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TAICHUNG
bike week



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September 27, 2018



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TODAY

September 27

TAICHUNG

30°C (86°F)

Sunny



TONIGHT



27°C (81°F)

Partly Cloudy

TOMORROW



30°C (86°F)

Sunny

Thursday, September 27, 2018

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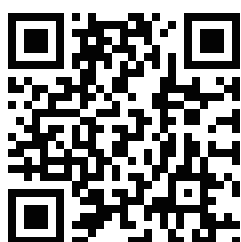
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▲ Front row from left: Wheel Giant President, Grace Ruan; Tektro Co-founder, Aver Tsai; FSA Global Vice President of Sales and Marketing, Claudio Marra; TBA Chairman & Merida President, Michael Tseng; Taichung City Government Deputy Mayor, Morgan Chang; IDIPC Director, David Tsai; Kenda Group President, Yang Ying-Ming and Ming Cycle General Manager, Albert Chen. Back row from left: Decathlon Purchasing Manager, Didier Morelle; SR Suntour President & CEO, Daisuke Kobayashi; Messe Friedrichshafen Head of Eurobike, Stefan Reisinger; Marwi President, Partick Pai; TCG Economic Development Bureau Senior Executive Officer, Charlie Chiang; Ideal Bike Vice President, James Chang; La Bicycle President, Surasith Tiyavacharapong were among those attending the dinner.

City Officials & Bike Industry Enjoy TBW Welcome Dinner

Yesterday evening, September 26, after the first day of the show, Taichung City Government welcomed visitors and exhibitors to Taichung Bike Week at a dinner held in the Banquet Room of the Landis Taichung Hotel.

The buffet-style dinner was attended by over 200 people, mostly from the domestic and foreign bicycle industry. Representatives of Taichung City Government included: Taichung City Government Deputy Mayor, Morgan Chang; Taichung City Government Economic Development Bureau Senior Executive Officer, Charlie Chiang; IDIPC Director, David Tsai and IDIPC Deputy Directors, Vincent Wu, Steven Tsai and Spenser Hsu.

At the dinner, TBA Chairman & Merida President,

Michael Tseng thanked everyone for attending as well as showing his appreciation for Taichung City Government's support of Taichung Bike Week. He noted the importance of e-bikes in the market today, and wished everyone prosperous business at the show as well as in the coming year.


IDIPC Director, David Tsai spoke to say that with 80% of Taiwan's bike industry based in the area, it is very important to Taichung and vice versa. He also hoped that Taiwan's competitive edge in the bicycle industry can improve even more in the future.

Taichung City Government Deputy Mayor, Morgan Chang made a short speech in which he welcomed visitors to both Taichung Bike Week and the city of Taichung on behalf of the Mayor. He stressed the



importance of the bicycle as a means of transportation, leisure and maintaining a healthy lifestyle. He wished everyone success in their endeavors in Taichung this week.

Among the many bicycle industry VIPs in attendance were: TBA Chairman and Merida President, Michael Tseng; Kenda Group President,

Yang Ying-Ming; SR Suntour President, Daisuke Kobayashi; Marwi President, Partick Pai; Ming Cycle General Manager, Albert Chen; Decathlon Purchasing Director, Didier Morelle; Ideal Bike Vice President, James Chang and FSA Global Vice President of Sales and Marketing, Claudio Marra. 



▲Taichung City Government Deputy Mayor, Morgan Chang stressed the importance of the bicycle as a means of transportation, leisure and maintaining a healthy lifestyle.



▲TBA Chairman & Merida President, Michael Tseng said that Taiwan is the world's most advanced high-end bicycle R&D, manufacturing and supply center. In addition to continuous innovation and development of new products, it also has the capability for smart manufacturing & technology.



▲IDIPC Director, David Tsai said he hoped that Taiwan's competitive edge in the bicycle industry can improve even more in the future.





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VAXA 32 EO 27.5+

MODEL NO 866S AMS
WHEEL SIZE 27.5"+
PITCH 148mm
FEATURES

- Hydraulic Lock-Out
- Adjustable Preload
- Remote Lock-Out
- Coil spring

CROWN Forged Alloy
LOWERLEG One-Piece Magnesium ϕ 40mm
STANCHIONS ϕ 32mm Steel Tube(TI)
BRAKE Disc Brake (PM)
ROTOR 160mm
HUBWIDTH 110
WEIGHT 2.2kg
TRAVEL 100 120



ISO4210 PEDELEC

CH-187 AMS

MODEL NO 187 AMS
WHEEL SIZE 700C 26"
PITCH 116mm
FEATURES

- Hydraulic Lock-Out
- Adjustable Preload
- Remote Lock-Out
- Mechanical Lock-Out

CROWN Forged Alloy
LOWERLEG One-Piece aluminum ϕ 39.0mm
STANCHIONS ϕ 32mm Steel Tube(TI)
BRAKE Disc Brake (PM) and V-brake
ROTOR 160mm
WEIGHT 2.19kg
TRAVEL 700C 65 / 26" 60



ISO4210MTB

VAXA 32S ET 27.5+

MODEL NO 868S AMS
WHEEL SIZE 27.5"+
PITCH 148mm
FEATURES

- Adjustable Preload
- Hydraulic Lock-Out
- Remote Lock-Out
- Coil Spring

CROWN Forged Alloy
LOWERLEG One-Piece Magnesium ϕ 40mm
STANCHIONS ϕ 32mm Steel Tube(TI)
BRAKE Disc Brake (PM)
ROTOR 160mm
AXLE 15mm QR
HUBWIGHTH 110
WEIGHT 2.3kg
TRAVEL 100 120



ISO4210MTB

CH-188D AMS


MODEL NO 188D AMS
WHEEL SIZE 700x56C(28x2.2")
PITCH 120mm
FEATURES

- Adjustable Preload
- Hydraulic Lock-Out
- Remote Lock-Out
- Mechanical Lock-Out

CROWN Alloy
LOWERLEG One-Piece Magnesium ϕ 40mm
STANCHIONS ϕ 32mm Butted Hi-ten Tube(TI)
BRAKE Disc Brake (PM)
ROTOR 160mm
AXLE 15mm
WEIGHT 2.2kg
TRAVEL 65




Neco's Integrated Internally Routed Headset

Committed headset and bottom bracket manufacturer, Neco, has launched two new integrated headsets in order to reduce and simplify the assembly process. The Neco 6 is made from aluminum alloy, while the Neco 7 also features internal cable routing. Neco's innovative designs also have the effect of preventing mistakes and improving the smoothness of assembly. 



Samox' E-Bike Crankset

Samox has launched a series of cranksets for e-bikes with a direct mount chainwheel design that does not require the crank spider to lock, reducing the weight and increasing the rigidity of the product. There are also carbon cranks available for high-end e-bikes. 



Stars Circle Debut One-Piece Wheelset

In response to market trends and the introduction of the new national standard, Stars Circle are looking to the future by developing a one-piece wheelset for e-bikes and urban-mobility bikes. Utilizing manufacturing machinery bought from Holland, the new one-piece wheelset is pressed from lightweight magnesium rather than aluminum alloy. The wheelset is tubeless ready, easy to maintain and Stars Circle offer a customization service. 



▲Stars Circle's one-piece wheelset.

SR Suntour's eMTB Fork

In response to the current trend in e-bikes, renowned shock and fork manufacturer, SR Suntour, have launched the Auron35 Boost fork in order to further gain market prominence. The pneumatic suspension fork is made of 7050 aluminum alloy and has 4 types of travel specifications from 130 to 160mm. Available for 27.5" & 29" wheel sizes, the fork is designed for AM & e-bikes and utilizes SR Suntour's RC2 PCS damping cartridges. With a lower diameter of 35mm, the 27.5" model of the Auron35 Boost weighs only 2191g.





▲SR Suntour's Auron35 Boost.

Massload's Design and Manufacturing Prowess

Renowned Taiwanese accessory manufacturer, Massload are once more exhibiting at the Tempus Hotel. Among the company's new products that it is introducing to customers at TBW this week are a great-looking bottle cage, a sturdy e-bike kickstand and an innovative bicycle hanger.

Massload's CL-110 double shot cage breaks through the tradition that composite bottle cages can only be a single color. Weighing 30 grams, Massload's latest cage has


a dual color design of white and black, blue and black, or blue and black. The aesthetics are further enhanced by three dimensional lines adorning each side.

Catering to flourishing e-bike markets around the world, Massload have also developed a kickstand specifically suited for use with e-bikes. The square design kickstand is exceptionally sturdy and this ideally suited to taking the extra weight that comes with e-bikes.

Additionally, Massload's



▲ Massloads CL-ST02 is adjustable angle to suit different frames.


latest bicycle hanger, ST-02, is an innovative design for use either at home or as a display. The angle the hanger holds the bike at can be adjusted to suit different frames, and can even be folded to save space. 

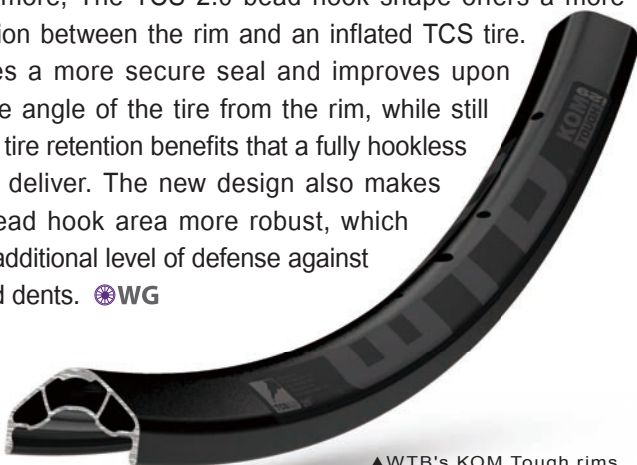
▲ Massloads dual-color bottle cage, CL-110.

WTB Get Tough

WTB's KOM Tough rims are built for bashing, whether on a gravity bike or fully loaded bikepacking rig. The rims are extruded from AL 6069 alloy to provide utmost durability at a reasonable weight. The company's legendary I-Beam construction has evolved to further reinforce the rim with dual support beams that provide increased strength and stiffness for the world's most aggressive riders. Proven on the toughest tracks of the Enduro World Series, depended on for daily trail rides, and trusted while bikepacking in remote regions of the world, KOM Tough rims are available in 25, 29, 35, 40 and 45mm widths to provide a burly rim for every usage and style of riding.

The rims utilize WTB's TCS 2.0 (Tubeless Compatible System) which creates a more robust, easily installed and dependable tubeless system. A recessed channel along the center of TCS 2.0 rims allows installation of the all-new Solid Strip, which prevents tubeless tape from sagging at the spoke holes and results in a smooth, consistent interface between the tire and rim.

Furthermore, The TCS 2.0 bead hook shape offers a more natural junction between the rim and an inflated TCS tire. This provides a more secure seal and improves upon the departure angle of the tire from the rim, while still providing the tire retention benefits that a fully hookless design can't deliver. The new design also makes the entire bead hook area more robust, which provides an additional level of defense against rim dings and dents. 




▲ WTB's KOM Tough rims (i29)

Volkswagen Launches Cargo E-Bike



▲ Dr Thomas Sedran, Chairman of the Volkswagen Commercial Vehicles Brand's Board of Management riding the Cargo e-Bike

Automotive giant, Volkswagen, have announced the development of a cargo e-bike as part of a range of commercial vehicle solutions for the sustainable mobility of goods and people in urban regions.

The three-wheel cargo pedelec was developed as an in-house project to give brand customers more options as a means for "last mile" transportation. The Cargo e-Bike can carry up to 210 kg—including the driver, and can handle a cargo volume of half a cubic metre. Equipped with a 250-watt mid-mounted motor with an automatic gearbox, it has a small turning circle and innovative tilt-compensating technology which always keeps the load platform horizontal. "Our Cargo e-Bike brings together all of the known usage and ride properties to make a perfect product", emphasized Dr Thomas Sedran, Chairman of the Volkswagen Commercial Vehicles Brand's Board of Management. 

Ceramicspeed Aiming to Revolutionize Bearing Market

At the Evergreen Hotel, Danish drivetrain efficiency and ceramic bearing specialists, Ceramicspeed, is introducing its SLT bearings which the company believes carry the potential to revolutionize the off-road bearing market.


Ceramicspeed SLT Bearings are a hybrid bearing made up of Ceramicspeed Balls and stainless steel. The bearings contain a polymer matrix saturated with lubrication oil. The matrix retains oil right on the functional surfaces of the bearing under the harshest

of conditions while at the same time preventing contaminants from entering the bearing. Described as a solid lubrication bearing that is maintenance free, SLT Bearings are highly durable and extremely protective against contaminants.

