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BIKE & E-BIKE MARKET

2017 Autumn Edition

UPDATE



What's Next for China's Shared Bicycles?

Developing EMTB Components

**E-Bikes Continue to Bolster EU
Bike Markets**

Ups and Downs in US Bicycle Market

**The Changing Face of Taiwan
Bicycle Exports**

Bosch Presents New eBike Products

**Bafang Announces Launch of New
eMTB motors**

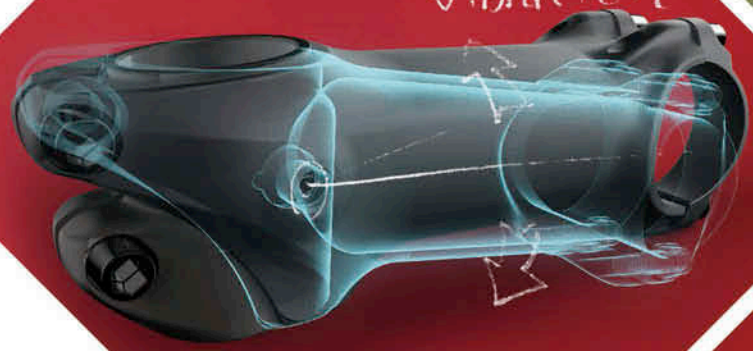
Latest Innovations Inspire New Kenda Tires

Taiwan New Product Gallery

2017 ABA Convention to be Held in Russia



vibration

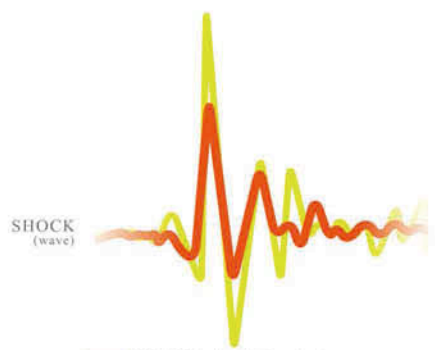


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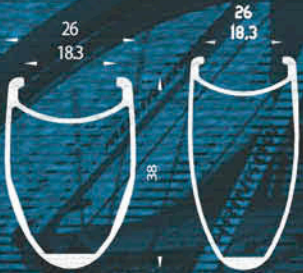
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FORK: 700C ALLOY
DERAILLEUR: SHIMANO SORA 9-SPD
CHAINWHEEL: SHIMANO STEPS FC-E6000, 44T
BRAKE: TRP SPYKE MECHANICAL DISC
N.W.: 14.64 KG



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FRAME: 700C ALLOY
FORK: 700C STEEL
FRONT DRIVE HUB: BAFANG SWXK2, 36V/250W
REAR INTERNAL GEARED HUB: SHIMANO NEXUS 3-SPD
CHAINWHEEL: PROWHEEL PRA112PP, 38T

Q2 E-FOLD

FRAME: 20" ALLOY
FORK: 20" STEEL
DERAILLEUR: SHIMANO ALTUS, RD-M310, 8-SPD
FRONT DRIVE HUB: BAFANG FM G010.250.V 36V/250W
CHAINWHEEL: FIRST COMPONENTS, TOP-46PP, 48T



