

Show Daily

TAICHUNG
bike week

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October 16, 2019



www.taichungbikeweek.com



Taichung train station combines the best of both old and new.

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- 07** Mayor Lu: Creating a Low-Carbon Energy City
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TODAY

October 16

TAICHUNG

24°C (75°F)

Partly Cloudy



TONIGHT



19°C (66°F)

Partly Cloudy

TOMORROW



25°C (77°F)

Sunny

Wednesday, October 16, 2019

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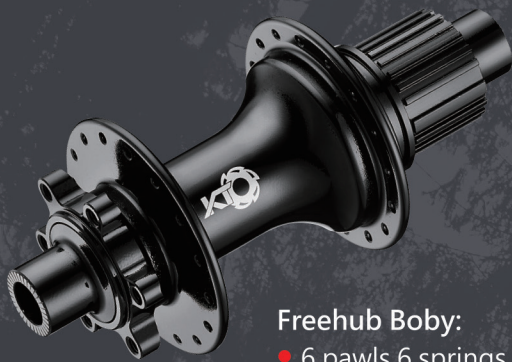
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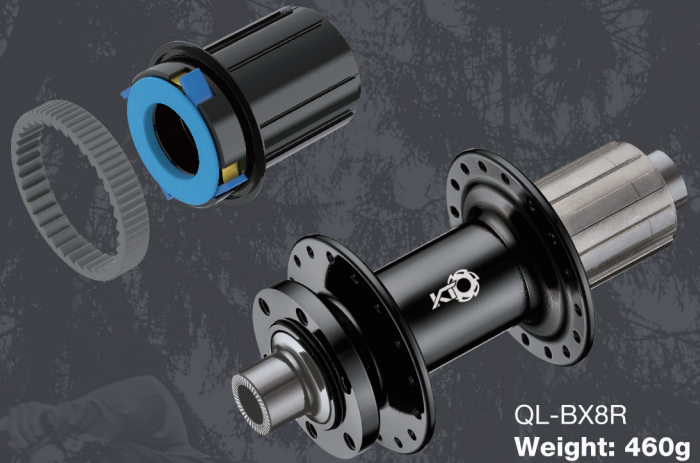
MICRO SPLINE SHIMANO DRIVER 12 SPEED



Freehub Body:

- 6 pawls 6 springs & 102 Teeth
- 4 pawls 4 springs
- 3 pawls 1 spring

E-BIKE SPLINE (FOR E-BIKE)



QL-BX8R
Weight: 460g

DYNAMO HUB SYSTEM

AC-6V3W ~ K 1280



JH-KC5F (Center Lock)
Weight: 448g



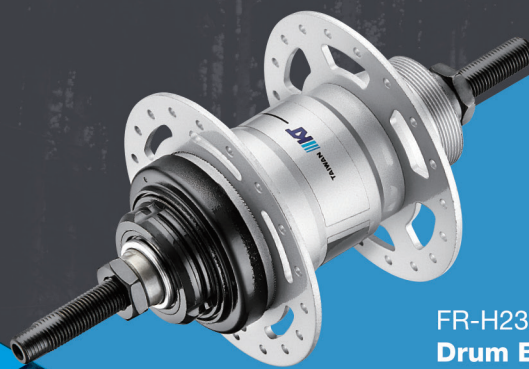
JH-KD6F (Disc Brake)
Weight: 415g

INTER-3 GEAR HUB

The proliferation of bicycle commuters and the associated bike-sharing programs, have resulted in an upturn in demand for the various components specifically designed for the commuter bicycle market. None more so than high quality, performance focused internal-gear hub systems.



FR-H13R
Disc Brake
Weight: 1,080g



FR-H23R
Drum Brake / V Brake
Weight: 940g

OPTION A
PARTS

OPTION B
MICRO SHIFT

OPTION C
BRUM-BRAKE SET



2019 Taichung-Bike-Week: booth No. Tempus Hotel, B1, Hall A / No. 23 & 24

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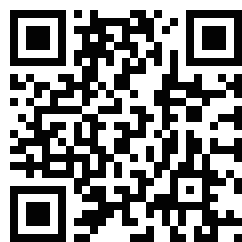
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www.taichungbikeweek.com



USD-8/FAT

SIZE	TRAVEL	DOWN TUBE
24in	112mm	20x110mm
26/27.5in	203mm	20x110mm
26in	160mm	15 or 20 x150mm



USD-6/FAT

SIZE	TRAVEL	DOWN TUBE
27.5/29in	140/160mm	15 or 20 x100mm
26in	160mm	15 or 20 x150mm



Wire control



Manual control

OSL/FAT

SIZE	TRAVEL	DOWN TUBE
26/27.5/29in	100/120mm	9x100mm
20/24/26in	100/120mm	9x135mm
20 in	100/120mm	15x135mm



CSD

Diameter 30.9/31.6/
34.9
LENGTH/TRAVEL
230 / 50
380 / 125



CTB

Diameter 27.2/30.9/
31.6
LENGTH/TRAVEL
350 / 20



A0-38RC



A0-6



RCP-2S



RCP-2AR



DV-22



DV-6

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Mayor Lu: Creating a Low-Carbon Energy City

The Taichung Bike Week activity held by Taichung each year has become a major annual event for the global bicycle industry. As a result of this event, whenever people in the cycle industry think of bicycles, they think of Taichung. In addition, the event also highlights the Taichung city government's continuing efforts to boost the industry's growth and global sales expansion. The event is geared to trading companies and product managers at mid-/high-end OEM parts manufacturers and whole bicycle firms, and provides companies with a B2B trade show platform for consultation concerning new bicycle specifications. This year's Taichung Bike Week is expected to be 15% larger than last year's. Taichung city government's hopes that its promotion of bicycle industry events, continuing support and assistance to the industry, and this Taichung Bike Week exhibition activity will help

domestic and foreign firms to make contact with the local bicycle industry cluster, bear witness to Taichung's globalization, and appreciate Taichung's enthusiasm for bicycles and bicycle-friendliness.

Taiwan's bicycle industry plays a pivotal role in the global market. Located near the center of Taiwan, Taichung boasts an extensive and highly-competitive bicycle industry cluster, and is a global R&D and manufacturing stronghold for mid-/high-end bicycles. Apart from possessing a strong bicycle industry foundation, highly attractive bike paths, and the convenient iBike public bicycle system, Taichung has also been striving to improve its bike routes and establish "bike stations" offering parking, recreation, and supply services. The city is continuously upgrading its bicycle hardware and software, and hopes to become a livable, low-carbon energy, cycling-



friendly city.

Apart from the promotion of Taichung Bike Week, Taichung city government is also actively encouraging the cycle industry's transformation. In conjunction with the Industry 4.0 revolution, the industry is upgrading to smart machinery, and adopting automation, cloud technology, and big data analysis. In this process, the city government is assisting companies to improve their equipment and production processes, so that they can keep up with current trends

and produce high-quality products and services.

As it undergoes its own transformation to a livable, low-carbon energy city, Taichung city government will continue to exert its full effort toward making Taichung a bicycle-friendly city. The city government also hopes that the industry will continue to grow, prosper in global markets, and that all participants of 2019 Taichung Bike Week enjoy flourishing and prosperous business. 🇹🇼WG



Michael Tseng: On the Way to Becoming an E-Bike Exporting Kingdom

E-Bike sales have grown at an astonishing rate in the European and North American markets in recent years. Unwilling to let this opportunity pass them by, Taiwan's bicycle firms were quick to take advantage of this trend, and Taiwan's e-bike exports have been growing by leaps and bounds. Taiwan exported 347,863 e-bikes between January and July of this year, which represented growth of 122.9% compared with the 156,037 units exported during the same period of last year. The total value of these e-bike exports was US\$444 million, which represented an increase of 104% compared with exports during the same period of last year. The average unit price of Taiwan's exported e-bikes was US\$1,277, which was a drop of 8.5% compared with last year. The European Union and the United States are the leading markets for Taiwan's e-bikes; between January and July of this year, Taiwan exported 236,773 e-bikes to the EU, which represented growth of 134% compared with the same period of last year; and exported 74,902 e-bikes to the US, which was an increase of 128% compared with the same period of last year. Taiwan's advantages include product development speed, commercialization ability, and supply chain

integration ability; apart from dominating the mid-/high-end bicycle supplier niche, Taiwan certainly has the means to seize the role of "global mid-/high-end e-bike exporting kingdom" in the very near future.

When the European Union imposed steep anti-dumping tariffs and anti-subsidy duties on Chinese e-bikes, Taiwan was also the subject of concern and investigation from the European Anti-Fraud Office (OLAF). Addressing this threat, the Taiwan Bicycle Association (TBA) strenuously appealed to members and the industry to maintain self-discipline and strictly avoid illegal trade shipments attempting to launder country of origin. And in order to crack down on unlawful behavior, the Taiwan Board of Foreign Trade joined forces with the TBA in monitoring illicit operators. In addition:

1. The TBA will take charge of management and supervision of the issuance of country of origin certificates starting in November of this year.

2. The TBA has also drafted a monitoring mechanism for e-bikes with an export unit price of under US\$800 and non power-assisted bikes under \$300.


3. Bikes imported from China to Taiwan are not allowed to be shipped to the EU later.



Chairman of Taiwan Bicycle Association, Michael Tseng.

Hopefully these measures will completely eliminate illicit transshipment to the EU market.

With the emergence of e-bikes in global markets, many buyers and other companies that have entered the e-bike market are thirsty for professional information on e-bike laws and regulations, new products, and vendors. With over 20 years of publishing experience, including publication of Taiwan's bicycle purchasing Bible—

TBS—Wheel Giant has now compiled the world's first e-bike purchasing guide—"Global e-Bike Source, 2019-2020" (EBS). We are certain that EBS will help buyers quickly find qualified vendors, and will provide manufacturers and vendors even more business opportunities. We therefore believe that EBS will be of great assistance to the promotion of the e-bike industry and products. 

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Taiwan E-Bike Exports Booming

The Taiwan Bicycle Association has released draft statistics of bicycle and e-bike exports for the first eight-months of 2019. The data shows huge continued growth in exports of e-bikes to both Europe and North America.

E-bike exports

Between January and August of 2019, 404,050 e-bike units were exported globally from Taiwan, this was an increase of 132% from the 73,906 units exported in the same period of the previous year. The total value of those exports also more than doubled rising by 112% from US\$ 242 million in the first eight months of 2018 to US\$ 514 million in the same period of this year. The average export value of Taiwanese e-bikes was US\$ 1,272.

To Europe:

The European Union was the largest receiving region for Taiwanese e-bike exports. A total quantity of 274,016 e-bikes worth a total value of US\$ 337,528,473 were exported from Taiwan to the EU between January and August of this year, up a staggering 138% and 123% respectively from the 115,066 units worth a total value of US\$ 150,968,721 exported during the equivalent period of 2018. The average value of each e-bike unit was US\$ 1,231.78.

Within the EU, The Netherlands was by far the largest recipient of Taiwanese e-bike exports, with 140,180 units exported there in the first eight months of 2019 a whopping 214% increase over the same period in 2018. The total export value of e-bikes shipped to the Netherlands likewise skyrocketed by over 200% from US\$ 61 million between January and September of 2018 to US\$ 187 million in the same period of 2019. The

average export value of e-bike units shipped to the Netherlands from Taiwan was US\$ 1,337.29.

According to the TBA draft statistics, export of e-bikes from Taiwan increased to nearly all EU countries during the first eight of 2019. Most notably, exports to the UK, Spain and Denmark all increased more than threefold with 29,990, 15,465 and 10,374 e-bikes exported from Taiwan to each of these countries respectively.

Outside the EU, Taiwanese e-bike exports to both Norway and Switzerland both more than doubled with exports of 8,507 and 9,197 e-bikes respectively.

EU anti-transshipment action

Taiwan Bicycle Association (TBA) and Taiwan Board of Foreign Trade (MOEA) have joined forces to cooperate with the EU's Anti-Fraud Office (OLAF) to ensure that e-bikes are not illegal transshipped from China to the EU via Taiwan. The TBA will be taking charge of the issuance of Country of Origin certificates starting in November of this year, and a mechanism for monitoring e-bikes with an export price of under US\$800 or traditional bicycles under US\$300 has been drafted.

To North America

Like most other destination countries in the world, Taiwanese e-bike exports to the USA also skyrocketed in the first eight months of 2019. According to the draft statistics, 88,174 e-bikes were exported there during that period, representing a growth of 154% compared to the same period a year earlier, pushing the USA to now stand as the second largest export destination for Taiwanese e-bikes. The total value of e-bikes exported from Taiwan to the United States was US\$ 105,198,219, up 111% from the US\$ 49,640,960 total value

exported there in the first eight months of 2018. The average unit export value dropped slightly but nevertheless still stood at US\$1,193 for the period.

Traditional bicycles

Globally, the first 8 months of 2019 have seen Taiwanese exports of traditional (non-power assisted) bicycles stabilize after several successive years of dwindling shipments. According to TBA figures Taiwan exported 1,465,614 complete bicycles in this period, approximately the same quantity as in the same period a year earlier. These exports had a total value of US\$ 885,922,000, a drop of 6.73% from the US\$ 949,848,800 total value of exports in the first eight months of 2018.