As Ceramicspeed ramp up their efforts in the off-road cycling market, the company believes their breakthrough with SLT Bearings will make maintenance-free bearings the go-to bearing for the high-end off-road scene.

“Our development of SLT Bearings has received


overwhelming interest from our OEM partners. The demand for a high performing and more durable bearing for pivots has confirmed and validated our investment in using this technology for this application.” said Jonathan Small who leads Ceramicspeed’s implementation of SLT Bearings for the off-road market.

The Ceramicspeed team are introducing all of their latest products to OE customers in Room 334 of the Evergreen Hotel. 




▲“We’re very excited about this product and strongly believe it has the potential to revolutionize the off-road bearing market,” said Martin Banke, Executive Vice President of CeramicSpeed.

Apro's Full Suspension eMTB Frame

The newly launched full suspension eMTB frame from APRO has a carbon fiber front triangle with integrated battery, while the rear triangle is made of aluminum alloy. Their mid-motor system has a sleek design with the cables integrated into the frame. The 18.5" frame has 150mm travel and weighs 3.1kg. The Apro frame will be available at the Taipei Expo this year. 



Chosen's Patented TC Hub Structure

Chosen's new hub utilizes a TC (Toothed Coupling) patented technology. It adopts tooth-sprung pawls instead of normally-sprung pawls, and has a 36-tooth double-sided inner ring sleeve, so that the power is transferred more directly from pedaling instead of being lost. The main body is made of aluminum alloy. Weighing only 212g and suitable for both MTB and road bikes, the O.L.D. is 103mm. Chosen hubs are also customizable according to customer requirements. 



▲Chosen's TC structure hub.

Brose presents the Drive C at TBW

Brose is an international mechatronics specialist that supplies the automotive industry with around 200 million electric motors every year. The family business has transferred its extensive knowledge of drive systems to the e-bike segment. Brose engineers have developed an innovative drive concept for electric bicycles, which have been produced in Berlin since 2014. The mid drive can be completely integrated into the bicycle frame and delivers a natural riding feeling.

Starting in the 2019 season, Brose is launching its fifth e-bike drive at this year's Taichung Bike Week and entering the city bike segment. The Drive C delivers harmonic support over a wide cadence range.

Specifically designed to meet the needs of city e-bikers, the Drive C delivers continuous, smooth power over a cadence range of 20 to 70 pedal rotations per minute. Whether pedaling slow or fast, the drive delivers a powerful 50 newton meters of torque. With its support of up to 280 percent, the Drive C almost triples the rider input. The drive smooths out any inconsistent rider input, which results in a harmonic riding feeling.

Design freedom for attractive city bikes

The Drive C maintains the same dimensions as the other aluminum drives of the Brose Drive product family. It can be mounted to the frame in any position over a range of 360 degrees in relation to the bottom bracket. This allows a high degree of design freedom for e-bike manufacturers. As such, the Drive C represents interesting value for money, with 100 percent Brose quality.



▲ Urban mobility. With the harmonic Brose Drive C city-bikers manage daily rides effortlessly.

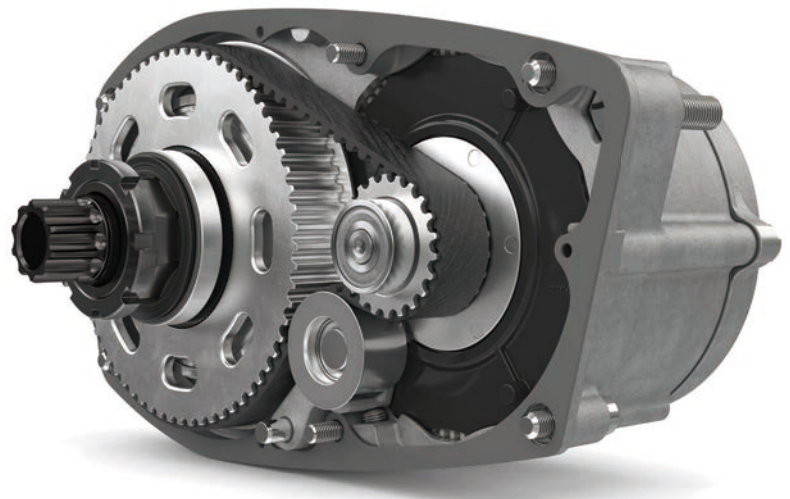
Quiet as a whisper

A prominent feature of all Brose drives and therefore also of the Drive C is that they run so quietly—even on peaceful city side streets. An internal carbon-reinforced belt made by Gates concealed in the housing reduces the noise and prevents vibrations from being transmitted to the pedal.

Thanks to the Brose dual freewheel technology, the drive decouples completely once the battery is exhausted. E-bikers continue cycling naturally as on a regular bike. Another convenient feature is the pushing support, which can be activated manually and operates up to a speed of six kilometers per hour.

Flawless urban companion


The hardware, sensor system and control unit of the Drive C are precisely matched. This drive transforms city-bikes into a modern means of urban transportation. Thanks to the smooth response and



▲ The new Brose Drive C delivers a smooth response and an even torque level over a wide cadence range.

harmonic support, e-bikers can manage daily rides confidently and effortlessly: from work to a café, from the museum to the shopping centre, from the nursery back home or to the park. With the introduction of this drive for city-bikes, Brose continues to recognize the individual requirements of various types of e-bikers. The product family Brose Drive also features the sporty Drive S Mag and Drive S Alu for

mountain bikes, the Drive TF for S-Pedelecs that assists riders up to 45 kilometers per hour, and the highly efficient Drive T for long distance touring.

Brose will be introducing its new Drive C, along with other drives, in Room 322 at the Evergreen Hotel during Taichung bike week. 

First Year for TBW Test Track

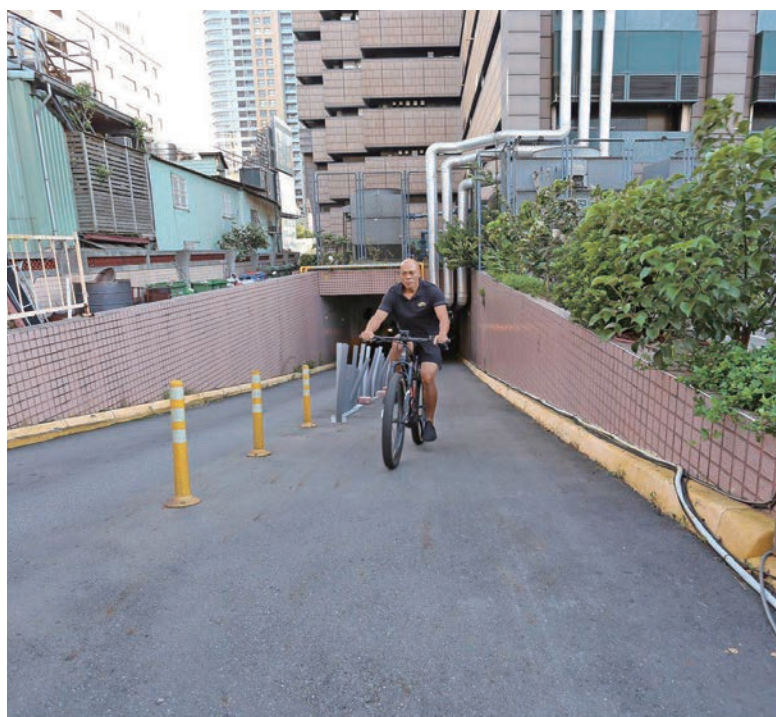
For the duration of the 2018 TBW, independent e-bike and pedelec test organization, ExtraEnergy, will be operating a test track in the motorcycle parking area at The Splendor Hotel. Visitors to the test track will have the chance to see first-hand and test out some of the latest e-bike products that have been developed by manufacturers at the show.

Also, for added convenience, The Splendor Hotel has arranged a specific section for e-bikes and e-bike parts and accessories in the hotel, and wish to welcome all related manufacturers and interested buyers to visit and engage with the exhibitors.

For more information, contact The Splendor Hotel at +886-4-2324-6091 or through email: tbwsplendor@gmail.com, or visit ExtraEnergy at the test track. 



▲ Path on the ground.



▲ BESV on the climbing.



TM

www.ddk-group.com

RST's Fork Excellence




▲RST's Killah for 29-inch bikes.



▲The second-generation Rebel offers several improvements.

In line with the increasing market demand for 29-inch products, RST have launched a 29-inch version of their Killah fork, with strengthened stanchions of 38mm diameter, compatible with a maximum size 29 x 2.6" tires. Currently the Killah is a coil spring design, however an air-sprung version will be introduced in the future. Additionally, the fork has fender mounting holes, and in the future RST plan to design a special fender for use with it.

Using informed market

feedback on their popular first generation product, RST's Rebel fork design has been improved upon, and the second generation is now being released. The lowers are ribbed to increase strength and rigidity, while the fork legs are equipped with protector plates to reduce the impact of sediment. These plates are made from a special plastic with excellent flexibility. Additionally, four bolts are used to clamp the thru axle securely to the hub. 


Lasco Crankset for E-Bikes

Through cooperation with the 12 major e-bike brands on the market, including Nidec, Dapu, Fazua, Bafang, Gospade, Brose, Yamaha, ShengYi, LDS, Sempu and Vinka, Lasco has developed brand-specific cranksets. In addition, various types of cranksets were developed for children's bikes, including square, integrated BB, standard tooth, and narrow/wide tooth sets. 



Prowheel Launch MTB Cranksets

Developed specifically for MTBs, Prowheel's Psyclong 32T-TT adopts a direct mount design and is divided into two specifications, for Shimano and Sram. It is compatible with 11-speed drive systems, and the chainring and crank are made from 7075 aluminum, with a narrow/wide tooth design. The Psyclong 32T-TT is available in three specifications of 32, 34 and 36T.

The MPX12-32-TT is for entry-level mountain bikes, with a direct mount design. The 32T chainring is made from steel and is of a narrow/wide design. The cranks are made of 6061 aluminum alloy. Prowheel's MPX12-32-TT is compatible with 11-speed and 12-speed drive systems. 



▲Prowheel's Psyclong 32T-TT.



▲MPX12-32-TT is designed for entry-level MTBs

Taya's GST Black Diamond 304# Fasteners


Taya Chain, which has made environmental protection the keynote of its chain design, has introduced its new GST rust-resistant chains during the last few years. After overcoming technological bottlenecks, Taya can apply its GST anti-rust treatment to high-strength chromoly and stainless steel material.

According to Taya Chain, anti-rust chains were all made using Dacromet in the past, but this material contains toxic hexavalent chromium. The chemical agents used in production of these chains could produce marks as a result of friction. To address these problems, Taya Chain

developed its exclusive GST (Greener Surface Treatment), which can penetrate into chains, has strong adhesive power, and ensures a high degree of surface smoothness. Taya's chains have passed Reach, CPSIA, and RoHS international environmental certification, and have demonstrated their rust

resistance during more than 500 hours of salt spray testing. As a result, the company's chains offer outstanding durability under unfavorable climatic conditions, including extreme cold and in coastal areas.

Taya is making extensive use of its GST environmentally-friendly surface treatment

technology, which can be used on high-strength chromoly to increase the rust-resistance of many types of bicycle parts and fasteners. In addition, GST can be used on stainless steel, and can be used to make even small screws rust resistant. GST Black Diamond 304# is mist black in color. 



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CL-32SB



CL-31SB



ER-1/ER-1R



DRA



Y-5A



YD-01



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Specially designed for E-bike



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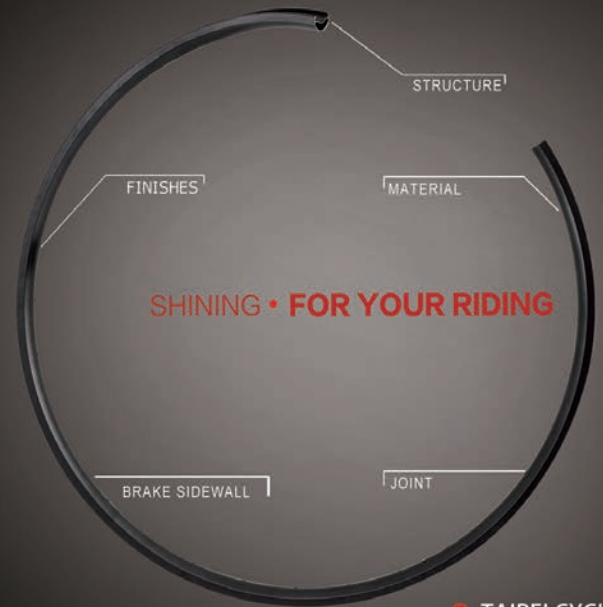
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Perfecting the Kindshock Dropper

The leading adjustable seatpost brand Kindshock has kept up the pace of its innovative R&D since introducing its first-generation MTB dropper in 2008. With the continued development of sport cycling, dropper seatposts have become standard equipment on mountain bikes, and Kindshock has steadily introduced new products and filled out its product line.