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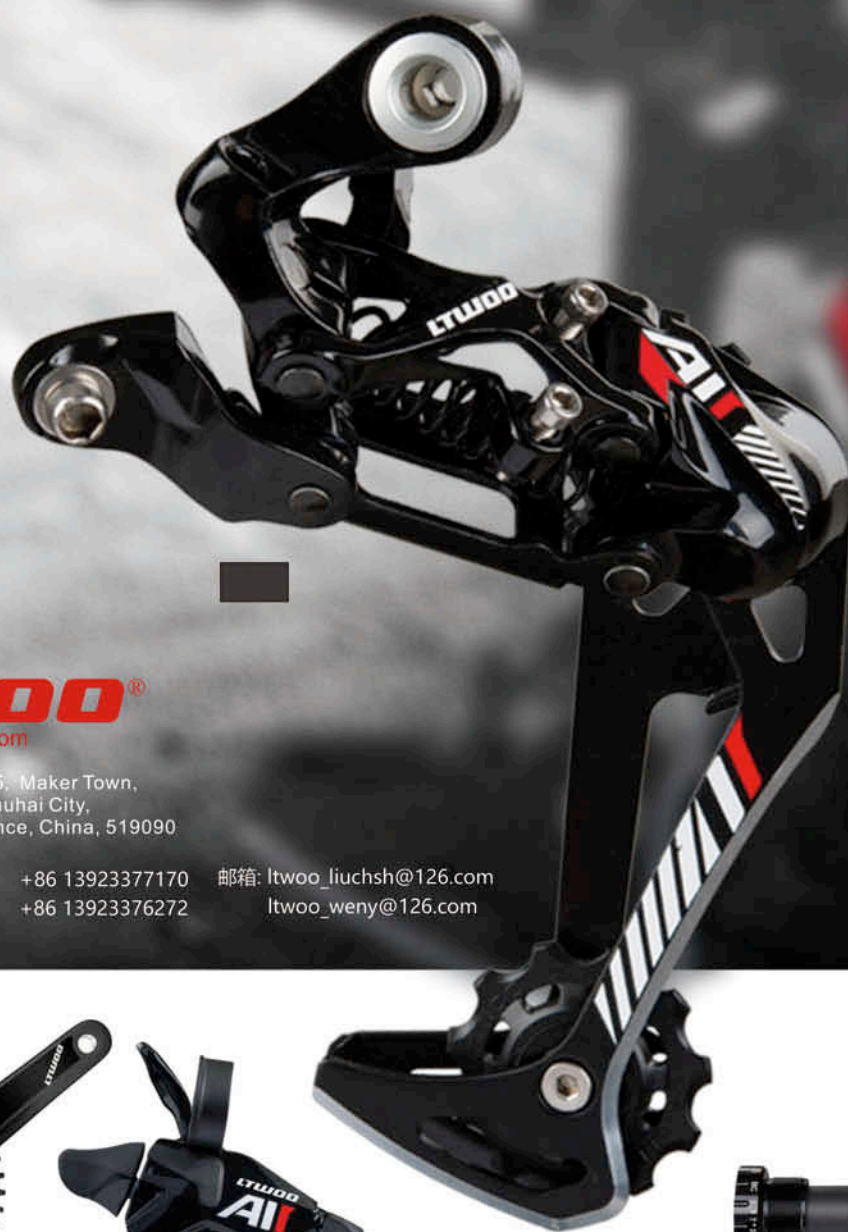
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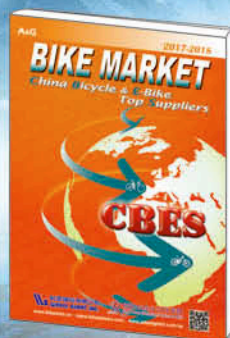
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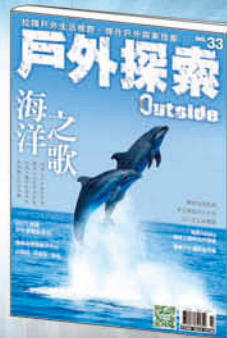
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Intelligent Production

Throughout the past six or seven years, the European and American bicycle industries have been racking their brains trying to think of new bicycle types that will attract consumers and stimulate sales. Fortunately, the vigorous promotion of e-bikes in the Netherlands and Germany has led to youthful, sporty e-MTBs and e-City bikes catching on with young consumers in the European market. As a result, e-bikes have enjoyed steady growth, and their popularity has spread to Belgium, France, Italy, Austria, Britain, Denmark, Sweden, and Spain. Another consequence is that Taiwan's bicycle firms, whose sales have recently been sagging, have plunged into e-bike production. According to data announced by the EU's CONEBI in July 2017, 1.67 million e-bikes were sold in the EU during 2016, which represented growth of 22.15% compared with the 1.36 million sold in 2015. By country, 605,000 were sold in Germany, 273,000 in the Netherlands, 168,000 in Belgium, 134,000 in France, and 124,000 in Italy. The popularity of e-bikes continues to grow even in the US market, where set e-bike sales are projected to break through the 200,000 mark in 2016.