Although exports to Europe and other regions of the world fell throughout this period, these drops were made up for by a large 40% increase in exports to the United States.

To Europe

For a long time, the European Union has been the largest region for Taiwanese bicycle exports. In the first eight months of 2019, bicycle exports to the EU fell by 4% to 689,778 units from 720,662 units in the same period of last year. In terms of total export value, complete traditional bicycles worth US\$ 319,131,820 were exported from Taiwan to the EU between January and August of this year, down 14% from the US\$ 373,745,323 exported from Taiwan in the same period of 2018.

According to the data, the largest single country destinations within the EU for Taiwanese traditional bicycle exports were the UK, the Netherlands, Germany and Sweden. In the first eight months of 2019,

156,245 bicycles were shipped to the UK with a total export value of US\$ 63,674,758 and an average unit value of US\$ 407.53. The Netherlands saw 130,929 traditional bicycle units shipped with a total value of US\$ 113,659,781 and an average unit value of US\$ 868.10. Exports to Germany totalled 105,855 units with a total export value US\$ 30,324,104 and an average unit value of US\$ 286.47. 92,953 bicycles were exported from Taiwan to Sweden at an average unit value of US\$ 147.17 for a total export value of US\$ 3,680,038.

In most EU countries the quantity of bicycles exported from Taiwan decreased, however, there was a significant increase in the quantity of Taiwanese complete bicycles exported to Germany (+40%), Italy (+60%) and the United Kingdom (+9%).

To North America

Taiwanese exports of traditional (non electrical-assist) bicycles to the United States of America increased dramatically from January to September of this year. A total of 492,281 bicycles were shipped to the US in that period, up over 40% from the 350,855 units shipped there during the same period of 2018. While the average unit export value of these bicycles decreased by US\$ 663.19, the total export value of all traditional bicycles shipped to North America rose by nearly 11% from US\$ 294,174,906 to US\$ 326,475,818.

To other markets

So far in 2019, Taiwanese exports of traditional bicycles to most other global markets have fallen compared to the first eight months of last year. Exports to Japan and Australia dropped to just over 63,000 and 36,000 complete bicycles, while exports to China fell to a mere 14,660 units.  WG

**87119030107 (Other cycles fitted with a battery auxiliary motor) &
030900 (Other cycles fitted with other auxiliary motor) & 87116020007 (Cycles with
electric motor for propulsion)**

2019/2018	2019 Units	2018 Units	% Change	2019 Value(US\$)	2018 Value(US\$)	% Change	2019 Average Price (US\$)	2018 Average Price (US\$)	% Change
NAFTA	94,691	37,629	151.64%	116,232,117	54,077,222	114.94%	1,227.49	1,437.12	-14.59%
USA	88,174	34,609	154.77%	105,198,219	49,640,960	111.92%	1,193.08	1,434.34	-16.82%
Canada	5,710	2,653	115.23%	9,591,365	3,832,121	150.29%	1,679.75	1,444.45	16.29%
Mexico	807	367	119.89%	1,442,533	604,141	138.77%	1,787.53	1,646.16	8.59%
EU	274,016	115,066	138.14%	337,528,473	150,968,721	123.58%	1,231.78	1,312.02	-6.12%
Netherlands	140,180	44,604	214.28%	187,461,364	61,473,619	204.95%	1,337.29	1,378.21	-2.97%
Germany	30,821	25,834	19.30%	37,382,455	29,975,548	24.71%	1,212.89	1,160.31	4.53%
Spain	15,465	5,520	180.16%	22,528,749	8,739,457	157.78%	1,456.76	1,583.23	-7.99%
United Kingdom	29,990	11,921	151.57%	27,566,839	9,456,389	191.52%	919.20	793.25	15.88%
France	7,725	1,441	436.09%	7,549,829	2,737,566	175.79%	977.32	1,899.77	-48.56%
Italy	15,277	9,541	60.12%	20,485,089	17,636,907	16.15%	1,340.91	1,848.54	-27.46%
Belgium	5,133	2,236	129.56%	5,544,059	2,814,349	96.99%	1,080.08	1,258.65	-14.19%
Denmark	10,374	3,126	231.86%	9,334,094	3,056,775	205.36%	899.76	977.86	-7.99%
Portugal	11	-	-	12,780	-	-	1,161.82	-	0.00%
Greece	-	-	-	-	-	-	-	-	0.00%
Ireland	-	-	-	-	-	-	-	-	0.00%
Luxembourg	-	17	-100.00%	-	18,895	-100.00%	-	1,111.47	-100.00%
Austria	1,507	458	229.04%	1,737,306	542,661	220.15%	1,152.82	1,184.85	-2.70%
Sweden	5,346	929	475.46%	3,286,836	1,050,485	212.89%	614.82	1,130.77	-45.63%
Finland	1,997	121	1550.41%	1,246,403	198,760	527.09%	624.14	1,642.64	-62.00%
Poland	660	150	340.00%	864,953	203,618	324.79%	1,310.53	1,357.45	-3.46%
Czech Republic	3,242	61	5214.75%	2,823,526	83,132	3296.44%	870.92	1,362.82	-36.09%
Hungary	8	-	-	9,464	-	-	1,183.00	-	0.00%
Malta	-	-	-	-	-	-	-	-	0.00%
Slovenia	5,512	9,097	-39.41%	9,223,745	12,968,889	-28.88%	1,673.39	1,425.62	17.38%
Slovakia	31	-	-	35,114	-	-	1,132.71	-	0.00%
Estonia	-	1	-100.00%	-	1,066	-100.00%	-	1,066.00	-100.00%
Latvia	68	9	655.56%	98,748	10,605	831.15%	1,452.18	1,178.33	23.24%
Lithuania	-	-	-	-	-	-	-	-	0.00%
Cyprus	-	-	-	-	-	-	-	-	0.00%
Romania	469	-	-	250,207	-	-	533.49	-	0.00%
Bulgaria	-	-	-	-	-	-	-	-	0.00%
Croatia	200	-	-	86,913	-	-	434.57	-	0.00%
EFTA	17,705	8,324	112.70%	28,975,451	14,126,856	105.11%	1,636.57	1,697.12	-3.57%
Switzerland	8,507	4,190	103.03%	16,900,584	8,639,171	95.63%	1,986.67	2,061.85	-3.65%
Norway	9,197	4,134	122.47%	12,072,758	5,487,685	120.00%	1,312.68	1,327.45	-1.11%
Iceland	1	-	-	2,109	-	-	2,109.00	-	0.00%
Liechtenstein	-	-	-	-	-	-	-	-	0.00%
Other Major Countries	16,551	11,975	38.21%	29,255,713	21,554,740	35.73%	1,767.61	1,799.98	-1.80%
Japan	1,698	1,128	50.53%	1,979,902	1,286,934	53.85%	1,166.02	1,140.90	2.20%
United Arab Emirates	2	-	-	3,353	-	-	1,676.50	-	0.00%
Brazil	691	180	283.89%	1,434,162	291,954	391.23%	2,075.49	1,621.97	27.96%
Argentina	345	102	238.24%	661,853	128,513	415.01%	1,918.41	1,259.93	52.26%
Chile	1,102	252	337.30%	2,136,687	475,303	349.54%	1,938.92	1,886.12	2.80%
Australia	4,787	4,363	9.72%	8,325,202	8,429,931	-1.24%	1,739.13	1,932.14	-9.99%
Israel	357	261	36.78%	761,196	642,220	18.53%	2,132.20	-	-
China	49	53	-7.55%	47,426	104,493	-54.61%	967.88	1,971.57	-50.91%
South Korea	1,481	2,001	-25.99%	3,423,941	4,598,880	-25.55%	2,311.91	2,298.29	0.59%
Russia	97	30	223.33%	127,673	22,784	460.36%	1,316.22	759.47	73.31%
Ukraine	-	-	-	-	-	-	-	-	0.00%
New Zealand	5,083	3,399	49.54%	8,599,568	5,279,068	62.90%	1,691.83	1,553.12	8.93%
South Africa	859	206	316.99%	1,754,750	294,660	495.52%	2,042.78	1,430.39	42.81%
Other countries	1,087	912	19.19%	2,197,164	1,653,112	32.91%	2,021.31	1,812.62	11.51%
Total	404,050	173,906	132.34%	514,188,918	242,380,651	112.14%	1,272.59	1,393.75	-8.69%

Bafang Opens Poland Factory

E-Mobility components and complete drive system manufacturer, Bafang, has opened its first factory outside China in the new Panattoni Park industrial zone in Poland.

With major international companies like Amazon, Schenker, LG Chem and Lapp Cables in the neighborhood, adjacent to two major highways to Germany and the Czech Republic, the new location offers excellent logistics, supplier and traffic infrastructure.

More than 200 people attended the opening ceremony including members from the international e-bike industry, local administration of the City of Wrocław and Chamber of Commerce as well as members of the Chinese embassy in Poland. The factory building currently offers a total floorspace of about 6000sqm, with production

making up 5200 sqm and offices another 800sqm.

The total investment of the first phase is estimated to be \$16 million and will employ around 50 staff at the beginning. This includes a dedicated service team, training center and parts warehouse to provide timely, efficient and accurate technical support and spare parts delivery to European customers.

Two assembly lines are in place and will cater for the production of the most important mid-drive systems, the M400, M420 and M300. For the first year, 150,000 units are planned, within three years a yearly capacity of 600,000 is forecasted. The assembly of hub motors will be decided on in the future.

Controllers and displays will be assembled in a special soldering department. All products will go through extensive quality control and testing



▲ CEO Qinghua Wang, said: "We are very excited to be investing here in Poland."

at the premises. Currently, a network of local suppliers is being installed to further reduce shipments from Asia.

Speaking at the event, CEO Qinghua Wang, Chairman and Managing Director, said: "We are very excited to be investing here in Poland. This day signifies the beginning of a long relationship between us and the communities

of Kobierzyce, Wrocław and the Lower Silesia region. We are greatly appreciative of all the support we've received from the community to make this multi-million-dollar investment become a reality."

Poland's central location in Europe, in close proximity to key markets, major OE and branded bicycle manufacturers plus its strong employment base were key drivers in Bafang's decision to choose Wrocław as its first outside-China production location.

Bafang is committed to offering a full range of drivetrain system solutions. Thus, this is the first step to localize motor and electronic parts assembly. The next step will see a future investment for Bafang's own battery program. Until then, batteries will still be shipped from factories in China and Taiwan. 



▲ Bafang open its first factory outside China.



▲ From left: Bafang Europe GM, Jack Brandsen; Bafang Poland GM, James Wang; Bafang Germany Manager, Andre Fuchs and Bafang Co-Founder, Sunny He.



▲ Bafang Marketing Director, Jordan Yu.



▲ Over 200 guests attended the Opening Ceremony.



↑ → Bafang Poland factory.



Bosch's Passion for Perfection

Founded as a small start-up within the Bosch group in 2009, Bosch's e-bike arm just celebrated its tenth anniversary and shows no signs of relinquishing its considerable influence on the market.

According to Claus Fleischer, CEO of Bosch eBike Systems, at the time of their formation, the e-bike market was small and mostly in the Netherlands, Japan and Switzerland. While it wasn't particularly popular or widespread at the time, Bosch spotted the potential for growth and believed that bringing their considerable expertise and experience in the auto-mobile and motorbike industries to bear on the sector would reap rewards. "We thought: How can we, at Bosch, with our products and technology contribute positively to solving problems and global mega-trends, like urbanization, demographic changes like society getting older, and environmental emissions," said Fleischer.

Efficiency is everything

Bosch brought its mid-drive system into production in 2011, a move which essentially kickstarted a new segment of the e-bike market. Bosch didn't rest on its laurels and has been relentless in terms of product development and innovation. This is due to their determination to be a "market driver for new products, new technologies, and new solutions," said Fleischer adding, "From day one our focus has been on efficiency and we will stick to that."

The ethos of efficiency drove their decision to focus on mid-drive systems. "We decided on the mid-drive system because it's a more efficient

solution (than hub drives). In terms of the electrical efficiency, meaning how many kilometers of range you can get out of a charge, central drive motors have a higher efficiency, whereas, the rear hub or front motor have a lower efficiency and generate more heat. After looking at this, we said that we are efficiency forever, whatever we do we want to improve. And there is no way you can bring a hub drive to the efficiency of a central drive, so, we chose mid-drive systems," according to Fleischer.

Bosch has also been proved right in its predictions on the popularity of the e-bike, and Fleischer is positive about the sector's growth next year. "For the past 10 years, bicycle production worldwide has been flat at around one hundred and thirty million bicycles a year. But within bicycle sales, one sector is growing, and that is electric bicycles". This trend was first evident in the early e-bike adopter countries like Western Europe and Japan, something that Fleischer says is encouraging for new markets, which should follow suit. "We see incredible market potential in European countries like Italy, France, the U.K., as well as, the U.S., Canada, Australia and New Zealand. They are developing an e-bike culture and interest in e-bikes. So, with that I would say for the next year, I'm positive," said Fleischer.