The innovative "Genesys" integrated concept

As bicycles gradually become more refined, consumers have become more concerned about appearance. But after existing dropper seatposts are installed on frames, there is an awkward, unsightly difference in tube

diameter between the seatpost and frame. To address this issue, Kindshock GM, Martin Hsu has been promoting the "Genesys" concept, and calling on bicycle assembly plants to embed the dropper in the frame when performing frame design. This approach allows the dropper's outer tube to be eliminated, and gives it an appearance similar to an ordinary seatpost. At the same time, the frame will have ordinary seatpost specifications, allowing other types of seatposts to be used.

Hidden Genesys seatposts have a clean appearance and require even simpler maintenance. Kindshock spent two years of R&D on the Genesys concept, and has applied for 4 patents. Because a hole must be drilled to fasten a Genesys seatpost, the frame must be strengthened, and




▲ KS' Rage-i series of introductory products feature a simplified structure and functions, and replace the company's E series products.

tolerances are small when the seatpost is installed in the locking position, which requires more labor and greater cost. As a result, frame plants' acceptance and support for the concept will affect future development trends. Kindshock

is currently cooperating with the Swiss brand Bold to develop a full suspension MTB accommodating the Genesys dropper, and this project is attracting widespread attention.

Vigorously supporting MTB sports

Kindshock has long sponsored MTB riders and races. Apart from providing the finest possible products, such as the Lev Ci, to professional cyclists, Kindshock also gathers feedback from cyclists for use in perfecting its product design. It offers the world's widest scope of product specifications, and its products range from lightweight components with the highest specifications in the world to products with the best possible price-performance ratios. The Rage-i introduced by Kindshock this year features an all-new hydraulic-pneumatic design; although it has a simplified structure and functions, the Rage-i has the same length specifications and strength as the high-end Lev series. By sharply cutting costs, the Rage-i provides novice cyclists with a better, safer option. 



▲Martin Hsu has high hopes for the full suspension MTB accommodating the Genesys dropper developed by the Swiss brand Bold.





Orbea's Keram: Adventure Guaranteed


Orbea's new Keram e-bike is an extremely easy bike to ride. Featuring geometry designed for pedaling in a more comfortable and safer position than on traditional-style bikes, the agility of its steeply sloping frame and steering angle make riding especially stable and safe.

Having a sleek aesthetic and a well protected electric system plays a fundamental role in the new Keram. All the way from the hidden battery to the chainstays cable routing, Orbea's design offers

a unique integration of the motor and related parts thanks to the specifically designed custom covers. The battery is also integrated and fits seamlessly with the frame for great protection and a sleek appearance. For convenience, battery access is tool-free and features a highly protected, rubber shielded charging port and an Abus Plus lock.

Other key features of the Keram include its optional dual battery system that will not only double riding capacity but also allow riders to install a water

bottle cage or an 'on-the-go' lock, and an optionally integrated solid kickstand sleekly scured

within the forged frame dropout. 



The Stylish Power of Haibike's Flyon

At this year's Eurobike show, Haibike launched its next-generation performance e-bike system under the name Flyon. However, Flyon is more than a range or series of bikes, it is a complete system of enhancements spanning a new motor, new battery, increased connectivity, more intelligent design and other performance parts. Haibike is introducing enduro, all-mountain, all-trail and adventure eMTB models that all utilize the Flyon performance system.



▲ Haibike offers its Flyon ePerformance System on a wide range of eMTBs.

120Nm torque motor – HPR 120S

At the heart of the bikes is the HPR120S motor. This was developed in cooperation with German technology company, TQ Systems. Delivering up to 120Nm of torque Haibike claim that it is the most powerful motor currently on the market. Thanks to the patented transmission, the TQ motor is very compact despite the large amount of power it's capable of delivering.

Echoing the motor's design is a stylish chainring mounted directly to the drive shaft. The chainring is available with either 38 teeth for eMTBs or 42 teeth for touring bikes and features a narrow/wide alternating design to help prevent the chain falling off over rough terrain.



▲ The 630Wh Intube battery features battery level touch sensor.

InTube Battery & charger

Flyon bikes utilize a high-density 48-volt battery developed by BMZ with a whopping capacity of 630 Wh. Integrated into the downtube, the battery is kept cool via a twin-grill air intake on the front of the bike. It can be locked in place to prevent theft, and the battery level may be checked via a touch sensor.

All Flyon bikes come with a 4 amp charger as standard, however, a 10 amp charger is optionally available. This quick charger can charge an empty battery to 80% within 60 minutes.

Cockpit Control

With its compact remote control and large display, the cockpit offers improved ergonomics, styling and function. Positioned below the handlebar, the thumb-operated remote can be used to navigate the display, adjust the lighting, control the throttle and switch between five different support level modes. Modes range from ECO mode giving the longest possible range, through to Xtreme mode which provides maximum performance. A colored LED bar allows the rider to quickly see which mode is currently selected.

Positioned above the stem, the large transfective color display keeps the rider informed of all relevant data. Speed measurement is displayed dynamically, getting larger the faster the cyclist rides making it easier to quickly glance at the speed when traveling faster.


Integrated Lighting

Unusually for performance eMTBs, all Flyon bikes integrate both front and rear lights. However, Haibike believes that the inclusion of a lighting system will extend the bikes potential for riding after dark, both in summer and winter. Offering up to 5000 lumens, the integrated headlight can be activated either manually via the remote or via a light sensor. Christened the Skybeamer, the StVZO-approved light also offers a low and a tremendously bright high beam.

Twin tail lights integrated on both sides of the dropouts offer an elegant rear lighting system. The eight highly-efficient LEDs make the e-bike easily visible from all sides.

That's not all

Other features common to all Flyon bikes include a speed sensor disc that offers 18 signals per rotation which Haibike claim measures speed 18 times more accurately than other systems available on the market. The sensor is positioned out of harm's way and is integrated into the left frame dropout.

The carbon-framed Flyon bikes also feature integrated cable routing and steering lockout which prevent the bike's levers from hitting the toptube. 

Wheeltop's EDS Electronic Shifting System

After undergoing much rider-testing, Wheeltop is introducing its new generation of wireless electronic shifting—EDS, designed for use with 1X drivetrains. Currently available for 1X11 road bikes and 1X11 or 1X12 MTBs, the new generation shifting system is more precise and smoother with a deviation value of only 0.05mm. With a special fiber shell, Wheeltop's EDS also features a patented guide for the chain with anti-impact protection measures. The 800 mAh derailleur battery can be used to shift up to 18,000 times, and the shifting battery can be used for up to one year. Weight (not including shifter) is 335 grams for road bikes, and 350 grams for MTBs.



▲Wheeltop's EDS Electronic Shifting System.

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**Taichung Bike Week
Room #318**

Prologo's Proxim W650 E-Bike Saddle

As the acceleration of e-bikes is very different from a standard bicycle, different pressures are generated on the saddle, for this reason, Prologo has designed and launched the first of its Proxim range of e-bike saddles—the light yet sturdy W650. Utilizing the latest generation materials, its innovative design is extremely light, ensuring a performance product suitable for even the most demanding e-bikers.

The saddle is equipped with a rear “handle” to facilitate the movement of the bicycle as well as a graphic with reflective

materials to improve safety.

The design and shape of Proxim, while inspired by the success of the latest Dimension model is 251 mm. shorter, 145 mm. wider and with a semi-round shape. Along the edges, Proxim W650, is more flexible than a normal saddle allowing greater freedom of movement and facilitating each pedal stroke.

Multi-Sector System

The Proxim W650 introduces a revolutionary new technology, dubbed the Multi-Sector System. This technology



provides three different individual zones mapped and separated along the saddle, each composed of different interactive foams and single-cell padding. These areas work independently adapting to all the positions that a cyclist can take.

Optimized tip and PAS channel


Another new feature of this saddle is the tip. It's been redesigned and optimized with a 3mm size increase and an angle of 30°, to make it much more flexible in order to eliminate pressure during maximum thrust or very technical climbs. The W650 also features a central tunnel (Prologo's PAS system) that eliminates numbness and reduces the compression of soft issues, improving blood flow in the pelvic area.

New shell and cover

The monocoque shell of Proxim W650 has been specifically designed to accommodate the new Multi-Sector System. At the rear it is more concave to allow complete support and adaptation of the foams even in places where less

pressure is applied; in this way the seat supports every single movement.

The combination of the curved shell and the active foams is appreciated even more in cases of sudden acceleration when the risk of recoil is very high, in fact on one side the foams decelerate the movement, on the other the accentuated curvature blocks it completely.

The covering material of the back cover has been designed for increased grip ensuring performance in all weather conditions.  W.G.



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EB03-16T-D3
EB03-18T-D3

EB04-16T-D3
EB04-18T-D3

E-BIKE CRANK



EB03-D3-R-ISIS
EB03-L-ISIS

LENGTH: 165, 170, 172.5, 175MM
FINISH: BLACK SAND POWDER COAT
WEIGHT: 495G (PAIR)



EB04-D3-R-ISIS
EB04-L-ISIS

LENGTH: 165, 170MM
FINISH: BLACK SAND POWDER COAT
WEIGHT: 486G (PAIR)



STEEL CHAINRING

FD07-16T
FD07-18T
CHAINRING MATERIAL: STEEL
CHAINRING: BED



EB03-238A-S1-1
EB04-238A-S1-1



SPIDER

SPIDER: S1-1 (13T)
MOUNTING INTERFACE: 13T
MATERIAL: AL-6061-T6
FINISH: BLACK SAND ANO.
BCD: 104MM



E-BIKE CRANK

EB03-R-BNI
EB03-L-BNI

LENGTH: 165, 170, 172.5, 175MM
FINISH: BLACK SAND POWDER COAT
WEIGHT: 490G (PAIR)

EB04-R-BNI
EB04-L-BNI

LENGTH: 165, 170MM
FINISH: BLACK SAND POWDER COAT
WEIGHT: 496G (PAIR)



STEEL CHAINRING

PRO-38T-1
CHAINRING MATERIAL: STEEL
CHAINRING FINISH: BED
BCD: 104MM



CHAINGUARD

AG62
CHAINGUARD MATERIAL: ALLOY
CHAINGUARD FINISH: BLACK SAND ANO.
FOR CHAINRING: 38T
BCD: 104MM



SPINDLE BOLT

CRMO M10
WEIGHT: CRMO: 45G (PAIR)



EB05-NW38A-S7



CHAINGUARD

AG64
CHAINGUARD MATERIAL: ALLOY
CHAINGUARD FINISH: BLACK SAND ANO.
FOR CHAINRING: 38T
BCD: 104MM



E-BIKE CRANK

EB05-R-ISIS
EB05-L-ISIS

LENGTH: 165, 170MM
FINISH: BLACK SAND POWDER COAT
WEIGHT: 500G (PAIR)



NARROW WIDE TEETH

FD04-38T-NW
CHAINRING MATERIAL: STEEL
CHAINRING FINISH: BED
BCD: 104MM



SPIDER

SPIDER: S7 (8T)
MOUNTING INTERFACE: 8T
MATERIAL: AL-6061-T6
FINISH: BLACK SAND ANO.
BCD: 104MM

DNM's New 2019 Products

USD-8C suspension forks

Designed specifically for use on e-bikes, these suspension forks improve all-directional locking with lower crowns. This facilitates the mounting of head lights, mudguards, and other accessories, while enhancing cycling convenience. The forks are made from aluminum alloy, are sold in a black nickel color, and offer pre-compression and rebound adjustment functions. Travel is 203mm, total length is 750mm and axis specifications are 20×110. The forks are compatible with Post-Mount disc brake specifications. Solid spring and air spring versions are available, and have weights of 4kg and 3.5kg, respectively.



USD-6FAT

These suspension forks are designed specifically for fat-tire bikes, and are e-bike ready. The alloy forks feature an air spring design, and provide lock-out, rebound adjustment, and pressure adjustment functions. The forks are available in options with either 100mm or 120mm travel. Axis specifications are 15×150 and 20×150, and it weighs 2.6kg.



USD-8FAT

These suspension forks are also designed for fat-tire bikes, and are e-bike ready. These alloy forks have solid springs, and are available in a black nickel color. Functions include pre-compression and adjustable rebound. Travel is 160mm, and axis specification options are 15×150 and 20×150. The suspension forks are compatible with IS mount disc brake specifications and have a weight of 4.2kg.