Taiwan's bicycle industry is currently devoting its full efforts to e-MTBs and e-City bike production. Exports of these e-bike types have grown rapidly since 2014: According to customs' statistics, Taiwan exported 131,708 e-bikes in 2016, which represented 58.6% growth compared with the 83,012 e-bikes exported in 2015. Taiwan's e-bike exports of 107,000 units during the first half of 2017 were up by 33.87% compared with the same period of 2016, and average unit price had also risen by 28.55% from US\$1,062 in 2016 to US\$1,312 from January to the end of July of this year. In particular, exports to Germany

have grown by 137%, to 27,881 units, during this period, and e-bike exports to Germany totaled only

18,293 units for the whole year in 2016. While the largest share of Taiwan's exported e-bikes has gone to the Netherlands, which received 53,438 e-bikes in 2016, the 32,977 e-bikes exported to the Netherlands during the first 7 months of 2017 represented a drop of 4.95% compared with the same period of last year.

Over the last few years, Taiwan's bicycle industry has been emulating Germany's "Industry 4.0" manufacturing concept, and the adoption of robot arms and intelligent factories has been spreading. This has brought up the question of whether robots will replace human workers. Humans are the wisest of all creatures; no matter how intelligent, automation grows, it will never achieve human intelligence, agility, and flexibility. And no matter how much technology advances, it will never escape human nature. As a result, boosting quality and working smarter will be the chief directions that Taiwan's cycle industry must take.

The rise of shared bicycles in October 2016 has turned China's conventional bicycle industry on its head, and Ofo and Mobike are the two leading shared bicycle brands. Apart from domestic demand, Ofo and Mobike are actively exporting their business model to international markets, including Britain, Italy, Malaysia, and Japan. These countries' different cultures, living habits, and values will test the two companies' shared bicycle development strategies.



Grace S. Ruan



What's Next for China's Shared Bicycles?

Text & Photos: Editorial Dept.

The biggest winners of the race to capture the shared bicycle market, which began last year, are unquestionably Mobike and Ofo. These two companies' strategies and moves are shaping China's huge shared bicycle market, and with it the entire bicycle industry chain. Lately, Mobike and Ofo both begun making exporting their shared bicycle model their next goal, and whether they will succeed in making shared bicycles trendy in the world's leading cities is a question of great interest.

Some claim that China's

newest "four great inventions" are high-speed rail, electronic payments, shared bikes, and on-line shopping. Of these, shared bicycles have not only become an unmistakable part of the landscape in China's main cities, but are also gradually spreading out of China as many cities around the world embrace the shared bicycle concept.

Survival of the fittest

Since China's shared bicycle craze appeared out of nowhere last year, and up to the

time it reached a peak in May of this year, numerous competitors have thrown their hat into the ring. As a result, 40 or 50 different companies have been vying for this market, which has now been flooded by more than 20 million shared bicycles. However, by July, a second shared bicycles company had declared bankruptcy, and this firm's lifespan was a mere four months. The two shared bicycle companies to declare bankruptcy both had little capital, had put out few bicycles, and focused chiefly on smaller and less important cities. Among



▲ Hu Weiwei; Florence Mayor, Dario Nardella (2nd from left in front row) and Milan Mayor, Giuseppe Sala (1st on right in front row) ride Mobike bikes through the streets of Florence. (Photo: Mobike)

the common features of these two companies' explanations are that many of their bicycles were lost or stolen, or simply couldn't be found. And because their bicycles weren't where they should have been, and couldn't be found, people couldn't rent their bicycles, the companies didn't obtain sufficient income to sustain their operations, and were forced to go out of business. It is a fact that, out of the close to 50 shared bicycles companies, only Mobike and Ofo have received the newest round of financing, which has totaled US\$1.3 billion, and as yet no information has been made public concerning their profitability.