Another reason for Bosch's positive projected growth is that the company is actively involved in standardizing e-bike specifications and regulations across the globe which would reduce the barriers to entry in new markets. "We want to make it easier for the industry in terms of distribution so that dealers can make these products available



▲ Claus Fleischer, CEO of Bosch eBike Systems.

in all global markets. Right now, going into a new country, is very difficult. You typically have three specifications to deal with that can all be different depending on the country. One is for the electric bicycle itself: what is an electric bicycle, the pedal control speed and so on. The second is the battery pack: the battery capacity and hazardous goods rating. The last, is the charger. So, we need to harmonize them globally, as they have done in Europe," said Fleischer.

Growing portfolio

In 2011, the first product Bosch brought to the market was a drive unit with 50Nm of torque that could be adapted to many styles of riding. Their plan was to enter the market and learn about the industry and the needs of the users. These drives have shown impressive longevity as they are still in the market

now. Next, they released an on-board computer, the Intuvia, which allowed the desired riding mode to be selected and had smartphone connectivity. In 2013, Bosch expanded its range of drive units to include Active Line and Performance Line drive systems. The Performance Line CX, developed especially for eMTB, "allowed people to suddenly enjoy, not just the downhills, but also the uphills, basically, creating the eMTB trend," said Fleischer. 2014 saw Bosch release an all-in-one on-board computer named the Nova which had GPS, navigation, fitness and smartphone functions. In 2017, Bosch used its years of experience as a leading provider of motorbike safety technology to produce the world's first standard ABS for e-bikes.

For Fleischer, ABS is just the next logical step in a world with increasingly widespread

adoption of e-bikes as a mode of transport. “Our idea is always to take away all the excuses for why you should not cycle, like being exhausted or feeling it’s not safe. When you take the excuses away, more people are cycling, enjoying themselves outdoors and exercising. And with people riding more often and longer it increases the chances of them coming into a situation where they need their brakes to stop suddenly. We stepped in with our technology to stop the situations where cyclists lose control while braking. So, ABS is a technology to reduce bicycle accidents. We were the first and are still the only manufacturer to launch and produce ABS systems for e-bikes,” he said adding that while Bosch had not seen as many producers as they would like adopting ABS, they believe that it is a common teething problem for new products. “We would have preferred more volume in the market, but it takes time for a new technology to be fully understood from the dealers side in terms of how to market it, explain it and sell it to the end consumer, so we still have a little way to go,” said Fleischer.

Bosch has also updated their drive units. The performance line drive unit, especially for trekking bikes and road bikes, now boasts a 65 Nm motor. Bosch has also reduced the size so that the bicycle manufacturers can integrate the drive unit more easily into the frame, allowing for shorter chain stays and a sportier set up of the rear frame and the suspension. They also reduced the weight by one kilogram, a 25% reduction. “Plus, we have a central system to control all of the electronics that we developed from scratch so that we have better control over the behavior of the drive unit. Power alone is not what cyclists want, they want to have more dynamic control. The response of the drive unit is incredible. When you ride you



▲ For 10 years, Bosch eBike Systems has been setting new standards with drive systems for pedelecs.



▲ Performance Line CX drive unit for MY2020.



▲ Performance Line Speed drive unit MY2020.

feel immediately that it already knows exactly the amount of support that you need in that moment. This is the next level of mountain biking,” he enthused.

Passionate about perfection

Fleischer sees his staff members' passion for cycling as just one of several competitive advantages for Bosch over the rest of the industry. “We have a clear understanding of the market and the end consumer because we are all cyclists. We know who wants to ride an e-bike and what kind of product they need, which means we can predict trends for each use case, and create trends like we did with the eMTB,” said Fleischer.

The CEO himself, who has a background in cycling and used to race mountain bikes when he was younger, was part of the team who had the idea for the eMTB, the Performance CX. He works closely with the engineering team discussing the details of new products and is even a test rider for the company, something which he says helps him challenge the Bosch e-bike team to improve. This allows the company to keep its finger on the pulse of the industry and know what areas they can improve on.

Their second advantage is their focus on their business partners and supporting them with their dealer services, product information, and diagnostic tools. They help their

partners to design with Bosch systems, which also adds value for the end consumer, who gets an optimal product.

Finally, Fleischer highlights the company's unerring devotion to using their technical capabilities and engineering to turn concepts into industry-leading products. “We always want to have the latest and greatest drive unit, which is smaller and more powerful, and have the latest and greatest battery, which integrates nicely into the frame,” said Fleischer.

Fleischer says Bosch's business model is to only sell their products to bicycle manufacturers, who then design the bike around those products and sell the bikes around the world.

“We are not selling directly into a market, we sell to a bike manufacturer. As the market is mainly in Europe right now, we mostly sell to bike manufacturers and their factories in Europe, although we sell a little bit in the US. Right now, there is no production in Australia or New Zealand, the bikes come from European factories,” he said..

Fleischer said that the European centered production wasn't a company policy, but rather as a result of the market demands.

“We sell to manufacturers and they decide where they do the assembly. We don't want to sell to assemblers or factories. We sell to the brand owner and then they decide if they do the assembly at their own factory or if they have someone assemble it for them,” he added

The company don't release specifics on sales, but Fleischer

did say that Bosch is growing at a double-digit figure that was higher than the e-bike market growth rate over the last 12 months.

Internal synergy

The company uses a Hungarian post-production location for their products.

“We have two factories in the same city in Hungary two hours north of Budapest. We always look for internal synergies because a battery and a drive are totally different products. So, we run our production lines for drive units in one factory which specializes in electric motors and that is next to another factory that produces cordless power tools, batteries for drills and so on, and this factory produces our battery packs,” said Fleischer.

“We are too small right



▲ Cargo Line Speed.


now to have our own factory, so we partner with these factories. We will always look for the best factory to supply to us,” he added.

The next 10 years

As for the future, Fleischer has a specific vision of the next 10 years.

“We want to make

cyclists smile, and make more people love cycling. We want to contribute and be a positive influence on society, we want to see more people using e-bikes to alleviate traffic issues. This will contribute to a better environment for everyone and contribute to creating a culture of cycling and exercise.

That's my vision. There is a lot we still have to do.” 



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at Splendor Hotel 10F #1002

Bike Machinery / Mair and Jui Chih Establish Strategic Alliance

Seeing the bicycle industry's growing demand for automated production and testing equipment, the prominent Italian machinery manufacturer Bike Machinery / Mair signed a long-term licensing and cooperation agreement with Taiwan's Jui Chih Machinery in mid-September. Under this agreement, Bike Machinery / Mair agrees to authorize Jui Chih to manufacture Bike Machinery / Mair's equipment in Asia, and grants Jui Chih sales rights in the Asian market. Both parties are highly optimistic about this cooperation agreement, which will pair the two companies' strengths and integrate their resources.

The first piece of equipment that Bike Machinery / Mair has authorized Jui Chih to produce and sell is the Proxima fully automatic bicycle frame alignment machine, and Jui Chih expects to begin production around the beginning of next year. According to Jui Chih President, Jui Bin Yang, as skilled alignment workers are hard to find in China and Vietnam due to rising wages in Asia, automated alignment equipment is now the optimal solution when it comes to the improvement of quality. Jui Chih is also dedicated to ensuring a high level of equipment production quality and after-sales service.

Bike Machinery / Mair boss Luigi Seghezzi noted that, after working with Jui



▲ After receiving licensing from Bike Machinery / Mair, Jui Chih will bear responsibility for Asian manufacturing and sales, and Bike Machinery / Mair will retain responsibility for the European market. Shown here (from the left): Jui Chih Vice GM, Tony Lin; GM, Shing Wang; President, Jui Bin Yang and Bike Machinery / Mair representatives Luigi Seghezzi, Alfredo Longhi and Piergiorgio Gabellini.

Chih for many years, he is firmly aware of their great professionalism and the fine reputation of their bicycle processing equipment, which has made them a very trustworthy partner. As a result, Bike Machinery / Mair is willing to grant authorization to Jui Chih in an effort to boost product competitiveness through production in Asia, and thereby achieve a win-win situation. The company also believes that this move will also help Asian bicycle industries to enhance the precision and efficiency of their frame alignment. Looking ahead to the future, depending on market demand, Bike Machinery / Mair doesn't rule out authorizing Asian production and sale of even more equipment to Jui Chih. 



▲ Jui Chih President, Jui Bin Yang signs cooperation agreement with Bike Machinery / Mair representative, Alfredo Longhi.



▲ The first piece of equipment that Bike Machinery / Mair has authorized Jui Chih to produce: the Proxima fully automatic bicycle frame alignment machine.

EBMA: The Vital Importance of Pedal-Assist E-Bikes Industry in the EU

The threat of climate change is in the news nearly every day, and our EU bicycle, pedal-assist e-bike and component industry, working closely together with our industry colleagues in Asia, America and other continents, are contributing to the reduction of dangerous emissions. Pedal-Assist e-bikes are, by far, the best and safest commuting vehicle ever invented. Indeed, this year we will sell approximately 3 million e-bikes in the EU. A great achievement after many years of development and investments.

Thanks to the regulation adopted by the EU Commission since 2002, under technical suggestions of the European industry association, CONEBI, a pedal-assist e-bike is legally a bicycle, and not a motor vehicle: Therefore, type approval up to

250W and 25 km/h assistance is not required. In order to grow the sales of e-bikes in the EU, it is vital to keep this very important rule. Indeed EU pedal-assist e-bikes are very safe, as they are equipped with the best components which need to comply with EN & ISO standards.

Another vital regulation in the EU is the respect of WTO rules to keep an even playing field and fight subsidized dumping and other unfair trade practices. EBMA has been working for 3 decades with the EU Commission on international trade, in order to legitimately defend our over EU 800 SMEs and 90,000 EU workers. EBMA welcomes free and fair trade, and healthy competition worldwide. Keeping, enhancing and growing the EU bicycle, e-bike and components industry in

the EU is EBMA's top priority, and we are always available to help Asian companies invest in the EU. The very sustainable production in the EU is also contributing to cutting dangerous emissions, from 61 to 123 kgs of CO₂ per bike. With each job that we are able to reshore to the EU, we can reduce dangerous emissions by 30 to 50 kilograms per year.

If we can keep the current pedal-assist e-bike technical regulations and trade playing field even, we forecast that in the next 5 years, the EU market will grow up to 10 million pedal-assist e-bikes per year, becoming 50% of the 20 million bikes sold every year in the EU.

The new technologies of connectivity will even further increase the safety of pedal-assist e-bikes, giving another boost to the interest and enthusiasm of millions of EU citizens: a great chance to seriously act against dangerous emissions! 🌱WG



EMBA Secretary General, Moreno Fioravanti.

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KS Cross into Carbon Forks with Mekkem Acquisition

A specialist in dropper seatpost development and production, KS has answered XC cyclists' demand for even lighter weight by developing carbon fiber droppers that are unique in the market. These dropper seatposts can boost cycling efficiency when tackling rough and varied road conditions in competitions.

While constantly developing new products, KS has recently cooperated with UCI XC cyclists, and 10 cyclists using the KS LEV Ci seatpost won national championship jerseys in 2019. In addition, KS was awarded first place among consumers' favorite dropper seatposts in Mountain Bike magazine's 2019 product roundup.

New products

KS has introduced new e20i and Rage-i models aimed at e-bikes, and also introduced the LEV Ci 272 and the KG Drop remote lever for gravel bikes.

Rage-i

The Rage-i is an entry-level priced offering with an overall weight that gives competing droppers at three times the price something to worry about. The Rage-i features a two-bolt micro adjust head, a stanchion tube that doubles as an open bath hydraulic cartridge body, and a choice of 75, 100, 125, 150, 170 and 190mm of infinitely adjustable travel. The black hard-anodized stanchion has a precision machined alloy mast

with integrated seal collar, an all new keyway system, and an internally routed polycarbonate cable connector, while being compatible with all Southpaw, KG and Westy style remotes.

KS e20-I

The KS e20-I is part of Kind Shock's mission to get every rider on a well-performing dropper post at a budget-friendly price point. Despite the price, Kind Shock has not cut any corners in production and the KS e20-I has fit and function that rival top end contenders. It is designed for internal cable routing, is available for all major seat tube diameters, and has infinitely adjustable travel from 75mm to 170mm, ensuring it accommodates all riders' preferences. The 3D-forged one piece shaft internal routing dropper post has already passed the Zedler-Institut Advanced-Plus-XXL Test. This test to 180 kg is designed to replicate the weight of the bike and a rider carrying an additional load, due to the increasing use of trailers with bikes and e-bikes, particularly. The KS e20-I system also features a micro-adjustable head clamp, and an air sprung hydraulic steel cartridge, and is compatible with all Southpaw, KG and Westy style remotes.