AO-38RC rear shocks

These alloy shocks have an air-sprung design, and offer lock-out, rebound and pressure adjustment functions. The shocks are suitable for XC and Trail bikes. In comparison with past designs, the newest versions have a single air chamber design, which helps users conveniently find the desired pneumatic pressure, ensures even better overall stability, and improves sturdiness. The different specifications include a length of 165mm and travel of 35mm; a length of 190mm and travel of 50mm; and a length of 200mm/210mm and travel of 53mm. Weight is approximately 400g.




CSP dropper seat tubes

These alloy seat tubes employ an external cable routing design. This year's version has improved the internal structure facilitating user maintenance and reducing maintenance time. The seat tubes have a total length of 380mm, and travel of 125mm; 30.9mm, 31.6mm, and 34.9mm diameters are available, and weight is 1.5-1.8kg. 



Fulchee Sturdy Quick Releases

Fulchee's quick releases are manufactured from 7075 aluminum. The QR features a patented concealed structure design, and has a sturdy shape. Fulchee offer customization of axle and lever. 



→ Fulchee QR with a patented concealed structure.

JAK Short Grip Brake Levers

In order to give children safer braking, JAK has introduced a disc brake with a patented design lever with a reduced grip distance of 69~73mm. This is 75mm below the safety standard,

and is safer to use with disc brake systems. The caliper is made from aluminum and is customizable to more perfectly match the color of the bicycle.





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Sep. 1st (Sat.) Westernmost Point - Guosheng Harbor Lighthouse (Qigu)
- 9/29 (六) 極東點 - 三貂角燈塔
Sep. 29th (Sat.) Easternmost Point - Cape Santiago Lighthouse (Gongliao)
- 6/23、10/13 (六) 極南點 - 鵝鑾鼻燈塔
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Tai-World Mfg's Oxttec Instant-Drive Hubs

Tai-World Mfg. Co., Ltd. has been in existence for close to 40 years, and General Manager, Bob Shih possesses formidable precision processing expertise and experience. Tai-World sells its products under the Masstec company brand, and its plant has 50 CNC processing machines. Tai-World has begun designing and producing its own bicycle hubs during the last few years.

Four major features

According to GM Bob Shih, in view of the highly competitive state of the bicycle market, depending on existing structural design, and not pursuing originality, is a recipe for unprofitable price competition. As a consequence, GM Shih has chosen to follow his own path, and seeks to introduce original, differentiated products through a process of conception, drafting, design, mold-production, and prototyping. After a three-year improvement process, Tai-World

has introduced its Oxttec hubs, which offer the following four hugely advantageous features:

(1) Instant drive: The hubs engage immediately when a cyclist applies pressure to the pedals. The power stroke engages the clutch instantly, and the clutch disengages immediately whenever the cyclist stops pedaling.

(2) Zero gap: There is absolutely no gap in the rotating cassette, which ensures that pedaling efficiency can reach 100%.

(3) Extremely Low-resistance: There is almost no resistance when a cyclist is coasting. Under identical conditions, coasting distance will be twice as far as in the case of conventional hubs.

(4) No noise: The hubs are completely silent before the roller clutch engages, while engaged, and after disengagement.

Another notable aspect is that the structure of the unidirectional rollers allows the hubs to be very compact in size, and reduces weight by



▲ Tai-World MFG GM Bob Shih has put tremendous effort and ingenuity into hub R&D.



▲ Features of Oxttec hubs: Instant-drive, zero gap, low resistance, and no noise.

30% compared with ordinary hubs. Equipped with stainless steel cassettes, the rear hubs weigh only 238g, and they also offer stiffness and abrasion resistance at least three times better than ordinary hubs.

Applying for global patents

Tai-World has applied for

patents to the internal structure of its Oxttec hubs in Taiwan, Britain, the US, Germany, China, and Japan. The company has already received patent certificates in Taiwan for its "Improved unidirectional rotating brake structure" and "Unidirectional clutch," and its application has already been approved in Britain. 🌐WG

APRO



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BOSCH Gen 2
Battery :
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ALTERNATIVE OPTIONS IN ALUMINUM VERSION AND SYSTEM



Drive Unit :
SHIMANO E8000 / E7000
Battery :
DARFON E4COC

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 motorcycle. 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.

A Tough Year for China's Bike Industry

China is the world's leader in terms of population, factories, and markets, has the world's highest rate of Internet use, and has amazing, envied consumer ability. For instance, on such special days as China's November 11 Singles' Day, e-commerce generates over RMB 200 billion in sales. In addition, there is no need to bring cash when buying vegetables or taking a bus in China—all that's needed is to use an app or a Wechat card to make most purchases. The world has taken notice of China's progress.



▲ Kenda Tire Chairman, Jimmy Yang thinks the US-Sino trade war is not good for the global economy. He believes the US & Chinese leaders will use their wisdom to solve the problem.

China is the world's leader in terms of bicycle and e-bike output. The country produces 80-87 million bikes each year, of which 54-57 million are exported, and 30-36.5 million e-bikes, of which 95% are sold on the Chinese domestic market. The EU imposed anti-dumping tariffs on Chinese bicycles 20 years ago, and is currently performing an end-of-term review; the findings of this review will be announced by January 2019 at the latest. The EBMA accused China of dumping e-bikes and unfair competition on October 29, 2017, and the

EU announced temporary anti-dumping tariffs on e-bikes ranging from 21.8% to 83.6% on July 18 of this year; these tariffs took effect on July 19. According to EBMA Secretary-General Moreno Fioravanti, regardless of quantity, e-bikes exported by China to the EU have steadily increased their market share. Although e-bike sales in the EU have grown steadily, rising from 1.14 million units in 2014 to 2.0 million units in 2017, the market share of European-produced e-bikes has fallen from 76% in 2014 to 53% in 2017. In contrast, China's e-bike exports to the EU have risen from 199,000 units in 2014 to 700,000 units in 2017, which represents growth of 250%, and its market share also rose from 18% to 35% during the same period. Fioravanti stressed that China's export of low-price e-bikes to the EU constitutes unfair competition, and the average unit price of Chinese e-bikes fell from €472 in 2014 to €422 in 2017; in contrast, the average unit price of European-produced e-bikes rose from €2,000 in 2014 to over €2,500 in 2017.

Responding to the EBMA's accusations, China's e-bike manufacturers note that supply cannot meet demand in some markets due to the surging popularity of e-bikes in Europe, and consumers' purchasing power is also relatively low in some markets. For instance, consumers in some countries would very much like to ride e-bikes, but can only afford models priced at under €1,000. China's e-bike industry is well-positioned to meet this demand. A mature, free market should be allowed to develop in different directions, and should meet consumers' diverse demands through products at



▲ EBMA Secretary General, Moreno Fioravanti.

different price levels. Only in this way will the industry have sound development and not support the efforts of local EU brands to squeeze out outsiders (such as Bafang). Due to the EU's temporary anti-dumping tariff and investigation, China's e-bikes have lost their competitiveness in the EU, and the Chinese e-bike industry must chart another course. In addition, goods already on their way to importers in the EU will face high tariffs, and this will cause financial pressure for small European importers.

With exports to the EU blocked, China's exports to the US are in crisis, and the China-US trade war has become a new focus of international attention.

President Trump announced that 10% tariffs would be imposed on \$200 billion worth of Chinese products starting on September 24, and the tariff rate will be raised to 25% at the beginning of 2019. China has "asymmetrically" retaliated by imposing 5%-10% tariffs on \$60 billion worth of American products. The fact that products including e-bikes, bicycles, tires, and rims are included in the American list of products subject to tariffs means that this trade action will deal a lethal blow to the Chinese bicycle industry. More than 93% of bicycles sold on the American mass market are imported from China; the US is the largest export market for Chinese bicycles, and imports approximately 14-17 million bikes from China each year. Since the trade war began, American importers and Chinese vendors have communicated extensively concerning the problems they will face, and are paying close attention to President Trump's statements and Twitter messages. A preliminary consensus has emerged that, since it will be difficult to find alternative suppliers in the short-term, and because of their productive long-term



▲ Bafang's co-founder, Sunny He said the EU's anti-dumping measures have had a negative effect on China, but most of Bafang's customers are from Europe so it has not affected them greatly.



▲ Fujita President, Xin Jianxeng is actively seeking ways to overcome the problems caused by the US-Sino trade war.

cooperation, the American importers and Chinese vendors will both absorb part of the tariff costs during the initial period. In the long run, we believe that China's bicycle industry will vigorously seek to open other markets, such as the Southeast Asian, Latin American and even Middle Eastern markets.

This has been an unlucky year for China's bicycle industry. Domestic bicycle sales have languished for the last four years, and the sales of most brands with significant sales in China, including Giant, Merida, XDS, and Fujita, have been impacted. Although shared bicycles began flooding Chinese cities during the second half of 2016, they peaked during early 2017, and experienced a major decline during the second half of the year. By 2018, only four shared bicycle brands were still active: Mobike (which

has been sold to Meituan-Dianping), Ofo, Hello Bike, and Didi (Qing Ju). According to our understanding, these four brands Owned 8 million bikes by 2018. China's bicycle industry once saw shared bicycles as its new hope, but the dockless shared bicycles soon spawned a host of problems, including rampant theft and vandalism, large-scale loss of bicycles, and the blight caused by unsightly, disorderly parking. As a result, most major cities no longer permit new shared bicycles, and have placed strict restrictions on their quantity. In all fairness, shared bicycles indeed give city residents a convenient means of transportation for the "final mile" (3-5 km). The shared bicycle craze was actually derived from the Internet's "sharing economy" concept, and subsided as fast as it appeared. The two dominant players Mobike and Ofo originally paved the way for a host of competitors, but only four mainstream brands remain, and all have eliminated deposits. And while many parts manufacturers cut prices to compete for shared bicycle orders, many have now lost their capital and been forced into bankruptcy. For instance, Ofo's vendors are still waiting to be paid. Although at first these parts manufacturers expected to be paid by the bicycle assemblers they supply, after shared bicycle operators lost their ability to make payments, bicycles producers have had to

delay payments to vendors. This situation in which A owes B, and B owes C is similar to the severe non-payment risk that prevailed in China around 25 years ago. If the problem doesn't improve quickly, however, it will only make the situation worse for China's already beleaguered bicycle industry.

Environmental protection has become a key issue for the Chinese government during the last few years, and the Chinese government has been strictly implementing environmental measures throughout both north and south China. Since factories are now required to meet environmental standards, companies have been forced to spend large amounts of money improving their equipment, and these large expenditures have become a major burden on many firms. In addition, those factories that fail to meet standards are often forced to close, which can have a major impact on production and delay deliveries. In particular, many European importers found that they could no longer obtain a supply of parts from producers in Tianjin during the second half of last year, which severely impacted their bicycle production. According to some companies, the Chinese



▲ XDS President, Weilong Tan.

government has overcorrected in its strict enforcement of environmental regulations, and will induce buyers to shift their purchases to Southeast and South Asia, including Vietnam, Cambodia, Bangladesh, Indonesia and India.

Chinese wages have been increased steadily, and news of labor shortages is common. In addition, environmental protection requirements have induced some companies to invest in more competitive countries, such as Vietnam. Seeing their competitiveness in China being eroded, a number of Taiwanese firms, including HL, A-Pro, Taioko and SR Suntour, have invested in Vietnamese plants during the past two or three years. In addition, Taiwanese firms



▲ In 2017, Aima produced 4.3 million e-bikes and they set up a shared bicycle department this year.



▲ Yadea and Aima are fierce competitors in e-bikes.

have been proactively drafting strategies to deal with punitive American tariffs in the wake of the China-US trade war, including increasing production in Taiwan or establishing plants in Vietnam, Southeast Asia, or even Europe. According to DDK President Richard Tsai, Taiwanese firms in Vietnam must comply with laws and regulations, and should obtain 50% of their parts from local sources. Tsai also expressed that prices and quality in Vietnam are higher than in China, so bicycle makers cannot find the low price levels that they once obtained in China. Chinese-owned companies must make their own adjustments and seek to overcome the problems they face.

While many people assume that Taiwanese firms will be the beneficiaries of the high trade barriers that the US and EU are using to wall out Chinese goods, the benefit they can obtain will be limited. This is because the bicycle industries in Taiwan and China have different positioning; for instance while the average unit price of Chinese e-bikes in the EU is €422, that of Taiwanese e-bikes is US\$1,364. The EU is the largest export market for Taiwan's bicycle and e-bike exports, and e-bike exports to the US are also thriving. But although the US is the second-largest export market for Taiwanese bicycles, 93% of the bicycles on the US mass market come from China; these Chinese bicycles have an average unit price of approximately \$50, and there is no way that Taiwan can maintain an advantage manufacturing such low-price products. Japan's e-bike sales have been rising, and Japan is China's second-largest export market. The Tianjin area is a hotbed of OEM suppliers to Japan, including Fujita, Kelin, and Gamma. In addition, some Taiwanese and Chinese companies have opted to establish plants in



▲ DDK President, Richard Tsai said Taiwanese bicycle companies in Vietnam have very good business now.