Promising overseas opportunities

As competitors start to be eliminated from the shared bicycles market, the two leaders, Mobike and Ofo, have extended their market share competition from China to various overseas mar-

kets. The two companies' overseas marketing battle has reached a fevered pitch, and they are expected to focus on their global competition during the second half of the year. The first company to export the shared bicycle business model was Bluegogo, which began putting out shared bikes in San Francisco during January of this year. However, the municipal government of San Francisco has strict public amenity management laws, vehicle parking requirements, and operating and maintenance requirements that are drastically different from those in China, where one can park bikes nearly anywhere and there are no formal management regulations. As a result, Bluegogo was forced to pull out of San Francisco after several months.

While Bluegogo's unpromising overseas experience has not blunted other companies' enthusiasm for global expansion, it has taught them a lesson and induced them to go slowly. Companies now realize that they must

gain an understanding of local laws, management approaches, and areas of high demand before making their moves. Beginning from the second half of the year, Mobike has been taking clear actions to further its international expansion. For instance, Mobike announced that it had completed a new round of financing, which involved over US\$600 million, on June 16, which implies that Mobike has received over US\$1 billion in cumulative financing during the past two years. With such ample funds at its disposal, Mobike appears ready to realize its great ambitions in the global market.

Mobike

After completing financing to the tune of US\$600 million, Mobike has formally announced plans to enter the Japanese market, and it has already established the subsidiary Mobike Japan in Fukuoka. This has made Japan the third overseas market that Mobike



▲ From left to right: Shuhei Ishimaru, Chairman of the Fukuoka Strategic Advance Association; Mobike's Overseas Expansion Supervisor, Chris Martin and Hirohiko Nagaura, Chief Executive of the Fukuoka General Affairs & Planning Bureau. (Photo: Mobike)



▲ Florence Mayor, Dario Nardella (1st on left); Milan Mayor, Giuseppe Sala (2nd from left) and Weiwei ride Mobike shared bicycles outside the Palazzo Vecchio. (Photo: Mobike)



▲ Mobike Italy's press conference at Florence's "Palazzo Vecchio" city hall. (Photo: Mobike)

has entered, after Singapore and Britain. After beginning operations in Fukuoka, Mobike announced on June 23 that it would also offer bicycles in Sapporo, which will be the fifth foreign city where Mobike's shared bicycles will be available. Mobike has also entered Italy, its first beachhead in Europe, and has a preliminary plan to put out approximately 4,000 bikes in each of the Italian cities of Florence and Milan. Italy will thus be Mobike's fourth overseas base in the wake of Singapore, Britain, and Japan. On August 1, Mobike began operations in London by putting out 750 smart shared bicycles in the West London district of Ealing. The company plans to increase its bicycles in London—which is its third city in the UK

and its eighth foreign city overall—in accordance with demand. The local governments in all of the cities where Mobike has begun operations have lent the company their support and welcomed it with open arms. For instance, the mayors of Florence and Milan have voiced their support, and have gone on bike rides around their cities with Mobike founder Hu Weiwei.