LEV-Ci 272

KS's most technologically advanced offering is the LEV-Ci 272. The cutting edge dropper seatposts come in a size that fits a myriad of bikes. LEV-Ci 272 features

an optimized carbon mast that is reinforced with a milled aluminum endoskeleton resulting in a light, yet rigid chassis to house the proven LEV series hydro-pneumatic internals. LEV-Ci 272 is

available in 65, 100, and 120mm of smooth travel and also utilizes new spool valve internals and larger air volume for reduced operating pressure and nearly zero breakaway force.



▲The Rage-i has a newly increased 190mm travel, which is suitable for tall cyclists, and is an even better fit for frame designs. This product offers compatibility with the recently-popular 34.9mm tube diameter specification.



▲KS's e20i seatpost has passed XXL testing by Germany's Zedler reputedly the world's toughest testing and offers an extremely safe seatpost option for e-bikes.



▲The Lev Ci 272 inherits the design of KS's lightweight carbon fiber dropper seatposts he world's lightest and provides an option for gravel bikes with 27.2mm tube diameter. This seatpost lets gravel bikes enjoy the convenience of dropper seatposts when confronted by challenging road conditions.



◀KG Drop is a remote lever re-designed by KS specifically for the curved handlebars on gravel bikes. This control lever allows cyclists to operate their seatposts in real-time without making large movements, and can significantly boost riding safety.

Crossing over into suspension forks

Regarding the acquisition of Mekkem Industrial Inc. by KS at the end of 2018, KS GM Martin Hsu noted that Mekkem began producing carbon fiber front forks at an early date, and has targeted niche markets with products including suspension forks for teenagers' bikes and upside down forks. However, Mekkem's small size made it hard for it to compete with manufacturers in China and

Vietnam, and they planed to suspend operations. But after seeing Mekkem's technology and experience, as well as its products' future potential, KS decided to acquire the company.

According to Martin Hsu, because of the increasingly tough strength requirements for e-bikes, and the increase in the speed of Europe's "speed pedelecs" to 45kph, testing standards are even more stringent, which has made it harder and harder for ordinary forks to meet




▲ According to KS GM, Martin Hsu (right), upside down forks offer even better stiffness, and are very suitable for e-bikes. His son Michael is on the left.



▲ Mekkem's carbon fiber upside down forks.

testing requirements. Hsu holds Mekkem's upside down forks—the product of many years of R&D—in high regard for their outstanding stiffness, and considers them extremely suitable for e-bikes. KS will continue its R&D, and it will strive to cut costs and expand into broader markets.

Suspension forks for teenagers' bikes represents another promising niche. Many teenagers in Europe and America are interested in MTBs, but most MTBs

currently on the market have 27.5" wheels. Teenagers' bikes include 20," 24", and 26" models, and these young cyclists certainly desire even better performance, but because of the low volume, most manufacturers are not interested in this market. But because the carbon fiber front forks made by Mekkem have relatively inexpensive molds, they can be made efficiently in small quantities. 

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Darfon Reaping Rewards of Rich Experience

Darfon Electronics Corp. was founded in May 1997 and is dedicated to providing “one stop shopping” precision components to ODM and OEM clients. Claiming to be the the world’s no. 1 notebook keyboard manufacturer, Darfon’s product lines include: human interface devices, power & energy devices, integrated components & material, and green devices. The company has a staff of over 10,000 employees throughout its global operations spreading across Taiwan, China, Japan, Korea, USA and Europe.

Through its two decades of experience in the IT industry, Darfon established a solid foundation for electronics, digital information, system integration, quality management and a global supply chain. In 2011, when Darfon realized that the traditional bicycle industry was switching its focus to e-bikes, they believed that their IT experience could help them move ahead of the competition. It initially aimed to grow the business from their core competitiveness of electronic controls and battery power, while working closely

with international manufacturers like Shimano and Panasonic to develop various e-bike solutions and uncover new e-bike business opportunities.

Darfon is banking on the digitization of e-bike products. Their vision and mission has always been to integrate the use of Electronic, Digital, IT and other advanced technologies with the considerable traditional bicycle industry know-how at their fingertips in Taiwan, something which they only see accelerating in the future. Their products are designed to meet customers' needs for intelligent, diversified and differentiated products, and also, to reshape the future of e-bikes. Their goal is to be a one-stop shopping services to customers by turning futuristic e-bike visions into reality, and driving the e-bike industry development.

Currently, they are one of the few manufacturers that can provide batteries, intelligent chargers, as well as mount designs and products at the same time. They have developed a comprehensive e-bike battery power kit platform which includes a full range of Shimano compatible batteries, as well



▲ Darfon claim its 21700 720Wh batteries can be fitted to all frame sizes.

as their new generation 21700 battery series, differentiated batteries and battery power kits. The 720 Wh 21700 batteries can be fitted to all frame sizes.

The company's ability to design entire e-bikes-from frames to batteries, electronic control systems, HMIs and apps-is coupled with complete in-house testing and verification capabilities. The comprehensive in-house test equipment allows the company to confidently apply for test reports issued by professional laboratories. For example, Darfon batteries have gained EU's new ISO13849 certifications.

Kenstone Alliance Drives Development

Earlier this year, Darfon acquired a stake in Kenstone Metal Co., a Taichung based company which specializes

in manufacturing bicycles for premium brands in North America and Europe. The alliance with Kenstone not only accelerates Darfon's strategic development, but also allows for integrated services from designing to assembling, with the partners leveraging each other's channels to create a win-win situation. The move is also aimed at keeping Darfon competitive in a global e-bike economy dealing with the EU's anti-dumping policy and the US-China trade war. Darfon is able to provides batteries made in Taiwan, while Darfon and Kenstone's alliance means they offer bicycle assembly and manufacturing services in Taiwan, Europe and Vietnam. They see this ability to provide a range of options for clients and ability to provide high quality services as a considerable boon.  WG

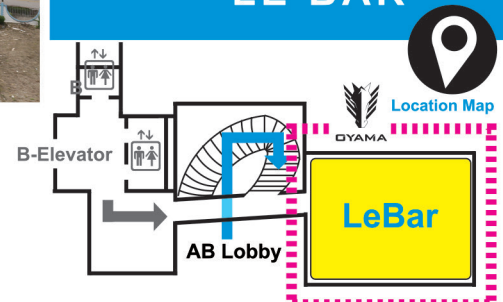
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Totem Expands Production with Czech Plant

Tianjin's Golden Wheel Group established a European subsidiary in 2012 to provide after-sales service to local customers. In 2016, the group established the assembly plant, Totem Bikes, in the Czech Republic to produce high-quality, small-batch e-bikes bearing the company's brand name for sale in the European market. Totem added e-bike OEM services at the end of 2017, and assembles 35,000 e-bikes annually, chiefly specified with Bafang, Panasonic and Shimano drive systems. With the steady growth of the e-bike market and an ongoing increase in orders, Totem Bikes has added a new plant this year (production began in the new plant in September), with an added assembly line intended to increase capacity. The two plants currently have an annual capacity of up to 50,000 bikes. According to Totem Bikes Vice General Manager, Frank Hou, the company considers e-bikes

to have great promise, so it has recently invested €10 million in the purchase of nearby land on which it plans to build a new plant with six e-bike assembly lines. The new plant is expected to be completed by the end of 2020. At that time, the two older plants will be merged, and the new plant will begin operation during the first half of 2021. When that time comes, Totem Bikes will have an annual capacity of 150,000-180,000 e-bikes. 



▲ Totem Bikes Vice GM, Frank Hou.



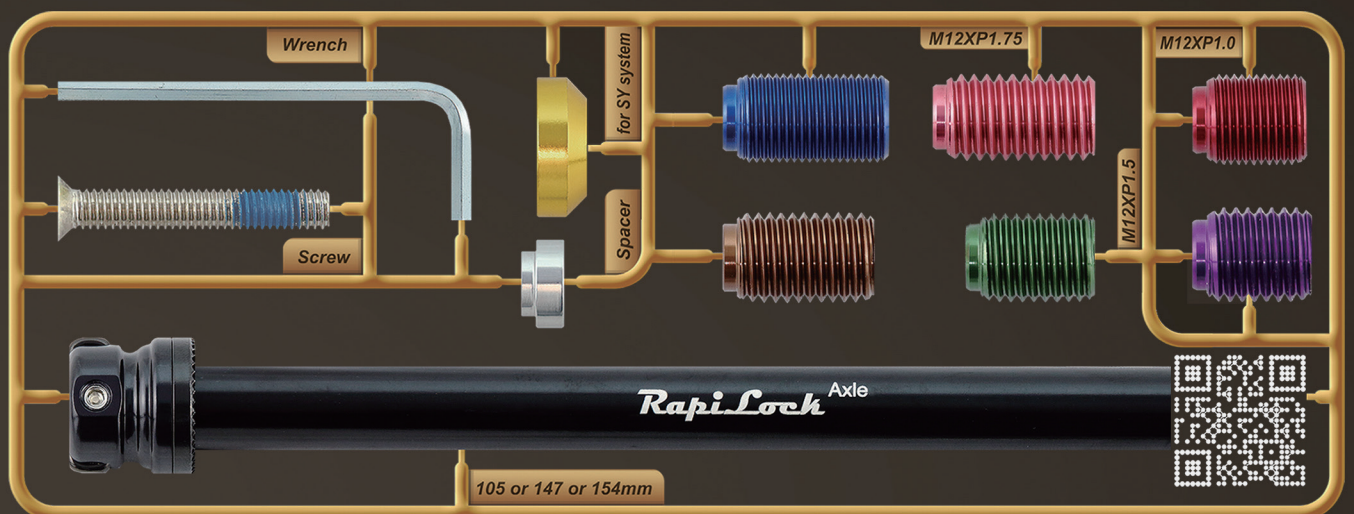
▲ Totem Czech plant's e-MTBs feature Panasonic drive systems and SR Suntour suspension forks.

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Velo Introduce E-City Saddle Range

Renowned Taiwanese bicycle saddle manufacturer and long time participant in Taichung Bike Week, Velo, is introducing its latest designs to OE product managers at the Tempus Hotel this week. Among the company's latest products are saddles and grips specifically designed for e-bikes.



E-City Saddles

Since the beginning, Velo has been committed to meeting the ever-changing needs of the customers and to staying at the forefront of current trends. Velo has developed various e-bike specific saddles to meet the comfort expectations of new and seasoned riders alike. Being heavier than traditional bicycles, e-bike maneuverability can be challenging when stored in the garage or parked in a bike rack. E-City saddles feature a concealed ergonomic handle, the I-Carry, located on the underside of the shell for easier handling. The I-Carry is constructed with a reinforced saddle base allowing e-bikes weighing upwards of 45kg to be lifted without putting additional stress on the rest of the saddle.



E-Bike Grips:

The new e-Bike specific grips feature Velo's proven Microtech technology to increase positive and comfortable contact with the handlebar. Varied texture formations at key points on the grip allows for secure contact in wet and humid conditions. Velo's complete line of e-bike grips offers different pressure relief designs with alternative hand positions. **WG**

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C336

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BCI's Exports Grow by 50%

BCI (LA Bicycle Group)—Thailand's largest bicycle assembler—was established in 1991, and currently has two plants in Bangkok: The 80,000m² LA Bike plant chiefly produces and assembles bicycles for the domestic market, while the 64,000m² BCI plant is geared toward exports, has 700 employees, and has an annual capacity of over 600,000 bikes. However, due to the economic downturn of the past two years, the plant's output has lately been much reduced. The BCI plant possesses die-casting, welding, wheel assembly, painting equipment and assembly lines, and chiefly assembles children's bikes, city bikes, BMX, MTBs, road bikes and e-bikes under contract for export worldwide. BCI also produces its own aluminum and steel frames and

forks, and sells its bicycles on the Thai market under its Infinite and LA Bike brand names. In order to boost the quality and performance of its bicycles and e-bikes, last year BCI established a test track containing various types of challenging obstacles and occupying over 13,000m² at its plant. This track was completed in the third quarter of 2018 and has received good reviews from customers.

Seeing the soaring sales of e-bikes in Europe, BCI began assembling e-bikes on an OEM basis for export to Europe last year. The batteries and motors used in these e-bikes are 100% imported; motors are chiefly obtained from Shimano, Bafang, and Promovec, and emphasize strict quality control. BCI exported close to 20,000 e-bikes this year and has enjoyed robust growth, which it expects to continue into next year.

According to BCI President, Surasith Tiyavacharapong, BCI's ratio of domestic sales to exports is 3:7, and its exports grew by 50% this year. Thanks to the China-US trade war, some American buyers have begun asking BCI for price quotes

and placing orders. As a result, Tiyavacharapong believes that the company's sales to the US market will grow significantly next year. In contrast, domestic sales have fallen considerably during the last couple of years, which can be attributed to Thailand's economic slump and consumers' extremely weak buying power. Many Thai businesses and industries are faring poorly, and the bicycle industry as a whole has suffered a 50%-70% drop in sales. BCI's company brand Infinite is used

for high-end, multi-speed bikes, while its LA Bike brand is used for children's bikes, single-speed bikes, and introductory multi-speed bikes. All of BCI's branded bikes are manufactured in-house. BCI has two directly-operated flagship stores and over 200 dealers in Thailand. BCI is also an agent for many Taiwanese and global brands in Thailand, including Look, Cube, Vision, Velo, KMC, Reynolds, SR Suntour, San Marco, Prologo, Kenda, Exustar, Jagwire, Beto, Giyo, and Sigma. 