Europe. For instance, Giant has plants in the Netherlands and Hungary, Kenstone has a plant in Frankfurt, Germany, Jen Min has purchased land for a plant in Frankfurt, Germany, and plans to assemble bicycles there, Ideal assembles bicycles in Poland (annual output of 50,000 bicycles), and Fritz Jou produces bikes in Portugal production (output of roughly 150,000 bikes in 2018). Chinese companies have also been establishing plants in the EU. For instance, Golden Wheel has established an e-bike assembly plant in the Czech Republic (will be able to assemble 30,000 e-bikes annually), and Bafang and Stars Circle have established plants in Poland. Of course each of these companies has its own plans and goals, and will develop differently in Europe.

The import tariffs imposed in the wake of protectionism are a common problem facing the bicycle industries in Taiwan and China. It will be tough for everybody. There will be a reshuffling, and some companies may go out of business, but the development of the bike industry will be healthier. Most importantly, how to overcome the current adversity, and transform setbacks into successes, will test the industry's responsiveness and insight. WG

2018 花東海灣盃 自行車挑戰

Year of Bay Tourism
Taiwan East Bay Cycling Challenge

騎乘體驗花東海岸與縱谷之美

「2018花東海灣盃自行車挑戰活動」有別於其他的「挑戰」活動，挑戰的不是「速度」、不是「距離」，而是比慢、比深入在地的程度、比在地體驗的親進與悠閒的收穫！花東海灣盃菁英公開賽，以兩天的競賽行程，路線同時涵蓋了花東旅遊的兩大要素：「花東縱谷」與「花東海岸」。藉由自行車長距離的休閒運動接觸美麗的花東山水，享受揮汗淋漓，發揮體力、耐力及毅力！

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11/10-11 (六、日) / Nov. 10th -11th (Sat.-Sun.)

- 花東海灣盃菁英公開賽(236Km)
Taiwan East Bay Cycling Race (236KM)
- 花東海灣盃自行車挑戰(150/300Km)
Taiwan East Bay Cycling Challenge (150/300KM)

11/11 (日) / Nov.11th (Sun.)

- 關山自行車定向逍遙遊(22Km)
Wide game riding in Guanshan town (22KM)

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Europe's E-Bike Revolution Continues

Across Europe, most major bicycle markets shared a common theme in 2017—sluggish to shrinking traditional bicycle sales buoyed up by vigorous e-bike sales. While this is a trend that has been developing in recent years, last year it was particularly pronounced. The national bike industry associations of Germany, Italy, France, Spain, Holland and Switzerland have all reported shrinking sales of traditional (solely human-powered) bicycles and double figure growth in sales of electric-assist bicycles.

European domestic production has similarly suffered. Europe's top two bicycle manufacturing nations in 2016, Italy and Germany, both saw declining domestic production of traditional bicycles and a continued rise in e-bike production. Even domestic European manufacturers' heavy promotion of 'Bike Value Portugal' only resulted in a slight increase in Portugal's domestic production.

As for imports, the first half of 2018 has, of course, been dominated by the dumping complaints of both traditional bicycles and e-bikes originating from China. Although the EC will make its final decision on whether to impose anti-dumping duties on Chinese e-bikes next year, importers already have to pay provisional anti-dumping duties.

In the dumping case against Chinese traditional bicycles which was due to end in June, the EC agreed to a review to decide whether to continue measures. This expiry review will take nine months, during which time Chinese bicycles will continue to be subject to a 48.5% anti-dumping tariffs.

European e-bike market blooming

2017 saw both sales and production of e-bikes continue to blossom in all major European markets. Although at the time of writing consolidated results from all EU markets have not yet been released by CONEBI, the German bicycle industry association, Zweirad-Industrie-Verband e.V. (ZIV) estimate that 2,000,000 pedelecs were sold throughout Europe in 2017. Germany saw sales of 720,000 new e-bikes and 294,000 units were sold in Holland. Even countries not previously considered 'e-bike-centric' reported huge increases in sales - 255,000 pedelec units were sold in France during 2017, and a further 148,000 and 72,000 new units were sold in Italy and Spain respectively.

According to Eurostat data, 994,432 pedelec units (CN87116010) were imported into the EU in 2017. The biggest three importing countries were Germany, the Netherlands and Belgium. It should be noted that at the beginning of 2017, the EU changed its import codes for e-bikes. The new code for pedelecs, CN87116010, does not include speed pedelecs. It also means that comparison with imports in previous years are inaccurate.

The top three non-EU regions importing pedelecs into the EU in 2017 were, China, Taiwan and Vietnam. In terms of quantity, China was by far the biggest with 723,930 units. The average value of pedelecs imported from China was €415. 126,132 units were imported from Taiwan at an average value of €994—only e-bikes imported from Switzerland had a higher average value than this. 105,742 e-bikes were imported from Vietnam at an average value of €562.

2017 EU e-bike imports (CN87116010)

	Quantity	Value	Average Value
Netherlands	211,255	€149,304,835	€707
Germany	233,298	€136,821,605	€586
Belgium	192,771	€77,279,509	€401
Italy	62,237	€34,709,291	€558
United Kingdom	46,198	€24,027,626	€520
France	55,814	€23,376,972	€419
Spain	41,248	€23,124,985	€561
Denmark	28,231	€17,952,305	€636
Czech Republic	31,222	€13,192,905	€423
Austria	9,452	€13,082,548	€1,384
Sweden	29,830	€12,956,366	€434
Slovenia	4,287	€2,135,572	€498
Hungary	9,526	€1,906,878	€200
Poland	15,066	€1,282,522	€85
Finland	2,423	€1,266,596	€523
Romania	6,784	€1,205,888	€178
Ireland	3,466	€1,058,608	€305
Portugal	1,069	€650,370	€608
Slovakia	5,201	€612,353	€118
Greece	1,080	€390,807	€362
Bulgaria	2,109	€326,884	€155
Croatia	669	€191,874	€287
Lithuania	205	€137,702	€672
Latvia	853	€61,936	€73
Estonia	74	€34,583	€467
Luxembourg	12	€13,457	€1,121
Cyprus	51	€9,763	€191
Malta	1	€528	€528
EU28	994,432	€537,115,268	€540

Source: Eurostat

Top five (non-EU) originating regions for 2017 EU pedelec imports (CN87116010)

	Units	Value	Average Value
China	723,930	€300,658,483	€415
Taiwan	126,132	€125,430,787	€994
Vietnam	105,742	€59,382,246	€562
Switzerland	26,404	€41,656,820	€1,578
Thailand	7,358	€5,557,590	€755
EU28	994,432	€537,115,268	€540

Source: Eurostat

Sluggish traditional bike markets

At the time of writing full sales and production statistics have not yet been released by every nation's bike industry association, however, Europe's

top three manufacturing nations from 2016, Italy, Germany and Portugal, have released statistics for 2017. Italy remains Europe's top manufacturing base with a total of 2.3 million bicycles produced in 2017, this is down slightly from

EU imports of traditional bicycles (CN87120030) originating from outside the EU by unit

	2014	2015	2016	2017		2014	2015	2016	2017
Austria	152,561	127,384	128,558	123,728	Ireland	108,556	99,621	69,375	92,509
Belgium	467,485	405,127	376,464	362,792	Italy	232,256	224,382	174,554	197,760
Bulgaria	32,892	24,530	22,484	23,958	Lithuania	12,780	9,254	6,465	8,302
Cyprus	6,064	5,059	5,295	3,693	Luxembourg		3	150	3
Czech Republic	115,859	91,259	75,084	70,821	Latvia	8,092	9,192	6,117	6,528
Germany	1,144,382	1,318,524	1,143,847	1,115,590	Malta	29,754	11,109	266	34
Denmark	233,878	231,231	227,246	233,519	Netherlands	1,036,321	990,065	840,024	848,276
Estonia	8,940	21,598	12,533	12,784	Poland	152,992	167,124	167,240	202,031
Spain	191,928	184,946	132,567	139,920	Portugal	14,768	10,748	12,999	5,987
Finland	132,122	119,098	104,342	104,607	Romania	24,925	9,658	25,878	46,276
France	81,359	74,908	95,101	84,101	Sweden	381,165	415,188	383,228	311,613
United Kingdom	2,907,327	2,763,757	2,603,213	2,656,137	Slovenia	34,546	36,614	26,480	29,341
Greece	62,531	62,498	65,288	57,714	Slovakia	15,656	15,351	7,376	48,884
Croatia	28,983	41,505	24,952	26,741	EU28	7,635,583	7,481,675	6,746,454	6,834,597
Hungary	17,461	11,942	9,328	20,948					

Source: Eurostat

EU imports of traditional bicycles (CN87120030) originating from outside the EU by value (€)

	2014	2015	2016	2017
Austria	21,143,930	21,527,967	21,391,928	19,991,857
Belgium	93,312,155	99,229,730	100,533,155	99,472,416
Bulgaria	396,702	320,240	339,429	701,147
Cyprus	415,110	221,767	255,031	174,472
Czech Republic	26,755,933	20,027,994	16,174,884	16,646,003
Germany	177,301,262	249,858,120	220,814,860	196,839,787
Denmark	33,655,948	38,929,862	36,563,858	36,318,871
Estonia	1,299,371	2,867,238	1,774,150	1,576,197
Spain	38,994,835	41,327,763	36,613,511	31,612,561
Finland	17,148,888	16,809,896	15,159,247	15,431,399
France	19,066,378	29,555,078	35,587,845	37,705,392
United Kingdom	293,487,228	348,540,064	331,462,702	294,679,151
Greece	4,170,179	3,841,982	3,159,867	3,321,277
Croatia	2,363,724	3,597,067	1,806,913	1,731,327
Hungary	1,172,272	1,125,539	657,060	1,272,826
Ireland	4,932,847	5,694,212	4,146,635	5,617,018
Italy	38,111,943	44,998,163	31,253,876	39,393,154
Lithuania	651,903	666,677	695,724	917,663
Luxembourg		397	75,109	3,135
Latvia	1,135,360	1,505,555	987,715	899,165
Malta	261,111	180,706	53,070	11,260
Netherlands	190,331,846	222,912,257	203,801,179	188,640,499
Poland	11,603,317	13,283,441	12,656,426	14,596,711
Portugal	1,432,216	1,946,070	1,083,961	275,878
Romania	564,637	524,417	1,949,985	3,297,553
Sweden	45,069,936	58,807,447	52,912,210	43,443,562
Slovenia	6,291,660	6,037,490	3,706,812	4,207,980
Slovakia	699,475	1,283,852	739,100	3,466,457
EU28	1,031,770,166	1,235,620,991	1,136,356,242	1,062,244,718

Source: Eurostat

the 2.34 million bikes produced in the previous year. Manufacturing in Germany dropped substantially with just 1.73 million bikes (including e-bikes) produced in 2017, down from 1.97 million units produced in 2017. Europe's second

biggest producer of bicycles is now Portugal. In response to the country's heavily promoted Bike Value Portugal program, bicycle production rose slightly from 1.90 million units in 2016 to 1.98 million units last year.

Total traditional bike imports (CN87120030) from non-EU originating countries rose slightly from 6,746,454 units in 2016 to 6,834,597 units last year. The UK remained the largest importing nation with 2,656,137 units,

ahead of Germany and Holland with 1,115,590 and 848,276 respectively. All countries imported very similar quantities of bicycles in 2017 as they did in 2016.

The biggest change in EU traditional bicycle imports

in 2017, was that Taiwan was finally knocked off the #1 spot as the top originating region. From its peak in 2010, EU imports of Taiwanese bikes have steadily dropped - In 2017, only 1,313,363 complete bicycles were imported from Taiwan. Cambodia has now replaced Taiwan as the EU's largest supplier of traditional bicycles with 1,416,150 units imported from there last year. In terms of value, Taiwan clearly remains the top supplier of bicycles to the EU. Last year a total value of €439,229,652 complete bicycles were imported from Taiwan at an average value of over €334.

Despite, the continued 48.5% anti-dumping duty imposed on bicycle imports originating from China, Chinese bicycle imports rose sharply in 2017, jumping from 413,959 in 2016 to 635,337 units last year.

Germany

German
industry
association
Zweirad-



Industrie-Verband e.V. (ZIV) reported that despite inclement cycling weather last year, sales of bicycles and e-bikes in 2017, at 3.85 million units, were only down 5% on the previous year. Actually, sales of e-bikes rose to 720,000 units in 2017 from 610,000 units the previous year. Sales of traditional bicycles however, fell by nearly 10% from 3,450,000 units in 2016 to 3,130,000 units last year. The average value of bicycles and e-bikes sold in 2017 rose to €698 meaning that overall the total value of bicycle sales last year increased slightly to €2,690,000,000.