According to Mobike's official data, it is currently operating in the eight overseas cities of Singapore, Manchester, London, and Salford in Britain, Fukuoka and Sapporo in Japan, and Florence and Milan in Italy. The company's goal for this year is to initiate service in 200 cities worldwide by the end of 2017. Before beginning op-



▲ In the streets of Manchester, England, people enjoy riding Mobike's shared bicycles. (Photo: Mobike)

erations in a new city, Mobike first performs a detailed survey of the city's conditions, and makes sure to establish in-depth communication, understanding, and interaction with the local government and transportation management authorities. In addition, Mobike has obtained quality system certification from the international certification orga-

nization TÜV SÜD, and has also passed the EU's EN/ISO 4210 standard testing, which has given it a technological basis for its global expansion. As of the present, Mobike has already entered five countries apart from China, and has put out a total of more than 6 million smart shared bicycles in over 150 cities. Its bicycles are available to more than 100 million people worldwide, and have been used more than 25 million times.

Ofo

Ofo completed round E of financing, which involved US\$700 million, on July 6. The amount of this round of financing set a new record for the shared bicycle market. Less than one month later, Ofo announced on August 1 that it would enter the Thai market, and set out a first batch of 6,000 shared bicycles. In the wake of Singapore, the US, Britain, and Kazakhstan, this will make Thailand the fifth international market entered by Ofo. In fact, before formally announcing that it would enter Thailand, Ofo had already conducted trial operations for one month at Bangkok's Thammasat University, and had earned good reviews from students. Ofo's market strategy is to "spread out from school campuses to cities," and seeks to gradually expand

into other urban districts after first gaining a foothold around universities with intensive demand. Ofo plans to expand in the Thai market at a rate of 5,000 bicycles per month, which should satisfy demand generated during the transition period when it spreads from the university into the rest of Bangkok.

On August 9, Ofo and SoftBank Commerce & Service Corp. ("SoftBank C&S") announced that the two have reached a basic agreement to collaborate on the deployment of Ofo's global bike-sharing business in Japan. Ofo and SoftBank C&S plan to enter an exclusive partnership for a large-scale deployment, with SoftBank C&S serving as strategic partner of Ofo's bike-sharing services in Japan. In addition, Ofo and SoftBank C&S plan to launch initially in Tokyo and Osaka in September 2017.

"Launching in Japan is a huge milestone for Ofo. In a coun-

try where there is a strong cycling culture, we strive to further improve the convenience and cost-effectiveness that cycling can bring to people in Japan," said Lawrence Cao, head of Ofo's APAC business. Commenting on the partnership, Cao said, "SoftBank has an impressive track record for technology innovation and capturing market trends. I envision great synergy between us and SoftBank C&S and I have confidence that this partnership will pave the way for Ofo's business growth and transformation, enabling us to better cater to our users' needs in Japan."



▲ Ofo Co-founder & CEO, David Dai (left) and Fuji-Ta Group President, Jiansheng Xin (right) signed a strategic cooperation agreement.



▲ Ofo co-founders from left: Neo Xue; current CEO, David Dai, Zhang Siding.



▲ At the 2017 World Expo held in Kazakhstan's capital Astana, Ofo's bicycles helped ease local traffic pressure. So far Ofo bicycles have been stationed in five countries, 170 cities, with more than 8 million bicycles which have been used over 2 billion times. (Photo: Ofo)

“We are delighted to work with Ofo to offer an efficient and green transport solution that will generate superior convenience and contribute to environmental sustainability in Japan,” said Tet-suo Kuramitsu, Board Director of SoftBank C&S. “Leveraging our business engaged in the sale, distribution and manufacturing of ICT products, we aim to promote Ofo’s bike-sharing business model and reinvent personal mobility in Japan.”

The collaboration will see the two organizations combine their strengths to provide Japanese consumers with a more convenient, cost-effective and healthy transportation option that caters to Japanese lifestyles.

