎乘時帶來暢快體驗，具有更好的操控性、舒適性和安全性。Flow Snap Junior這款輪胎可滿足OE客戶以及AM市場需求。

M1031a



SKS Germany COMPIT

功能更強，更安全，更舒適。這款獨特的COMPIT系統代表了新一代的智慧型手機座。它將三個核心功能整合在一個體型精實的系統中：包含了手機座、Qi認證+搭載集成NFC芯片的COM / UNIT、以及適用於前燈或運動攝錄機的安裝固定座。通過USB接口連接到e-Bike電動自行車的電源到自行車碼錶，並且允許您在騎行時對智慧型手機進行無線充電。藉由適配的零件，這款系統的控制單元可以連接到主流規格的车把/龍頭。COMPIT系統代表了整潔，乾淨，智慧型互聯。

L1217



Crops K4-BIRO

Crops推出的新款K4鑰匙鎖是一款體型迷你卻又能有效防盜的好物，並且可以另外搭載Lion警報器系統。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



Chosen Boost TC Hub



Chosen的這款Boost 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。ASP8316是一款性能卓越，性能可靠的設計。

J0433

中文

Velo Triple-E Trekking 握把



繼Velo的Triple-E握把在市場上大獲好評，在今年台北展再推出專為旅行騎乘而生的Triple-E Trekking握把。這款握把在手掌區域有更大的舒適區域，可允許騎士在較為直立的騎姿時，提供良好的舒適性。Triple-E Trekking握把搭載Microtech技術，以增強指尖區域的摩擦力。

J0717

New Products

Messingschlager e-Bike頂級整合方案



Messingschlager提供OEM客戶關於e-Bike是一個近乎完美的整合方案。透過車架與電池的相互整合，提供多種車款的選擇，並且將整體外型打造的非常俐落討喜，層層面面都與Brose電機品牌緊密合作。您進入市場的速度是成功的關鍵。然而，開發具有競爭力的產品需要付出巨大的努力，並且在這段路充滿許多陷阱和障礙，更不用說高成本了。我們的方法以盡可能提升客戶的投資報酬率，達到快速且精確的時間點進入市場—達到「上市時間」才短短六個月的成果。Messingschlager在測試，認證等都符合法定要求，通過電磁兼容性以及DIN和EN等標準以及機械測試方面保證等最高標準。OEM客戶可以依據自己市場以及騎乘需求來設計打造符合的e-Bike，在這段過程Messingschlager會投入最大努力，讓OEM客戶享受設計成果，為騎士帶來安全和愉悅的騎乘體驗。

10512

TRP E-Bike 油壓碟煞系統

隨著e-MTB電動自行車導入市場，騎士可以比以往騎的更快。這款HD-E840-2可為e-MTB騎士提供無與倫比的制動性能。它採用全新設計，專門為e-MTB而生的制動系統。此外，由於e-MTB相較於一般車款較不在意輕量化，更重視的是制動性能，透過將碟盤厚度擴大到2.3mm，將熱量積累降低8%，並使碟盤變形量減少15%。而這款卡鉗是專屬適用於2.3mm加厚碟盤。卡鉗採用開放式上抽煞皮設計，更方便於碟煞來令片的更換。卡鉗還採用輕量化複合式活塞，不僅提供良好的散熱性能，並且也是穩定制動系統的理想組合。

10112



Neco 免工具拆裝踏板



這款Neco5免工具拆裝踏板運用卡桿固定與轉動踏板上的小機關，可以在不使用工具的情況下安裝和拆卸踏板。這提供了兩個主要優點：首先，當存放自行車或放入汽車行李箱時，踏板不會佔用空間，這對折疊自行車特別有用。其次，騎士在停放自行車之後，可以快速移除踏板以減少自行車被盜的機會。其他功能包括：鋁合金踏板主體以及由鉻鉻合金製成的主軸和密封軸承。值得一提的是，這款踏板獲得2018 TAIPEI CYCLE d&i awards設計獎。

11018

Michelin E-Wild

對於e-Bike而言，Michelin的這款E-Wild E-GumX前輪車胎搭載3x60 TPI編織層，可帶您到處雲遊四海，採用新的複合式橡膠層以及可應用於Enduro騎乘的胎紋設計，達到非常好的抓地力。此外，採用Enduro的車胎保護層可以提供更完整的防爆保護性，其內層和中央橡膠提高了性能和滾動效率，進而降低能量損耗。E-Wild E-GumX後輪車胎則搭載3x33 TPI編織層，即便在爬坡時也能提供優秀的抓地力，新一代的頂級複合材質可以提高滾動效率和降低能耗。

M0304



Taya Chain ONZE 11 速超輕量鏈條

Taya的頂級11速鏈條更輕，更強，更準確。這款ONZE超輕量鏈條採用Taya的全新技術，打造出兼具安全性，功能性，靜音和平穩換檔等極致性能。Taya專利技術凌駕ISO標準，360度鉚釘接合，DHT超硬化以及深板倒角設計，使鏈條壽命延長1.5倍。

特殊的突破鍊板工藝和「無羅拉設計」，達到重量最輕，換檔平穩，噪音小的頂級之作。

K0610



M20 ProGrip 壓縮襪



在任何追求速度的競技運動，哪怕是0.1秒或是最微小的競爭優勢，對於運動員都有至關重要的影響。作為專為選手而生的M20品牌，非常明白1瓦的踩踏功率對於菁英選手的差異，因為這可能是逆轉勝的關鍵。這款ProGrip壓縮襪提供絕佳的足部穩定性，並且在各種極端條件下也不容易移位。讓您的雙腳到踏板之間的力量輸出，並且儘可能減少能量損耗。