According to ZIV, so far this year, Germany has witnessed excellent weather conditions for cycling. The production of bicycles and e-bikes in the first half of 2018 was slightly up on the previous year at an estimated 1.33 million (+ 1.9%) units produced. Sales of bicycles and e-bikes have also increased by 6%. This corresponds to 2.8 million

Top non-EU originating regions for EU traditional bicycle imports (CN87120030) by quantity

	2014	2015	2016	2017		2014	2015	2016	2017
Cambodia	1,208,399	1,384,283	1,299,747	1,416,150	Thailand	686,817	466,479	415,001	329,222
Taiwan	1,861,679	1,841,177	1,558,075	1,313,363	Indonesia	168,843	163,257	213,430	181,395
Bangladesh	661,468	737,897	729,607	805,381	Turkey	307,238	316,146	250,170	174,095
China	444,289	509,608	413,959	635,337	Sri Lanka	388,861	379,442	310,155	279,291
Philippines	912,138	850,388	683,702	832,882	Vietnam	118,768	99,403	90,919	75,523
Tunisia	424,239	424,486	430,148	399,210	EU28	7,635,583	7,481,675	6,746,454	6,834,597

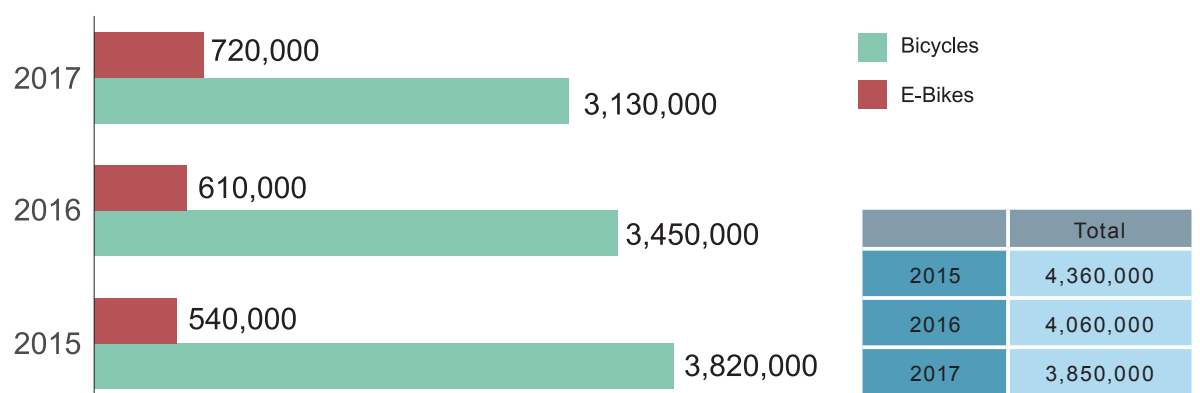
Source: Eurostat

Top non-EU originating regions for EU traditional bicycle imports (CN87120030) by value

	2014	2015	2016	2017
Taiwan	€485,794,609	€573,974,200	€526,054,528	€439,229,652
Cambodia	€233,742,567	€312,792,866	€288,295,186	€288,203,175
Bangladesh	€55,104,728	€72,908,912	€64,756,830	€64,552,613
China	€18,008,258	€25,931,192	€18,047,525	€50,183,071
Philippines	€38,889,122	€40,821,392	€34,170,712	€45,716,449
Tunisia	€27,870,504	€33,516,168	€35,009,290	€30,989,634
Thailand	€54,552,765	€44,573,411	€40,185,379	€30,895,391
Indonesia	€19,038,002	€23,168,737	€31,302,273	€28,840,477
Turkey	€36,430,291	€45,590,678	€42,313,034	€28,219,356
Sri Lanka	€18,446,066	€20,642,638	€17,897,398	€17,108,816
Vietnam	€17,983,483	€18,253,333	€14,955,301	€14,513,555
EU28	€1,031,770,166	€1,235,620,991	€1,136,356,242	€1,062,244,718

Source: Eurostat

German bicycle and e-bike sales



Source: Zweirad-Industrie-Verband e.V.

complete bicycles sold through various distribution channels between January and June. It is thus expected that sales of bicycles, e-bikes, components and accessories will exceed those of the same period in 2017.

According to the German Federal Statistical Office, imports of bicycles and e-bikes to

Germany increased by more than 10% to around 2.17 million. The share of e-bikes for imports in the period January - June was approx. 25%. Exports of bicycles and e-bikes also increased in the first half of 2018 by 11% to 0.73 million. The share of e-bikes in exports in the period from January - June was about 34%.

As predicted by ZIV in the run-up to Eurobike 2018, e-bike sales are continuing their impressive trajectory this year. ZIV estimates that around 670,000 units were sold in the first half of 2018. ZIV expects around 850,000 e-bikes to be sold during the whole of 2018, this would correspond to an increase of around 18%.

According to ZIV figures, domestic production of traditional bicycles plummeted by over 22% in 2017 to just 1,260,000 units. This was partially made up for

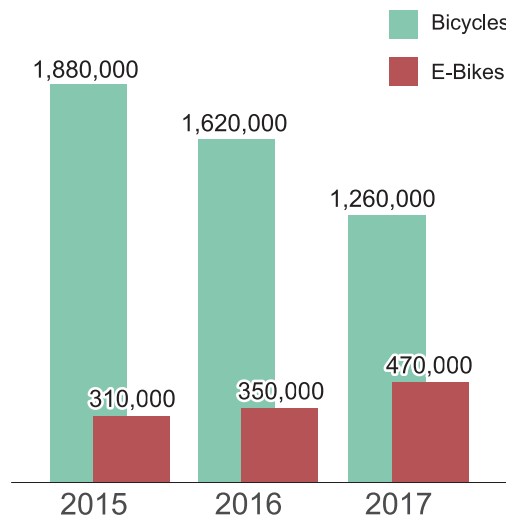
by the healthy increase in e-bike production, and in total Germany produced 1,730,000 complete bicycles and e-bikes last year—of which 1,160,000 were exported to

other countries.

Imports of both bicycles and e-bikes into Germany increased slightly in 2017. Of the total 3,290,000 units imported,

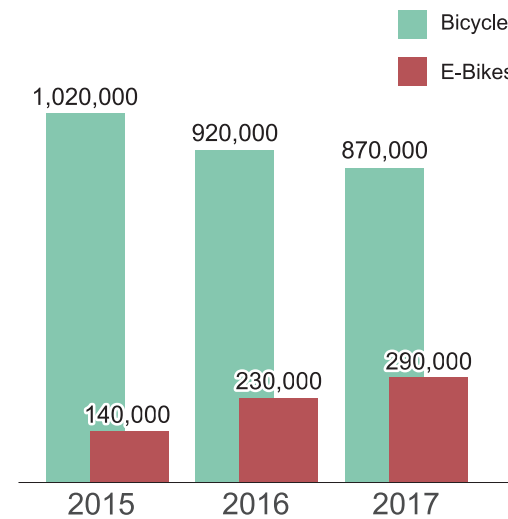
Hungary supplied the most with a 22% share. 16% of bike imports were from China and Vietnam respectively, while 11% came from Romania.

German bicycle and e-bike production



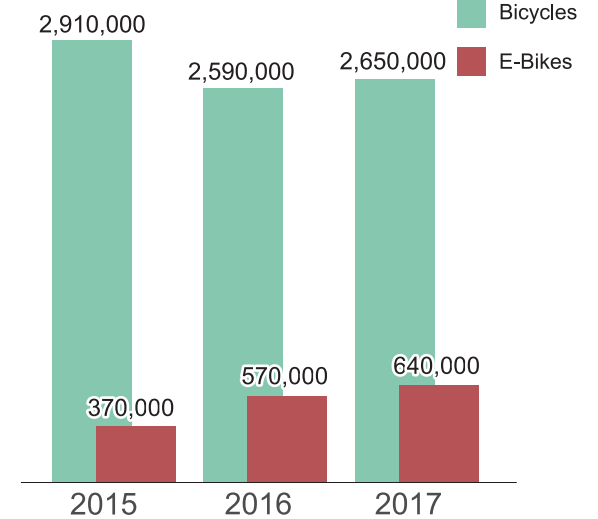
Source: Zweirad-Industrie-Verband e.V.

German bicycle and e-bike exports



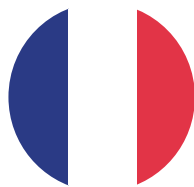
Source: Zweirad-Industrie-Verband e.V.

German bicycle and e-bike imports



Source: Zweirad-Industrie-Verband e.V.

France



French industry federation, Union Sport

& Cycle reported that in 2017 2.78 million bicycles were sold in France—up 0.2% from the previous year. Total revenue from bicycle sales last year was €1.28 billion—a healthy 9.6% increase from 2016. Union Sport & Cycle unhesitatingly put the increases down to sharply-rising sales of VAE (pedelecs).

In 2017, 255,000 pedelec units were sold in France—a large 90% hike on the number of units sold in 2016. The average price for all pedelecs was €1,568.

Indicating the recent national bonus for the purchase of an Electric Assisted Bike, President of Cycleurope Industries and Co-President of UNION Sport & Cycle, Jérôme Valentin, stated “The growth in sales of electric-assisted bicycles has accelerated in 2017. The VAE bonus has

created a very important leverage effect for the bike market in 2017, much more in terms of media coverage than financial terms. Suddenly, the electric bike was brought to the attention of the French.”

The report also noted that although Multisport chains and specialty retailers remained the mainstay distribution channels for bicycle sales in France, internet sales had increased by 22% from 2016, and last year held a market share of 8% of total turnover.

Italy



Italian two-wheeler industry association,

ANCMA reported that last year 1,688,000 traditional bicycles and e-bikes were sold on the domestic Italian market. This figure represents an increase of approximately 1% compared to the previous year.

The most striking data is

with regard to e-bikes. 148,000 e-bikes were sold in Italy during 2017, representing a 19% increase compared to 2016. With regards to traditional bicycles, ANCMA found a decline of around 1%, which it noted was a better figure than the general decline of between 8 and 9% for the rest of Europe. The figure also confirms that the panorama of bike users is changing and veering towards new forms of cycling.

ANCMA notes that in the absence of sales numbers, it's data is obtained from the sum of the bicycles produced and imported minus those destined for export.

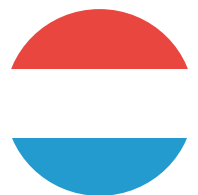
In 2017 Italian manufacturers produced 2.3 million complete bicycles, while this is less than the previous year, Italy should still hold the number one spot for bicycle production within the EU. Production of e-bikes rose by 48% from 23,600 in 2016 to 35,000 last year. E-Bike exports went from 8,000 e-bikes in 2016 to 19,000 in 2017.

According to import data from

the Eurostat database, a total of 259,997 complete bicycles and e-bikes were imported into Italy from outside the EU in 2017. Of these, 62,237 units were pedelecs. ANCMA noted that e-bike imports showed an increase of 21% in 2017 compared to 2016.

197,760 complete traditional bicycles were imported into Italy for outside the EU last year. This represents an increase of over 13% compared to the same period in 2016.

Netherlands



According to Dutch bike industry association, Rijwiel and Automobiël

Industrie (RAI), a total of 957,000 new bikes and e-bikes were sold in the Netherlands last year—an increase of 3% compared to 2016. The total value of these bike sales was €976 million—an increase of 4% over the previous year.

Of these, 663,000 were traditional bicycles and sold at an

average value of €608. 294,000 new pedelecs were sold at an average value of €1,948.

Spain

Similar to just about every other European country, in 2017 Spain saw sales of solely human-powered bicycles decrease and electric-assist bicycles increase. According to figures released by Spanish bicycle association, Asociación de Marcas y Bicicletas de España (AMBE) a total of 1,116,232 bikes and e-bikes were sold in Spain last year—a slight increase from 2016. However, sales of e-bikes shot up by 78.8% with 72,025 units sold in 2017 compared to 40,268 units the previous year.

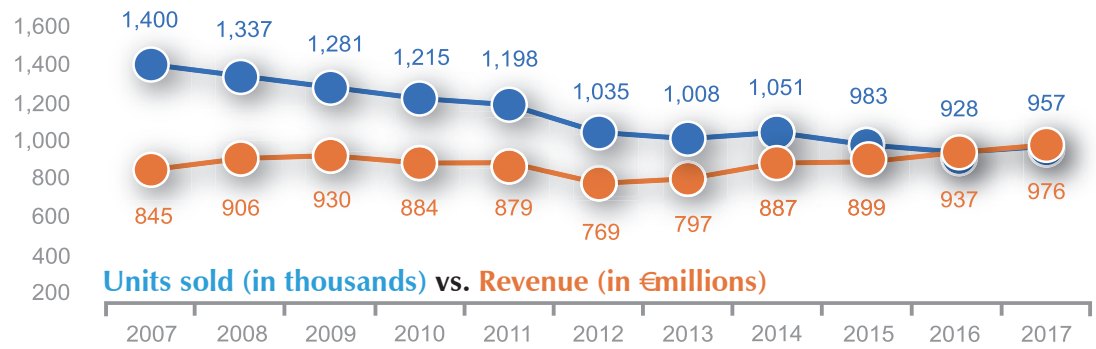
According to AMBE data, the higher average value of e-bikes ensured that the total value of all bicycles sold in Spain during 2017 was €672,898,137, a healthy 13.22% jump from 2016. In terms of total market value, e-bikes now hold the second largest share of the Spanish market behind MTBs.