▲ BCI R&D Department Director, Surakiat Tanachotevorapong tests the company's newest e-MTB on the test track.



▲ The 80,000m² LA Bike plant chiefly assembles bicycles for sale on the domestic market.



▲ BCI President, Surasith Tiyavacharapong believes in stable management, values his credibility, and emphasizes contribution to social welfare; he is very well-connected within the Taiwan bicycle industry.



▲ BCI President, Surasith Tiyavacharapong and his wife extensively engage in charitable activities, and give away large amounts of vegetarian food to the public during the annual Nine Emperor Gods Festival.



▲ Completed during the third quarter of 2018, this test track occupies over 13,000m² and includes various kinds of obstacles and terrain.



BANGKOK CYCLE INDUSTRIAL CO., LTD.



STAGE OF THE ART WELDING FACILITY

At Bangkok Cycles we manufacture our frames and forks both in alloy and steel. Our beautiful welding patterns are created by our experienced and professional welders.

ENCLOSED PAINTING LINE

Bangkok Cycles has fully enclosed dustless painting line which ensure that all our frames and forks painting come out at a very high quality.

RIM BUILDING

With our high technology European rim building machine Bangkok Cycles are able to build a very precise alignment rims.



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76/2 Moo 8, Oam-Yai, Sampran,
Nakornpathom, 73160, Thailand
Tel: +66-2-812-7300, +66-2-082-8999
E-mail : info@bangkokcycle.com
www.bangkokcycle.com



New Product Gallery

Alligator

HK-DC64 / HK-DC66

Evergreen Hotel
#J2

Made from impact resistant ABS plastic, Alligator's new road bike disc rotor cover addresses one of the key concerns of professional cyclists over the use of disc brakes in the peloton—physical contact with hot disc brake rotors in the event of a crash. The cover is designed with a special internal airflow which enhances heat dissipation inside the brake caliper. The cover is suitable for disc rotors with a diameter of 140mm or 160mm.

+886-4-7357739 www.alligatorcables.com



Ergotec

Integra-BK

The characteristic design of the new Ergotec Integra-BK front end impressively signals the sporty yet noble dominance of this stem. The focal point is the Bosch display integrated in the stem which, together with the internal cable routing, sets such unique accents. Due to the optionally available faceplate, headlamps of different manufacturers and shapes can be individually adapted on the front. A stem with the power to wow.

www.richtigradfahren.de



The new Brose Drive System

A harmoniously synced system of drive, display and battery for the most natural e-bike riding experience.

With three compact, ergonomic displays, Brose grants very different biker wishes: practical, puristic, clear.

The **Brose Display Allround** is the stylish all-in-one solution for design lovers. Purists get their money's worth with the slimline **Brose Display Remote**. And for bikers who love the big picture, the **Brose Display Central** offers the best view of all displayable data.

The new Brose Battery 630 is optimally coordinated with the Brose Drive product family.

Connected to the specially developed, very robust Brose standard plug, it has a nominal capacity of 17 ampere-hours at 36 volts, providing an energy storage capacity of 630 watt-hours.

The Brose Battery 630 fits perfectly into the e-bike frame and can still be removed easily. The patented locking system offers two major benefits: the battery remains securely mounted, even during the most extreme riding conditions, and for removal, only one lock needs to be opened.

Evergreen Hotel
No. 322 & 336



What is so special about Brose drives? The natural riding feeling!!

- // Very quiet, low vibration
- // No pedal resistance without drive assistance
- // Sensitive response
- // Powerful assistance and harmonious handling
- // Attractive frame integration

Controltech

E-1 Adjustable Stem (ST-EB-02)

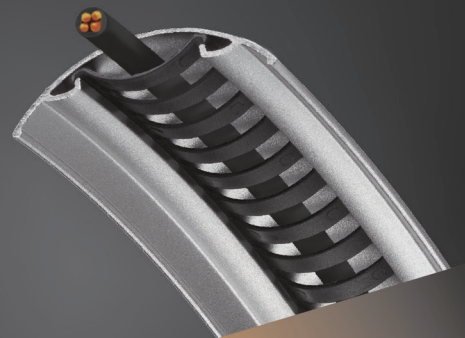
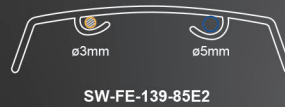
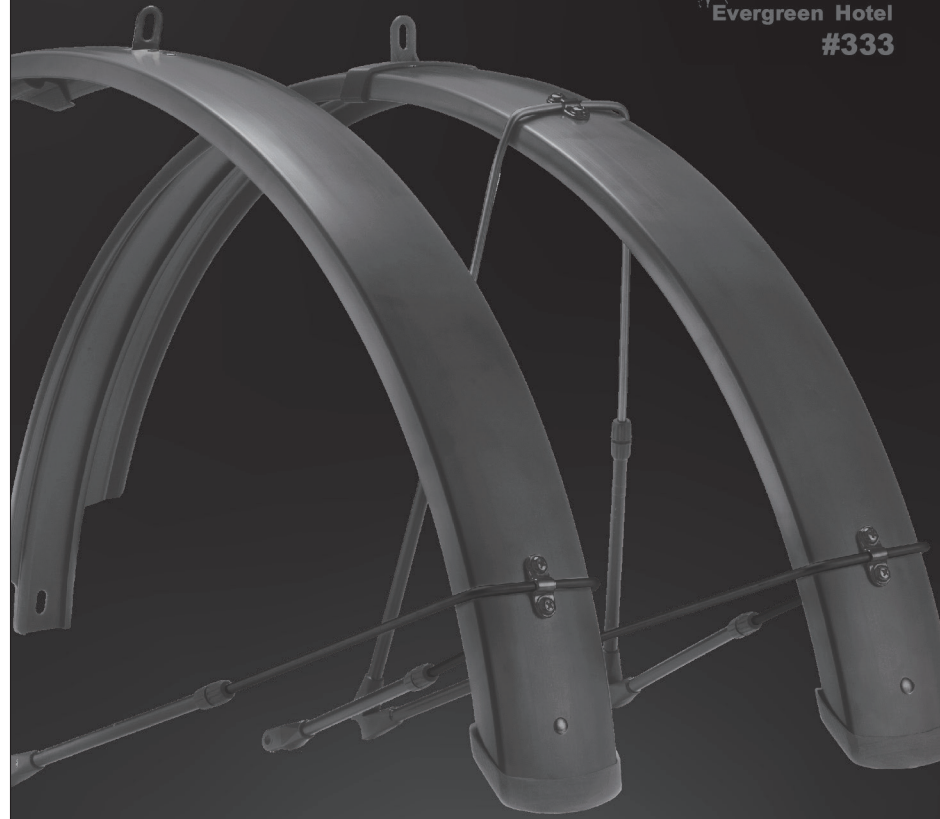
Controltech's E-1 is an adjustable stem that optimizes the riding experience and offers riders better control through full integration, angle adjustment and design. The angle is adjustable +25 degrees or -30 degrees by means of a simple mechanism. Made from AL6061-T6 the stem is available in lengths of 90, 100, 110 or 120mm, and weighs in at 370 grams (for the 110mm version).

+886-4-8231923

www.controltechbikes.com



Tempus Hotel
3F Oxford



FULL-COVER FENDER
E-BIKE cable storage tech $\varnothing 3\text{mm} \sim \varnothing 10\text{mm}$

www.SUNNYWHEEL.com

Prowheel

DMB-32T-TT

With forged alloy cranks available in lengths of 170 and 175mm, the DMB-32T-TT crankset is compatible with both 11- and 12-speed systems. Chainrings are available in 38T, 36T, 34T, 32T options, and come in an anodized sand-blasted black finish. The crankset is compatible with PW-BB73+ and PW-BB92 BB sets.

+886-6-2825791

www.pro-wheel.com.tw



Tempus Hotel
B1-A Hall-NO.10,11



SAFETY POP-OFF
Fender stay



New Product Gallery

ITM Bike Components S.r.l.

ITM50

ITM is launching its new aerodynamic and ergonomic HM carbon handlebar: the ITM 50. The bar features a unique and elegant design integrated with a support for quick coupling for every type of computer cycle, as well as two "forward bends" allowing the rider to experience comfortable and natural riding positions both during periods of effort and in the rest position. The handlebar is equipped with fully internal cable routing suiting different options such as Di2, brakes, etc. With a special texture for a stable anti-slip grip on the upper part of the handlebar, the ITM50 offers riders both safety and rigidity.

+39-035.682727

<http://www.itm.it>



A-Pro Tech. Co., Ltd.

ERD6.0A-B 29

To keep pace with globalization and market trends, A-Pro are offering eMTB frames for the new Bosch Performance Line CX 2020 motors. The internal battery can be switched to capacities of either 500Wh or 625Wh. The frame also features a special mount in the downtube.

+886-4-26821688

www.apro-tek.com



Evergreen Hotel
RM-321

Kun Teng Industry Co., Ltd

QL-BX8R

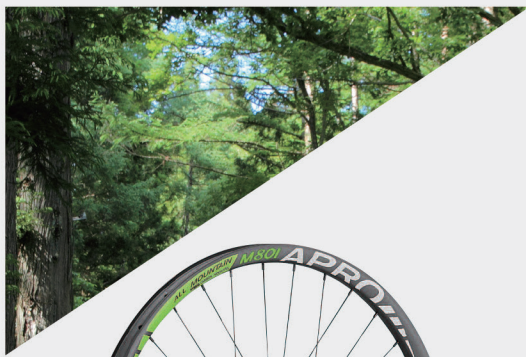
Kun Teng are introducing their QL-BX8R as "6 bolt disc, 14G/32H, Cr-Mo axle, ID12x148x148mm, loose balls, W/ cr-mo threaded type 3 pawls 1 spring, Shimano 11sp freehub body."

+886-0-4-25661311

www.kttw-hub.com



Tempus Hotel
Building B, Hall A
(B1/NO. 23 & 24)



[M801] [M802]

Rim Material	Carbon Fiber \ High Toughness resin system
Rim Construction	Hookless \ Tubeless ready
Rim Size	29 (M801) \ 275+ (M802)
Rim Width	Internal 30 mm / External 36 mm
Rim Depth	26 mm
Rim Weight	450g (32H) \ 425g (32H)
Hole Count	28 / 32
Tire Pressure	50 psi



ASYMMETRIC PROFILE DESIGN

Asymmetric rims with offset spoke holes allow for better triangulation of spoke angles and balance of tensions in a wheel build, resulting in a stronger, stiffer (laterally due to proportionately more lateral tension), more compliant (radially due to proportionately less radial tension), and more reliable wheel.

HYBRID

For

E-MTB

MTB



Meet us at EVERGREEN RM-321

• New! • Lightweight System

TUBELESS READY

www.jetsetrims.com

Sunny Wheel Ring Bell

Sunny Wheel's bell is integrated with the brake levers on either the left or right hand side. A simple rotation forwards or backwards will make an appropriate warning sound. Suitable for 90~100 mm length grip and handlebars with a minimum diameter of 22.2mm.

+886-4-7616188

www.sunnywheel.com

Evergreen Hotel
F3 #333



TranzX D-ST230AI

Made from aluminum 6061, the TranzX' D-ST230AI stem provides an internal cable routing and integration solution in a sleek design. The stem also supports the mounting of display and light accessories.

+886-4-7681756

www.tranzx.com

Splendor Hotel
#1310 & 1311



390g



425g



495g



Xpedo APX Comp

Xpedo latest trainer, APX Comp is of direct drive design and offers power accuracy of +/- 2%. Power accuracy. Manually adjustable with 3 resistance levels to simulate flat road or hill, power, speed and cadence transmission data is transmitted by ANT+ FE-C and Bluetooth 4.1 FTMS connectivity. The trainer is easily portable with large handle and pop-out stands.

www.xpedo.com

Tempus Hotel
5F VIP Room
Building A



Splendor Hotel -13F Booth No: 1327

+886-4-7526232

+886-4-7639858

jetsetrims@jetsetrims.com





E-Mobility Becomes Eurobike's Star Attraction

After 2018 Eurobike was moved to July, the show was moved back to September in 2019, and the organizers announced in May that 2020 Eurobike will be held from Sept. 2-5, 2020. The world's largest cycle show, Eurobike has seen the growing absence of a number of leading brands over the last few years, and has shifted its focus toward being an in-house dealer show. Bicycle makers such as BH, Colnago and Scott were no-shows this year, but there were numerous

startup e-bike companies and Chinese firms.