M1131A

Velocite Tech Co. Venn Var 77 碳纖輪框



Venn Var 77碳纖輪框，是全球第一款採用AI自動化生產技術的輪框。Velocite為了要打造最符合空氣力學的輪框，運用了AI人工智慧，輔以設計團隊的創意發想來打造最理想的性能輪框。在這個創新的過程，我們透過多年來的研究與CFD計算流體力學的協助，並且與AI人工智慧領域的專家進行密切合作。

Velocite還開發了一種自動化碳纖技術，透過熱塑料的連續纖維進行編織（非熱固性樹脂）。

L0401a

Topeak CubiCubi 方塊車燈

CubiCubi模組化LED自行車燈系統，顧名思義是來自其立方體式設計。可以透過組裝LED燈和不同容量的電池組來滿足不同的騎乘需求。針對不同的環境因應不同的變化，雙槽充電座，加上行動電源，讓您長途騎乘也不害怕電量不足而導致車燈無法使用，更加強大的是CubiCubi提供浮動機制，讓照明與使用時間拉長，藉由電池進行強化，提高流明度，固定座可容性配置GoPro Session和CubiCubi擴充裝配。

M0711



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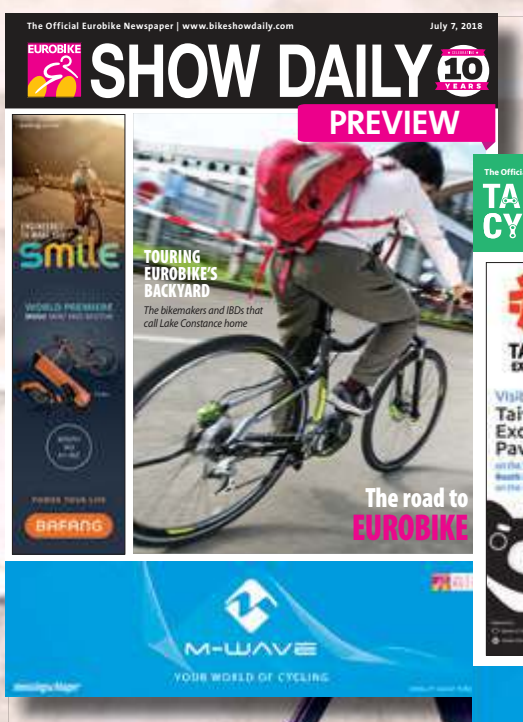
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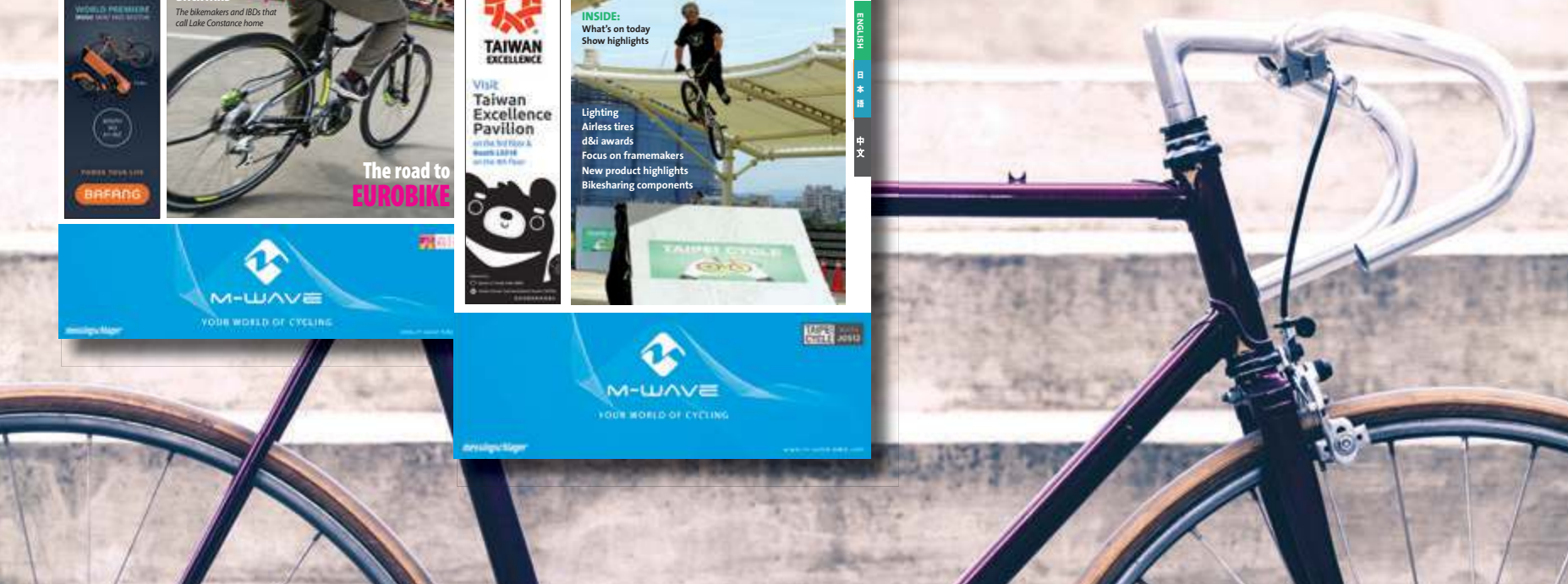
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Rove (Neco3+Neco4)

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(未來型前置電機)



NECO3



1. Dust Cover
2. Battery
3. Charger
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NECO5

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