Portugal

In an effort to keep bicycle production within the EU, in recent years European bicycle manufacturers have been heavily promoting production in Portugal. This campaign has now seen Portugal rise to become the EU's second largest bicycle producer. At a time when nearly every other country saw bicycle production decrease, Portuguese domestic production increased, albeit only slightly. According to Portugal's bicycle industry association, ABIMOTA LEA, approximately 1,980,160 bikes and e-bikes were produced domestically in Portugal last year—up from 1,904,000 units produced in 2016. Of these 1,752,835 units were exported.



Bicycle sales in the Netherlands.



Spanish bicycle sales by unit

	2017	2016	Evolution
Mountain	€461,105	€491,271	-6.14%
Road	€74,788	€82,181	-9.00%
Urban	€119,245	€113,354	5.20%
Childs	€389,069	€387,960	0.29%
Pedelec	€72,025	€40,268	78.86%
Total	€1,116,232	€1,115,034	0.11%

Source: Asociación de Marcas y Bicicletas de España

Spanish bicycle sales by average value

	2017	2016	Evolution
Mountain	€680	€644	5.50%
Road	€1,670	€1,588	5.21%
Urban	€248	€234	5.85%
Childs	€137	€131	4.59%
Pedelec	€2,107	€1,740	21.13%
Total	€603	€533	13.10%

Source: Asociación de Marcas y Bicicletas de España

Spanish bicycle sales by total value

	2017	2016	Evolution
Mountain	€313,491,456	€316,584,858	-0.98%
Road	€124,913,909	€130,463,159	-4.25%
Urban	€29,559,643	€26,546,373	11.35%
Childs	€53,142,935	€50,663,696	4.89%
Pedelec	€151,788,366	€70,057,864	116.66%
Total	€672,898,137	€594,313,122	13.22%

Source: Asociación de Marcas y Bicicletas de España

Switzerland

Swiss bicycle industry association, VeloSuisse declared 2017 to be a good year for bike sales in Switzerland with a total of around 338,000 bikes and e-bikes sold. Compared with the previous year, this corresponds to a significant increase of 4.2%.

Once again, the big winner was the e-bike, which had already achieved a hefty sales quantity increase of 14.1% from 2015 to 2016. This time the increase was even larger –16.3%. That corresponds to a new sales record of just under 90,000 units. In other

words, every fourth bike sold in Switzerland already has an electric auxiliary drive - and the number is rising.

E-MTBs increased by more than a third for the second year in a row, with sales of almost 29,000 units—a 38.3% increase over the previous year.

VeloSuisse also noted that even in niche markets, e-bikes were giving new impetus. Around 400 cargo e-bikes were brought last year. The association felt this was gratifying because cargo bikes usually replace automobiles on city streets. In addition to major advances in handling, design and technology, funding programs such as carvelo2go were likely

also responsible for this growth.

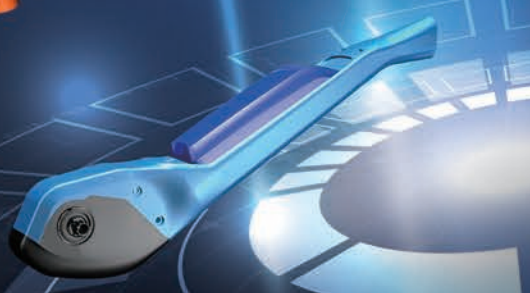
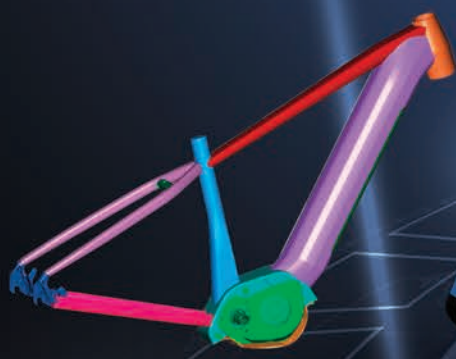
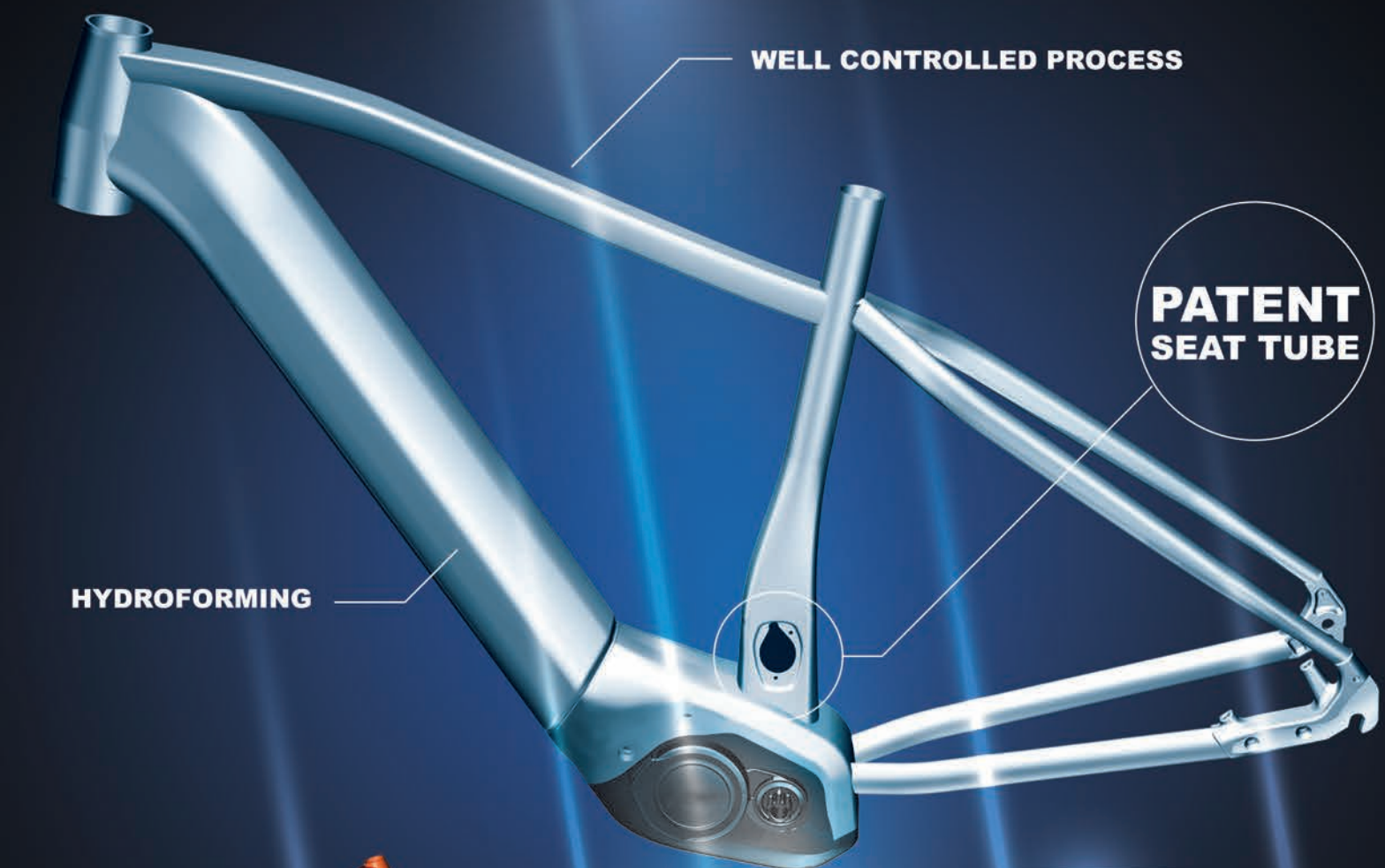
The sales of pure muscle bicycles in the sports segment (without lights, mudguards and luggage carriers) increased for the first time in 2017, after several years of decline. The main reason for the growth was attributed by VeloSuisse to children's and youth bikes (with wheel sizes of 20 to 24 inches, including freestyle bikes) whose sales rose significantly by 22.7%. In the MTB segment, sales of 26-inch and 27.5-inch bikes declined by 7% and 2.3%, respectively. However, bikes with 29-inch wheels increased slightly by 3.9%. Sales of road racing bikes remained stable. **WGW**





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 Bao An Country, Shenzhen, China
 TEL: +86-755-28012974/6 FAX: +86-755-28012795
 E-mail: aforge@vip.163.com

The Evergreen Hotel Booth No. A-18

New Product Gallery

C.D. Components

CD-130

Splendor Hotel
13F, #1368

C.D. Components have developed a dual-leg kickstand on which both legs fold up to one side to avoid touching the chain. Adjustable to bikes with wheel sizes from 24" to 29", the company note that the alloy kickstand can be attached to e-bikes or trekking bikes. Weight is 590 grams.

+886-4-7689658

www.ostand.com.tw



C.D. Components

CD-271M

Splendor Hotel
13F, #1368

C.D Components are introducing a fender/carrier combination manufactured from aluminum alloy. Weighing 495 grams, the CD-271M is adjustable to wheel sizes of 26"-29" and is available in either silver or black powder coated finish.

+886-4-7689658

www.ostand.com.tw



C.D. Components

CD-266F

Splendor Hotel
13F, #1368

C.D. Components are introducing a front carrier that features expandable wings. The CD-266F is adjustable for wheel sizes from 26" to 29" and weighs 815 grams.

+886-4-7689658

www.ostand.com.tw



Evergreen Hotel
B2, A33 & A34

TranzX

JD-YSP28

TranzX' JD-YSP28 is a seatpost with suspension function and adjustable saddle height. Featuring air compression, the pressure is easily adjusted via an easy access valve.

+886-4-7681756

www.tranzx.com



Splendor Hotel, #1327

Fulchee

Fulchee claims to have been the first to launch an innovative lever operated thru-axle. When the axle is not being operated, the lever is hidden away inside the axle body. In this position, the appearance of the bike will be sleeker, and it will also increase the reliability of the locking system by avoiding impact with the lever. The design also does away with the need for a hex wrench or any special tool to operate the axle.

+886-4-7771179

www.fulchee.com

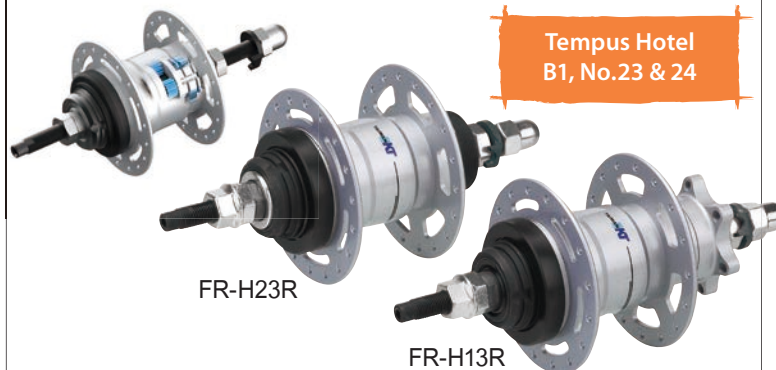


KT

3-Speed Internal Gear Hubs

With the introduction of its own line of internal 3-speed rear hubs, KT Taiwan aims to assert its leadership, expertise and experience on the internal hub market. The Inter-3 Rear Hub series includes 3 specifications to suit bicycles fitted with either V-brakes, disc brakes or drum brakes. Boasting robust steel hub shells and weight sensitive construction, KT is providing compelling internal-gear hub solutions to bike manufacturers the world over.

Tempus Hotel
B1, No.23 & 24



FSA

Tempus,
Dadun Building, 1F

ICR System

Built around a patent-pending headset and stem, the system easily allows brands a "plug-in" solution for clean and simple internal cable routing. Additionally, brands have the flexibility to utilize a single frame design at a variety of spec levels simply by adjusting cockpit and headset selection. The ICR System is offered in the following options: MTB ICR Stem, ACR Headset – Integrated (For frame use with ICR MTB stem) and ACR Headset – Non-integrated (For frame use with standard – non-ACR – stems and handlebars).