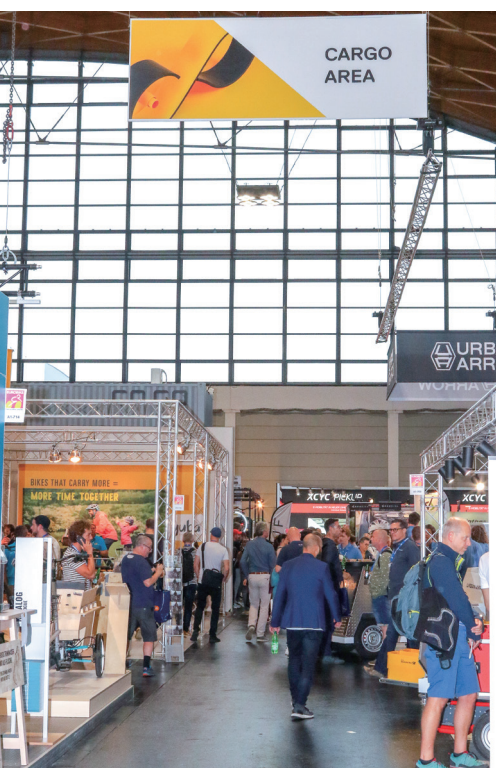
E-bikes have become a sales panacea for the European bicycle market. Almost all buyers at Eurobike sought out e-bike-related products, and the participating firms largely also focused on e-bike products. The traditional bicycle industry has reached a high state of maturity, and its supply chain is now very all-inclusive. In addition, due to the effect of the recession and being squeezed out by e-bikes, most buyers at the show naturally flocked to e-bike and related parts and accessories vendors. E-bikes are stimulating the development of Germany's bicycle industry; the industry sold 980,000 e-bikes last year, and is on track to sell 1,300,000 e-bikes in 2019. Nowadays, one e-bike is sold for every three bicycles. E-bikes are selling especially well in the northern European market, and the Swedish government has introduced subsidies of up to €1,000 for the purchase of e-bikes. A total of 103,000 e-bikes were sold in Sweden from September 2017 to August 2018, and this figure represented an increase of 53% compared with the year before.

Flourishing e-bike sales

have also stimulated demand for related parts and accessories, such as batteries, travel bags and carriers, and second battery storage bags. Trailers are another accessory in high demand, and pet trailers, child trailers, and luggage trailers are all very popular, which shows how power assist can win consumers' hearts. According to Kenda CEO Jimmy Yang, the rise of e-bikes is both a crisis and also an opportunity; if firms can quickly grasp market trends, and immediately develop new products meeting market demand, they will have a chance to tap even more business opportunities. In the case of Kenda, as soon as e-cargo models appeared on the market,

the company immediately introduced "Kwick Drumlin Cargo" tires specifically targeting e-cargo bikes, and these tires won a Eurobike Award.

E-bikes are currently undergoing an explosive burst of diversification. No matter what type of bicycle, a motor and batteries can be mounted on it to provide e-mobility, which is why we are now seeing electric city bikes, trekking bikes, MTBs, downhill bikes, road bikes, gravel bikes, folding bikes, bikes for teenagers, scooters, and cargo bikes. Taking e-road bikes as an example, Fazua and Bafang have both introduced motors that can be used on e-road bikes, but make the fact that the bikes are electrically powered nearly



▲ A dedicated e-cargo display area at Eurobike.

imperceptible. And in view of the fact that e-road bikes do not require much power, Mahle and FSA have introduced suitable rear wheel hub motors, and Wilier displayed its Cento 10 Hybrid e-road bike which it claims to be the lightest rear-wheel driven e-road bike (only 10.2kg) at Eurobike. According to Topeak President Louis, the design of most of the e-cargo

bikes at the show diverged strongly from traditional bicycles, and he explained that this was because many of the new brands' bosses, R&D personnel, and designers entered the e-cargo e-bike field from other industries, and are therefore able to put aside conventional thinking, and focus instead on users' needs. **WVG**



▲ EBMA Secretary-General, Moreno Fioravanti and CONEBI & WBIA President, Erhard Büchel both believe that power-assisted vehicles have excellent developmental potential in Europe, and are pleased that Wheel Giant has introduced a special EBS volume dedicated to e-bikes.



▲ Kenda CEO, Jimmy Yang displays his company's Kwick Drumlin Cargo e-cargo bike tire.



▲ Shimano's e-bike transmission system was a major attention-getter at the show. The photo shows Shimano representative Paul Lange with President, Bernhard Lange.



▲ Cycleurope CEO, Tony Grimaldi and Bianchi CEO, Fabrizio Scalzot displayed their newest e-SUV.



▲ The World Bicycle Industry Association (WBIA) held its annual meeting concurrently with Eurobike, and the representatives of member states enthusiastically shared their bicycle industries' state of development. From the left: BAJ Chairman, Satoshi Yuasa; CONEBI Vice Chairman, Paulo Monteiro Rodrigues; CONEBI Chairman, Erhard Büchel; TBA Secretary-General Gina Chang; a representative of PeopleForBikes (PFB) and Specialized Deputy CEO, Bob Margevicius.



▲ Targeting e-cargo bikes—a new market favorite—SR Suntour introduced a rear wheel hub motor system, and also introduced products designed specifically for bikes with 20" front forks. Company President, Kobayashi Daisuke is shown in the photo.



▲ Bafang Europe General Manager, Jack Brandsen displays the newest batteries.



▲ Wilier's Cento 10 Hybrid features fully hidden cables, weighs a mere 10.2kg, is equipped with Mahle's rear wheel drive motor system, and has a retail price of €11,200.



▲ Gravel bikes are another up-and-coming bike type.



▲ Lastkraft CEO, Franc Arnold displays the styrofoam covered frame of his company's new e-cargo bike. This frame reduces weight and provides impact resistance.



◀ Bryton's newest Rider 860 bike computer features color maps, navigation, and training functions.

► Merida's newly-introduced eOne-Sixty e-MTB has won many awards and honors.



▲ KMC's e12 chains for e-bikes boast 25% greater strength.



▲ Kenda Kwick Drumlin e-Cargo tire.



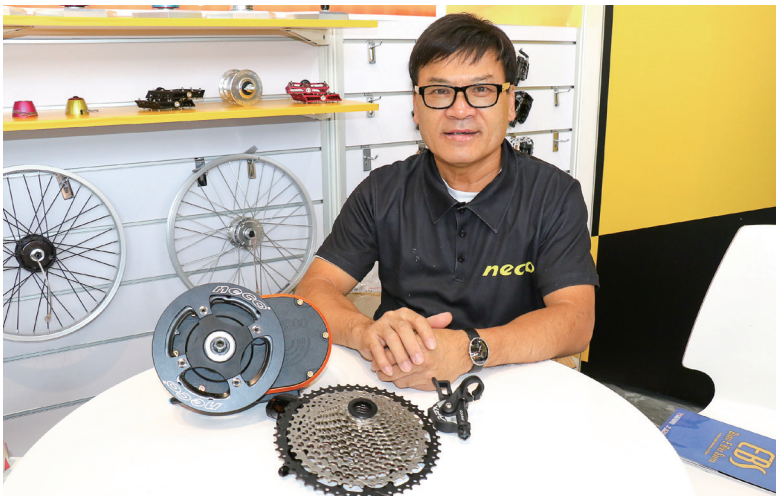
◀ BuzzRack's e-Scorpion 2 frame for folding e-bikes can withstand a load of 60kg and is easy to fold up and stow away.



▶ Exustar's E-PR5-TR road bike pedals are made of transparent material.



▶ Wheel Top displayed MTBs with 11s and 12s wireless electronic shift systems.



▲ Neco Wang displays his newest 13-speed freewheels, mid-drive motor, and shift grip handlebar.



▶ FSA introduced this rear wheel hub motor.



▲ Bosch's CargoLine motor system.



▲ J.D. is actively integrating key e-bike systems.



▲ Derailleurs and shifters for downhill bikes developed jointly by TRP and its sponsored cyclist Aaron Gwin. The components' hall lock and ratchet clutch have a special design intended to meet the requirements of downhill bikes.



▶ Dropper seat post has become standard on e-MTBs, and KS is the leading dropper post brand.



▲ 15 people took part in the sake ceremony.

Paul Lange Celebrates 70th Anniversary

Germany's Paul Lange—Shimano's agent in 7 European countries—held its 70th anniversary banquet at company headquarters in Stuttgart's Bad Cannstatt district on September 28. Among those present among the more than 650 guests at the festivities were Taizo Shimano, Senior Executive Vice President of Shimano Japan, CONEBI Chairman, Erhard Büchel, ZIV GM, Siegfried Neuberger, ZEG President, Georg Honkomp, ZEG GM, Egbert Hagebock, and KTM President, Carol Chen.

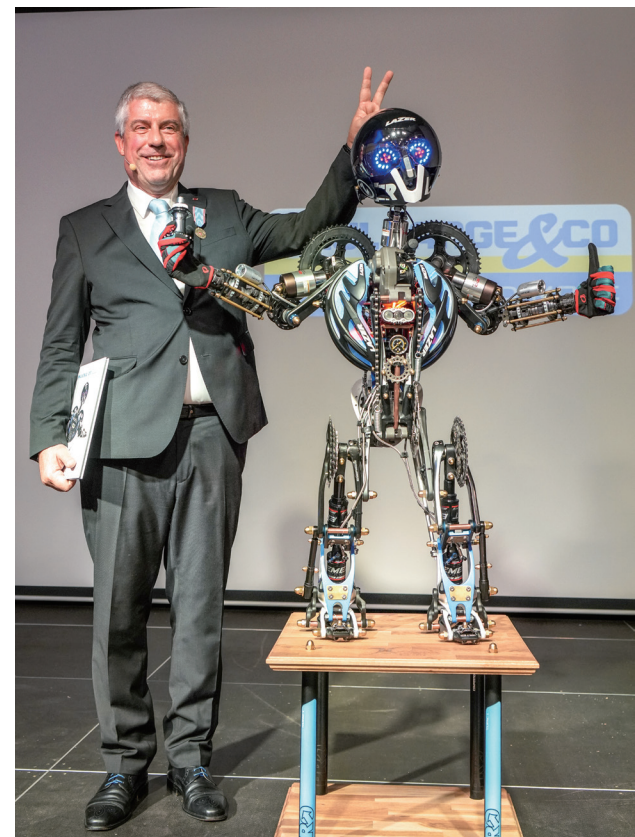
After Bernhard Lange's father founded the Paul Lange Group (PLG) in 1949, Bernhard took over the company at the age of 28 when his father suffered a heart attack. Under Bernhard's leadership, the company's sales and scale of operations both grew steadily, and Paul Lange is currently a very influential group enterprise in the European bicycle market. The company only sells parts and accessories, and has a group-wide 600

employees, of which 350 are in Germany. Its headquarters and automated warehouse are located close to each other, and its products include parts and components exclusively for use with Shimano's e-bike systems. In addition, it also offers a broad range of shoes, and its warehouse contains 30,000 products. According to Frederic Sellier, who is in charge of warehouse operations, the company's main warehouse alone does over 70 million euros in business annually, and Shimano products account for 80% of sales.

Like family members, Paul Lange and Shimano are each other's ideal partners. PLG began serving as Shimano's agent in 1967, and Bernhard once spent several years in Japan learning about Shimano and its corporate culture. Nowadays, sales of Shimano products account for close to 80% of PLG's sales, and it is a Shimano agent in such countries as Germany, Austria, Switzerland, France, Hungary,

the Ukraine and Slovakia. Taizo Shimano has expressed his deep satisfaction and admiration at PLG's superb performance.

Paul Lange is an agent for 27 brands. Holding annual in-house trade fairs has always been one of PLG's fine traditions, and this year was no exception, with its House Trade Fair held at company headquarters during the 5-day period of 9/25-9/29, of which 9/25-27 were order days and 9/28-29 were the in-house fair. This event created an ideal situation for business consultation and the exchange of information. Numerous brands exhibited their products, and there were also many on-site activities for dealers, such as training classes,



▲ CEO, Bernhard Lange was very happy to receive a gift of a robot made from bicycle parts.

product explanations, hands-on workshops and new product presentations. Among these activities were the presentation of ultra-light safety helmets and a fashion show, both of which left deep impressions on all participants. The fair also featured an inventory product

sales promotion activity and excellent food, which ensured that dealers were all very satisfied.

In addition, a Japanese drummer show and a sake ceremony, which is customary on special occasions in Japan, provided Asian flair for the anniversary party, and underscored the close connection between the two companies. Further show acts, musical accompaniment and a wide range of culinary delights also helped ensure that the 70th anniversary of Paul Lange & Co. OHG will be remembered by

guests for a long time to come.

While Bernhard Lange is group CEO, his sister Barbara Schattmaier is responsible for financial matters, and the two display seamless teamwork. The company's hospitality and warmth are palpable, and it also gives its employees great respect and good treatment. According to PR officer, Silvia Schöner, during her 9 years at the company, Bernhard and Barbara will always chat with employees and ask them about their work during the two weeks before Christmas every year, and the company also always

holds a Christmas party. As a result, employees have great respect for and gratitude to the Langes, and appreciate having the opportunity to work for them.

According Bernhard Lange, "Given the current geopolitical situation with increasingly protectionist, nationalistic and self-benefiting tendencies, it was important and a matter of the heart for us to set such an example for world peace and social responsibility." This was why PLG established a charitable foundation in the name of Bernhard's mother Ternanda Lange (who passed

away two years ago) five years ago. This foundation is dedicated to helping those in need, and has sponsored scholarship funds at two "Fernanda Lange Schools" in Ayoma, Ghana. As a result, on the occasion of the company's 70th anniversary, bishop Gabriel Mante from the Jasikan District of Ghana visited Germany to personally thank and give a certificate of appreciation to Bernhard and Barbara. Bishop Mante also took this opportunity to say mass for Paul Lange, and bless all employees and visitors.



▲ Bernhard Lange (left) and Taizo Shimano (right). Paul Lange and Shimano have been working together for 52 years.



▲ From the left: Barbara Schattmaier, CFO of Paul Lange & Co. OHG; Edmund Baur from Malteser (Catholic aid organization) and Bernhard Lange, CEO of Paul Lange & Co. OHG.



▲ Bishop Gabriel Mante from Jasikan, Ghana gave Bernhard Lange an appreciation award thanking him for his support of education in Ghana.



▲ At the dinner party Bernhard gave flowers to his wife, Anne, to thank her for her support.



▲ Paul Lange Director Logistics, Frederic Sellier (left) stated that there were 30,000 products in the warehouse. On the right is PR officer, Silvia Schöner.



▲ Egbert Hagebock, GM of ZEG and his wife, who are good friends of Bernhard Lange, came to offer him their congratulations.



▲ ZIV GM, Siegfried Neuberger, with his wife.



▲ RST President, Tsai Ming Da and his wife (2nd and 3rd left); RST Sales Manager, Susan Chang (far left); Elmer President, Elmer Chang with his wife (2nd and 3rd right) and their daughter (far right) all came to offer their best wishes to the company.



▲ Automatic warehousing.



▲ Paul Lange in-house trade fair is one of PLG traditions.



▲ Models performed with passion at the fashion show.

MTB RACE

DMB-32T-TT 1X12S,11S

CRANK LENGTH: 170,175MM

CRANK MATERIAL: FORGED AL-7075-T6

CRANK FINISH: BLACK SAND ANO.

COMPATIBILITY: 12S,11S

CHAINLINE: 49MM

CHAINRING: 38T.36T.34T.32T

CHAINRING MATERIAL: AL-7075-T6

CHAINRING FINISH: BLACK SAND ANO.

Q / I-FACTOR: 175/145MM

BB SETS: PW-BB73+ / PW-BB92



INTEGRATED TT MTB BB-II

BB STANDARD: INTEGRATED TT MTB BB-II
BB SHELL WIDTH: 68/73MM FOR MTB
BB MODEL NO.: PW-BB73+
BB COMPATIBILITY: BC1.37" X24T BB CUPS
WITH Φ 24MM SPINDLE
BEARING CUP: ALLOY, FORGED AND CNC
MACH. EXTERNAL BLACK ANO.
CUPS WITH LASER LOGO
CENTER SLEEVE: PLASTIC BLACK

BB92

BB STANDARD: BB92
BB SHELL WIDTH: 89.5/92MM FOR MTB
BB MODEL NO.: PW-BB92
BB COMPATIBILITY: WITH Φ 24MM SPINDLE
BEARING CUP: PA+GF BLACK, INJECTION
CENTER SLEEVE: PLASTIC BLACK

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BOOTH
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OCT. 16-18



Universal version
RLV01

Shifter version for
left hand
RLH01

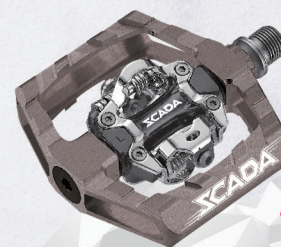
	MODEL NO.	O.D. (mm)	Travel (mm)	Length (mm)	Cartridge	Min. Insert (mm)	Weight
NEW	SP272100	27.2	100	365	Air/Oil Cartridge	100	485g
	SP309125	30.9	125	396	Air/Oil Cartridge	100	565g
	SP309150	30.9	150	458	Air/Oil Cartridge	100	665g
	SP309170	30.9	170	492	Air/Oil Cartridge	100	693g
NEW	SP309200	30.9	200	555	Air/Oil Cartridge	100	705g
	SP316125	31.6	125	396	Air/Oil Cartridge	100	580g
	SP316150	31.6	150	458	Air/Oil Cartridge	100	680g
	SP316170	31.6	170	492	Air/Oil Cartridge	100	708g
NEW	SP316200	31.6	200	555	Air/Oil Cartridge	100	730g
	SP349125	34.9	125	396	Air/Oil Cartridge	100	680g
	SP349150	34.9	150	458	Air/Oil Cartridge	100	778g
	SP349170	34.9	170	492	Air/Oil Cartridge	100	824g
NEW	SP349200	34.9	200	555	Air/Oil Cartridge	100	870g



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PEDAL
M129



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www.scadatw.com



Sightseeing in Taichung

Taichung Railway Station 臺中車站

📍 No. 1, Taiwan Boulevard., Sec. 1, Central Dist., Taichung

Taichung Station was built during the Japanese occupation, and the building style is highly reminiscent of the Tokyo main station. Due to its architectural importance, the Taichung station is now designated as a class-two historical site. Original warehouses from the same period, many of which have been converted into open art spaces, can be viewed by crossing under the tracks to the back side of the station.



Taichung City Second Market 台中第二市場

台中第二市場

📍 No.87, Sec. 2, Sanmin Rd., Central Dist., Taichung City

The 100-year-old Taichung City Second Market is an excellent place to visit for some traditionally flavored Taichung snacks. Located on Sanmin Road and Taiwan Boulevard, it was once a place of pricy extravagant merchandise in the Japanese colonial period. In early times, it was an important market where daily commodities were gathered and distributed. Due to the wide variety of goods, vendors were placed in different sections of a hexagonal layout.

The Second Market is a place where visitors can find delicious local Taichung food. Some of the iconic traditional delicacies that can be traced back generations include braised pork belly with rice, white jute, mushroom and meat soup. Any food vendor you find in the market is probably a gourmet-certified eatery.



The New City Hall 台中市政府

📍 No. 99, Sec. 3 Taiwan Boulevard, Xitun Dist., Taichung City.

☎ 04-22289111 🕒 08:30~17:30

🌐 www.taichung.gov.tw/

The city council building has been designed into an open style, with the arches symbolizing stepping into a bright future. There are also gardens, unique stores, and restaurants inside the city hall. The outside plaza has a huge LED screen that allows for the hosting of concerts and outdoor theater performances.



Feng Chia Night Market 逢甲商圈、夜市

📍 Wenhua Rd., Xitun Dist.

Feng Chia is the premier night market in Taichung. Goods are affordable, stores are open late, and tasty street food is everywhere. Spilling out onto numerous streets around Feng Chia University, this night market is a must-visit destination for visitors to Taichung.



Miyahara Eye Clinic 宮原眼科

📍 No. 20, Zhongshan Rd., Central Dist., Taichung City.

☎ 04-22271927

🕒 10:00~22:00 (weekday) 🌐 www.dawncake.com.tw/

Built in 1927, Miyahara Eye Clinic was once the biggest eye clinic in the Taichung area. After Japan lost the war, the owner of the clinic went back to Japan and the place became the Taichung Health Department. However, over the decades things changed and the eye clinic has been taken over by different owners. In 2010, the owner rebuilt the whole building.



Liu Chuan Canal 柳川藍帶水岸

📍 Between Sec. 3, Liuchuan E. Rd. and Sec. 3, Liuchuan W. Rd., Central Dist., Taichung City 400

Liuchuan Canal was originally known as Dadun River, however during the Japanese colonial period it was transformed to resemble a river flowing through Kyoto with willow trees on both sides, leading to its current name which means Willow Creek. Over the years, increasing development of Taichung's central district led to the 'creek's' demise into little more than a ditch. In 2016 Taichung city government completed a renovation project which has brought back the former glory of the waterway. Locals are delighted with the transformation, with weeping willows returned to the banks and fish once again swimming in the clear waters of this urban blue belt.



National Taichung Theater 臺中國家歌劇院

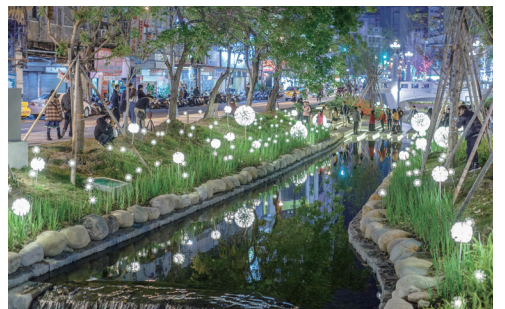
📍 No. 101, Section 2, Huilai Road, Xitun District, Taichung City, Taiwan

The National Taichung Theater is the first national-level performing arts venue in central Taiwan. Designed by the Pritzker-winning architect, Toyo Ito and hailed by Reuters as one of the world's nine new landmarks, it houses three world-class theaters: a 2014-seat Grand Theater, an 800-seat Playhouse Theater, and a 200-seat Black Box. The stunning structure, which also features a scenic Sky Garden, along with the Corner Salon, gift shops, cafés and restaurants, seeks to attract diverse and quality programs from all over the world, and carries high expectations as a new cradle for the performing arts in Taiwan.



Lu Chuan Canal 綠川

Lu Chuan Canal, under Taichung government's effort, has risen to become another new attraction drawing tourists and citizens' visits, even during the night time. At the intersection of Taiwan Boulevard and Luchuan E/W Street, the hundred years old "Cherry Blossom Bridge" restored during the remediation project has a bridge tower design rising at each of the four corners, while the European style banisters provide a wow factor to the spot. The space under the bridge is now a paved trail for visitors appreciating the original location of Cherry Blossom Bridge. Seeing the past while looking at the present, one feels the close connection between Luchuan Canal and Taichung urban development, indicated Water Conservation Bureau.



Gaomei Wetlands 高美濕地

Gaomei Wetlands is the famous bird watching spot in Taichung. The area boasts fresh air and a great diversity of wildlife. It is also the best spot to enjoy an amazing sunset with friends or family.



Sightseeing in Taichung

Zhenglang Temple 鎮瀾宮

📍 No. 158, Shuang-tian Rd., Dajia Dist., Taichung City.
☎ 04-2676-3522 🕒 24 hrs

Zhenglang Temple in Dajia, Taichung, is the most renowned Mazu Temple in Taiwan. It has over 200 years of history and gathers numerous worshippers from all over the world. Every third month of the lunar calendar, pilgrims hold a parade for Mazu in every Mazu temple in Taiwan. It has also become a world-class religious event. Mazu is the goddess of protecting fishermen and sailors and is widely worshiped in Chinese society.



Rainbow Village 彩虹眷村

📍 Ln. 56, Chunan Rd., Nantun Dist.

Originally built as housing for Nationalist soldiers who fled the mainland in the 1940s and 1950s, this neighborhood was scheduled for demolition until very recently due to a large number of derelict and abandoned buildings. Rainbow Village is now a huge local attraction, and has been spared the wrecking ball thanks to the colorful folk-art style paintings, made by local residents and ex-soldiers, that cover every possible surface, including houses, fences, and streets.



Huludun Cultural Center 豐原葫蘆墩公園

📍 No.782, Yuanhuan E. Rd., Fengyuan Dist., Taichung City

Boasting a collection of local artifacts of cultural significance, the Huludun Cultural Center is located on Yuanhuan E. Rd. The center comprises art galleries, the Weaving Craft Museum and other facilities. The center also hosts interesting cultural fairs, art exhibitions and international exchanging activities such as the the Asian-Pacific Weaving Festival. The Weaving Craft Museum demonstrates the common Asian Pacific weaving techniques and development. There is also a collection of weavings from Japan and Taiwan on display.



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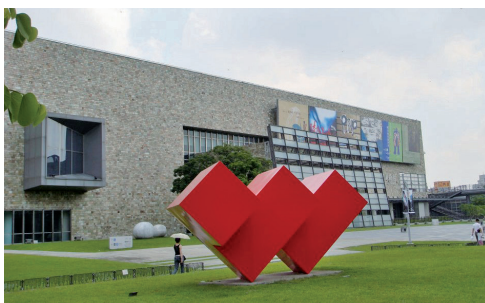


Sightseeing in Taichung

National Taiwan Museum of Fine Arts 國立美術館

2, Sec. 1, Wu Chuan W. Rd., Taichung 403 Taiwan
 Tuesday to Friday 9:00 ~17:00 /
 Saturday and Sunday 9:00 ~18:00 /
 Monday: Closed
 04-2372-3552 www.ntmofa.gov.tw/

The outdoor courtyard of the Museum comprises of a total area of 102,000 square meters (inclusive of the Public Outdoor Sculpture Park), making the NTMOFA the largest art museum in Asia. The exhibition area consists of Galleries A to F, the Art street, E-Transit and DigiArk, a picture Book Area, the Family Room, the Media Art Center, the Media Art Platform, the Teachers' Resource Center and other educational and recreational areas.