FSA

Tempus,
Dadun Building, 1F

NS Flowtron Adjustable

The updated NS Flowtron is a dropper post with a forged shifter style remote and adjustable spring tension enabling riders to customize the level of feel and force. Flowtron features include: a 3-pin brass keyway system, internal cable routing and a one-piece stanchion and seatpost head. The post is available in lengths of 375mm and 462mm, with travel of either 125mm or 150mm.



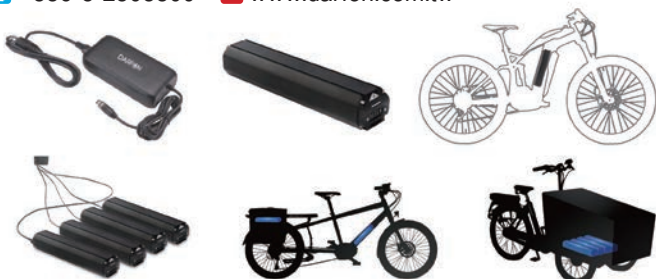
Darfon

Splendor Hotel
11F, #1134 & 1135

Integrated 630Wh/ 504Wh battery for Shimano

Darfon are introducing an integrated battery for Shimano. The 630Wh/ 504Wh battery can be run in parallel for up to a 2520Wh capacity.

+886-3-2508800 www.darfon.com.tw



Velo

Tempus 5F, Holland Room
& Brazil Room

VL-3516

Velo's e-bike saddles are designed uniquely and ergonomically with a reversed 'arctech' for better body matching while pedaling faster. Velo's 'atmos' shaping technology makes the saddle easy to be cleaned, while the two sided protection prevent scratches to the saddle cover. Furthermore, lifting the bike is made much easier with the addition of an 'i-carry' handle at the rear of the saddle.



Velo

Tempus 5F, Holland Room
& Brazil Room

Angel TT

Velo's professional level saddle is specialized for riders racing against the clock on flat, rolling or mountainous road terrain and takes all of the advantages of the company's Angel line.

Velo's Angel TT is aerodynamic and lightweight while providing excellent comfort. A patented Y-shaped cutout offers pressure relief while maintaining the support necessary for fierce competition, while Velo's innovative ArcTech cantilever rail mounting system on the underside of the saddle provides superior support and suspension or shock absorption functionality.



Velo

Tempus 5F, Holland Room
& Brazil Room

Injection Parts

Velo has over 100 cutting-edge injection molding machines turning out precision parts 24 hours a day. State-of-the-art production techniques are used to make products with inserts of different materials such as metals or even magnets. Double and even triple density injection products, usually one harder and the other softer, injected on the same machine are also offered, as well as a complete range of colors.



RIDEA ES 3D CRANKSETS
 FOR PERFECT FITTING **145-180mm** LENGTH AVAILABLE
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 TO FIT POWERING

Options for Powering: -1T, +1T, +2T, +3T, +4T. Options for Crank Spider: -1T, +1T, +2T, +3T, +4T.

Ergotec EP-F
 Evergreen Hotel Room 326

The new Ergotec EP-F pedal can be folded for transport by rail or car without tools in a single movement. The large, ergonomically shaped tread nestles against the sole of the foot and thus ensures optimum power transmission and an excellent ride. The textured surface also ensures that the shoe always has a secure grip, even when wet.

Transart NPTF-Hi
 Splendor Hotel #1359

Transart newest innovation, Hologram Irised decals provide a rich and dazzling flash of color, creating the appearance of a rainbow of iridescent effects when viewed from different angles. Options are available for applying before (HRTF-Hi) and after (NPTF-Hi) varnishing.

+886-4-23593687
 www.transart.com.tw

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SRAM	RED FORCE RIVAL		RD3 C60
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16T
 M = 17.5g (3.5 links) R = 3.25cm
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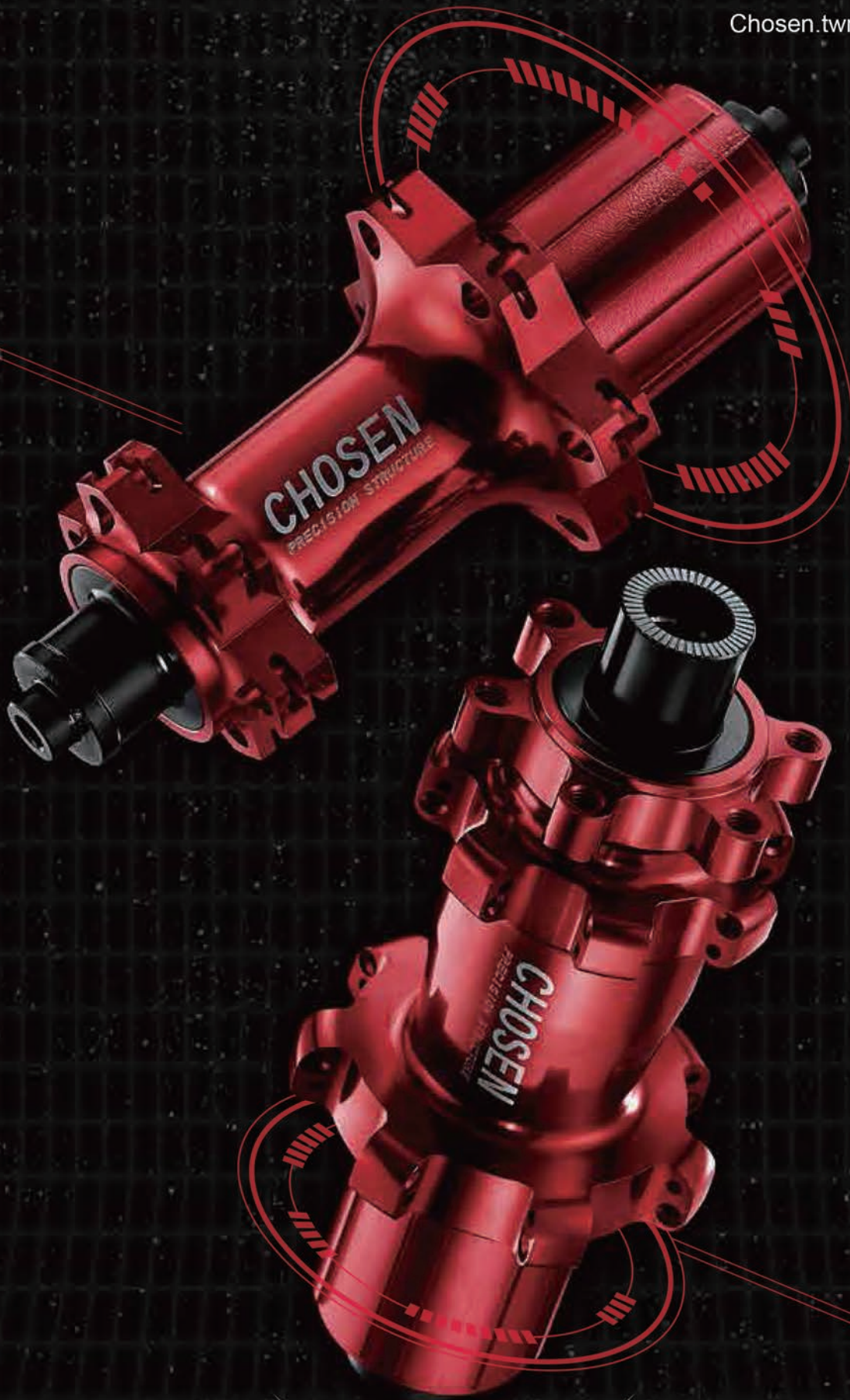
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BOOTH NO. F0505G

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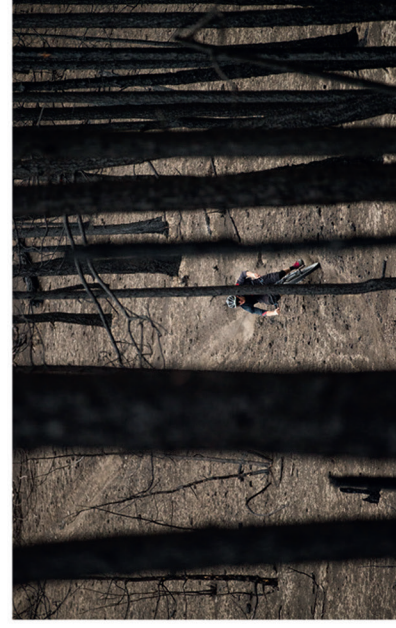
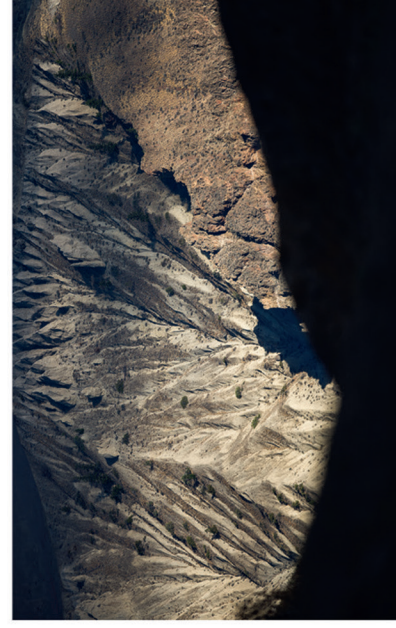
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29"

650B
PLUS

27,5"

35
mm



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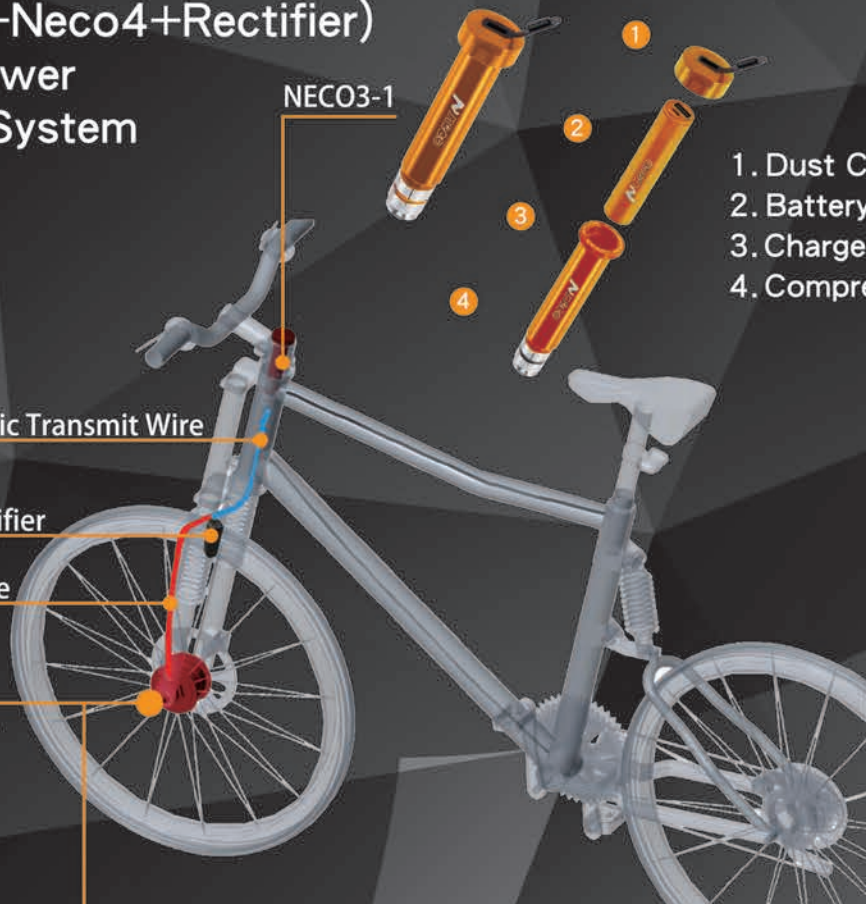
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3. Charger
4. Compression Plug

DC Electric Transmit Wire

Electric Rectifier

AC Electric Transmit Wire

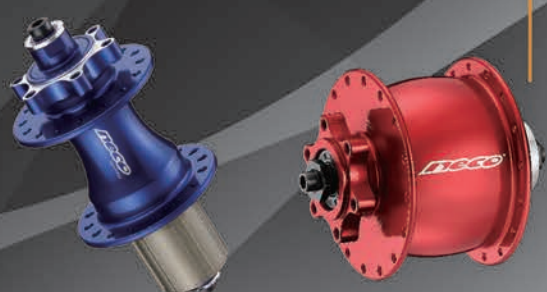
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 Patent No.China : 5257748
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 Global Maximum Bicycle
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 Intelligent Hidden Wire Headset
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NECO 3
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 NECO3 Patent No.Taiwan: M509473/Germany: 202015104197



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