Taichung Park 臺中公園

Corner of Gongyuan Rd. & Ziyou Rd., Central Dist.

This century-old park features classic architectural designs like the Huxin Pavilion and a memorial monument for the inauguration of Taiwan's North-South railway. Visitors can find small boats for rent alongside the lake.



Confucius Temple 孔子廟

No. 30, Sec. 2, Shuangshi Rd., North Dist.
 09:00-17:00

Taichung's Confucius Temple is relatively new, but its detailed traditional building style, quiet interior, and peaceful open spaces provide a welcome respite from the hustle and bustle of Taiwan's second largest city.



Fulfillment Amphitheater

台中市圓滿戶外劇場

No. 289, Sec. 1 Wenxin Rd., Nantun Dist., Taichung City
 04-23806458
 fa.culture.taichung.gov.tw/

Fulfillment Amphitheater is located inside Wenxin Forest Park and is an open stage. It is the biggest outdoor amphitheater in Asia. The amphitheater was completed in 2006 and is designed in 3 sections including a stage, audience seats and the lawn.



Yizhong St. Shopping Area & Night Market 一中街商圈、夜市

Yizhong St., North Dist.

The stores in this area sell a wide variety of food and clothing, and fashion bargains abound from the small vendors hidden in the area's narrow lanes and alleys. Many of Taichung's authentic local snacks originated here.



Taichung Broadcasting Bureau

臺中放送局

No. 1, Diantai St., North Dist.
 +886-4-2229-0280
 Tue-Sun 10:00-18:00 Monday: Closed

The Taichung Broadcasting Bureau was built in 1935, during the height of the Japanese occupation. The lovingly-renovated building now houses a small broadcast museum showcasing authentic radio and broadcasting equipment from the pre-war era, as well as an exhibition and crafts space with a rotating display of local artworks and handicrafts. An interior design firm featuring wholly made-in-Taiwan furniture and fabrics takes up the rear of the building.



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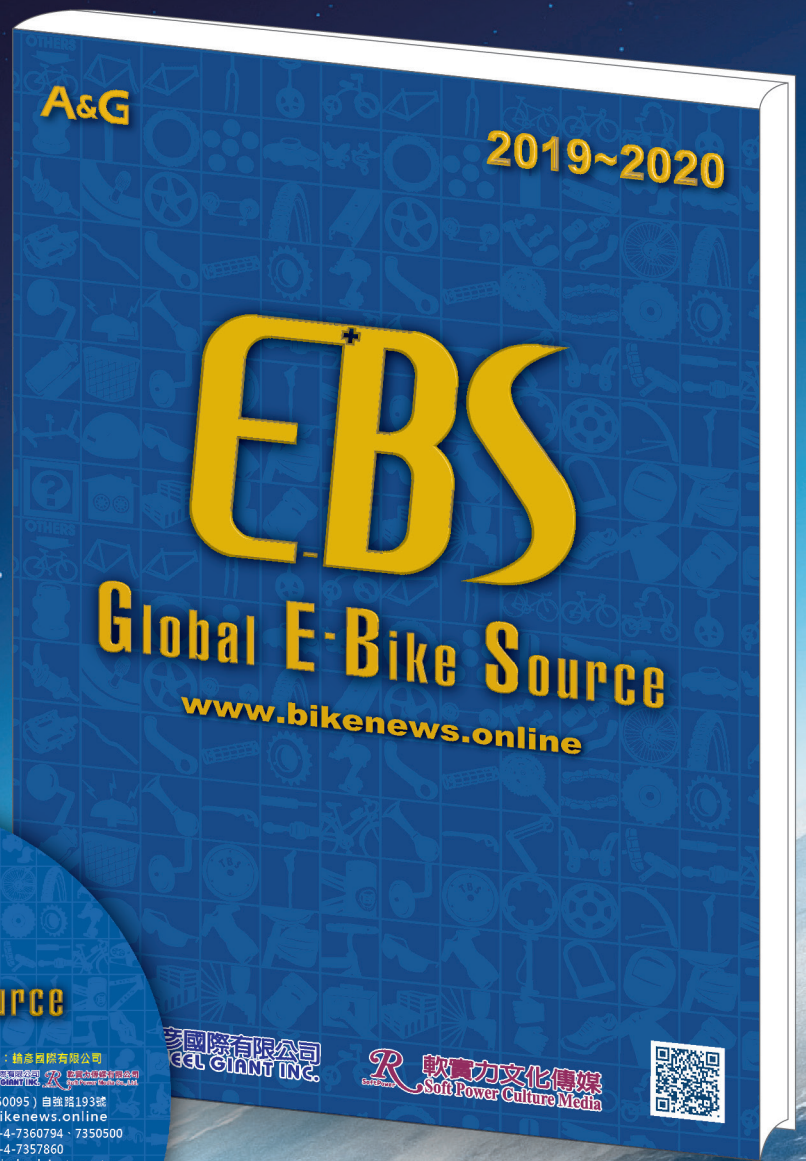
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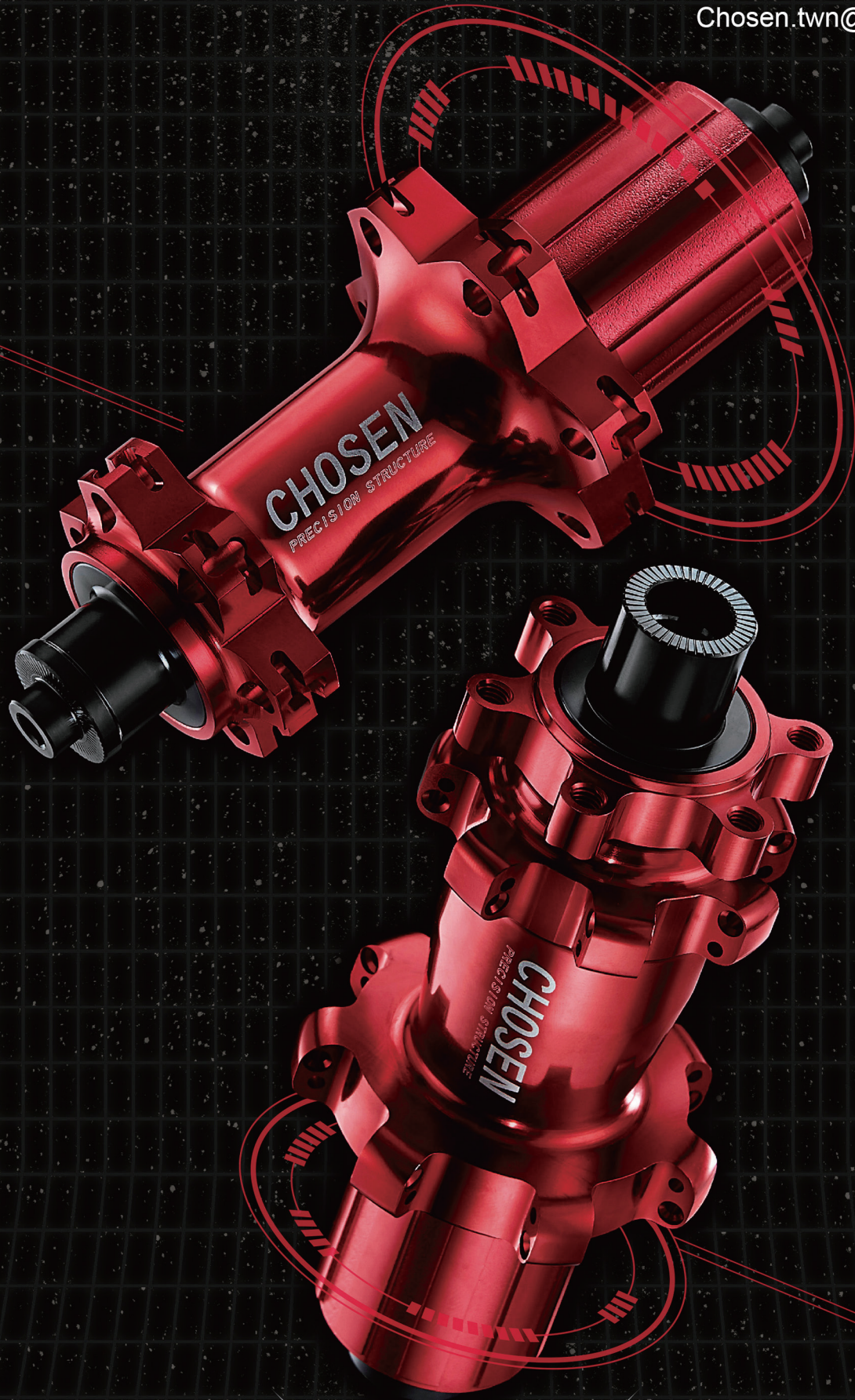
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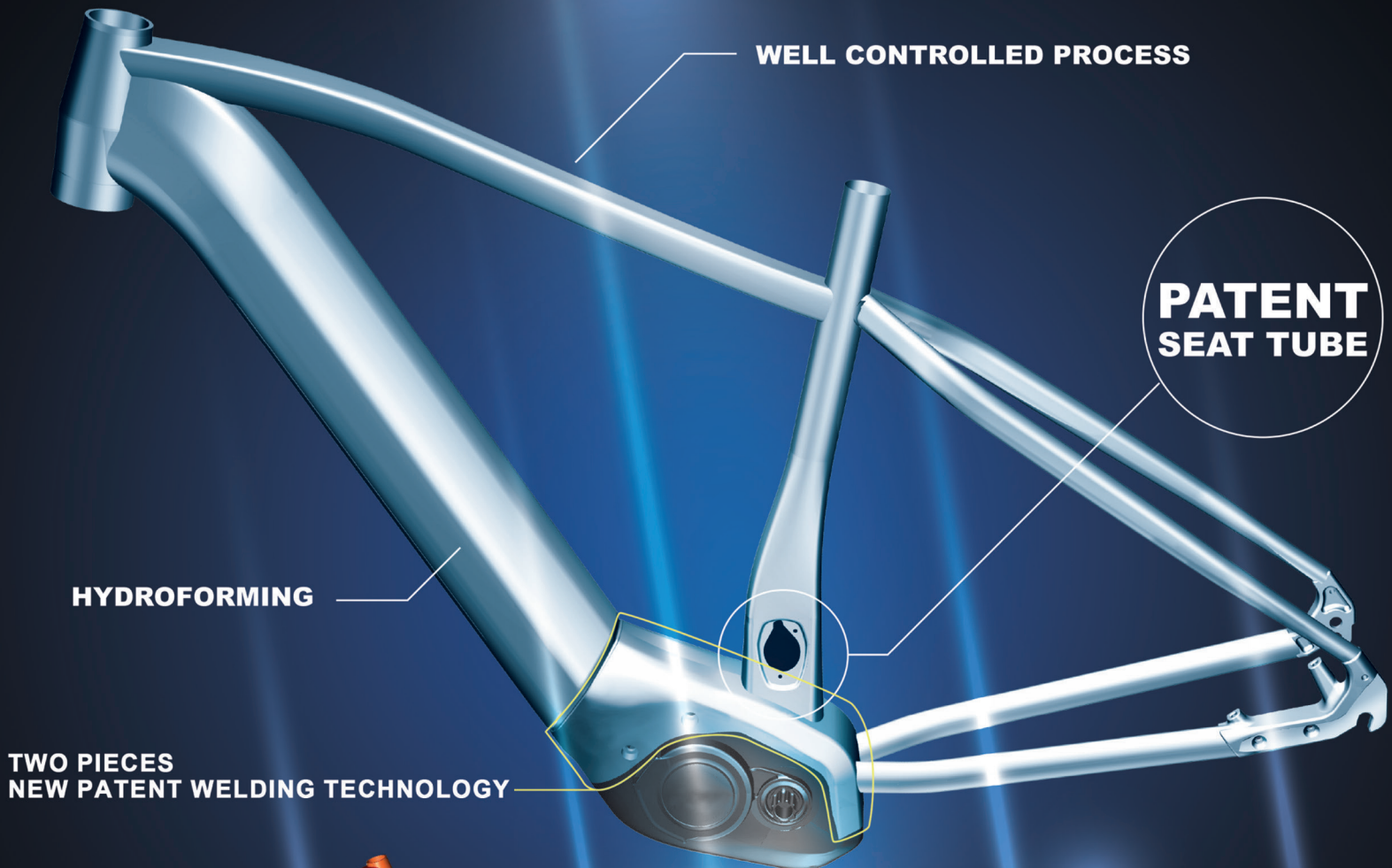
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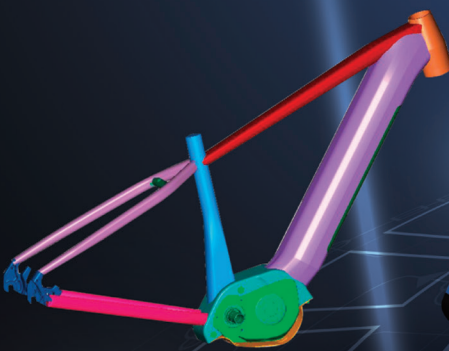
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