According to Ofo’s official news, the company will continue to vigorously expand into overseas markets. It has already made more than 8 million bicycles available in over 170 cities in China, Singapore, Britain, the US, Kazakhstan, Thailand and Japan which gives it a market of more than 250 million users. Ofo’s bikes have been used more than 2 billion times. With the goal of providing efficient, convenient, and green service, Ofo is helping people resolve their short-distance transportation needs more than 25 million person-times each day. Ofo has a goal of setting out 20 million bicycles by the end of 2017, and plans to enter 200 cities in 20 countries and areas. Ofo has joined forces with China Telecom and Huawei to develop the



▲ Mr Lawrence Cao, head of Ofo’s Asia Pacific Business, (fourth from right) and Malaysian government representatives in Malacca test one of the yellow bikes. (Photo: Ofo)



▲ Malaysia is the sixth country Ofo has launched into. (Photo: Ofo)



▲ By the end of 2016 Ofo launched in its first overseas market, Singapore, and by February, it had officially started operations. (Photo: Ofo)

world’s first shared bicycle NB-IOT-“ Internet of Things smart lock,”- which is already being used on Ofo’s shared bicycles. On August 3, Ofo positioned itself in a sixth overseas country, Malaysia. Ofo intends to put 2000 of its yellow bikes on the streets of Malacca before the end of August.

Baicycle

A member of the Millet Ecological Chain, Bicycle has made a beachhead in Japan, and

plans to initially test the market through operations around university campuses. In Bicycle’s current system, users can take the bikes away from campus, but must return them back to designated locations near the campus, and otherwise will have to pay a greater charge the next time they use the bicycles. A number of key Japanese universities, including Tokyo University, Chiba University, University of Tsukuba, National Yokohama University, and Saitama University are cooperating with Bicycle, and the bike parking ar-

eas on different campuses can be used interchangeably.

According to Baicycle CEO Cao Yue: “One of our key strategies has always been to expand into overseas markets. Japan’s urban streets are very cramped, and the government has imposed extremely strict road use and environmental protection laws. We have chosen to begin operations from university campuses, which will allow us to satisfy students’ need for convenience while gaining a better understanding of the needs of Japanese users. At the same time, we also hope to actively explore different modes of cooperation with local governments. I can announce that Baicycle’s Japanese operations team will be established during the next one or two months, and will have some elite personnel.”


Cooling production

China’s bicycle industry received many large orders for shared bicycles around the end of last year, and the surge in production to meet this demand

intensified after this year’s New Year’s holiday. But although shared bicycles present a ray of hope for China’s struggling conventional bicycle manufacturing industry, this surge in orders appears to have slackened during the second half of the year, and the industry’s optimism seems to be slipping. When orders were at their peak, some companies established special shared bicycle production lines to meet demand. Nowadays, however, the machinery on these production lines is sometimes idle. Orders dropped abruptly, or stopped completely, in May and June, making many firms feel that they had been caught unprepared.

Now that China’s large and medium-sized cities are saturated with shared bicycles, production will naturally drop. At present, market saturation is the chief cause of sluggish orders. How companies that have already invested in expanded shared bicycle production capacity will maintain their industry chains in the face of abruptly slowing orders, and how long it will take the market

to digest past production, are the most urgent questions now confronting the industry.

This year, competition in the shared bicycle market is nearing its final stage, and both shared bicycle companies and the traditional bicycle industry will face testing times. “Civilized cycling” will be one of the driving forces of shared bicycles. According to China’s Ministry of Transportation, after receiving the State Council’s approval, 10 government agencies, including the Ministry of Transportation, Central Propaganda Department, and Cyberspace Administration of China, formally announced the “Guidelines for the Encouragement and Management of the Development of Internet Leased Bicycles” in early August. These guidelines, which are applicable to all of China, will serve to guide the development of shared bicycles, service management, and protection of users in the future, and are expected to effectively improve and promote the positive development of the bicycle industry. 



▲ A member of the Millet Ecological Chain, Baicycle formally began operations in Japan during July. (Photo: Baicycle)



▲ Bluegogo entered the San Francisco market, but was soon forced to back out. (Photo: Bluegogo)



PRODCYCLE

JUMBO BRICO ASSOCIATED CO., LTD.

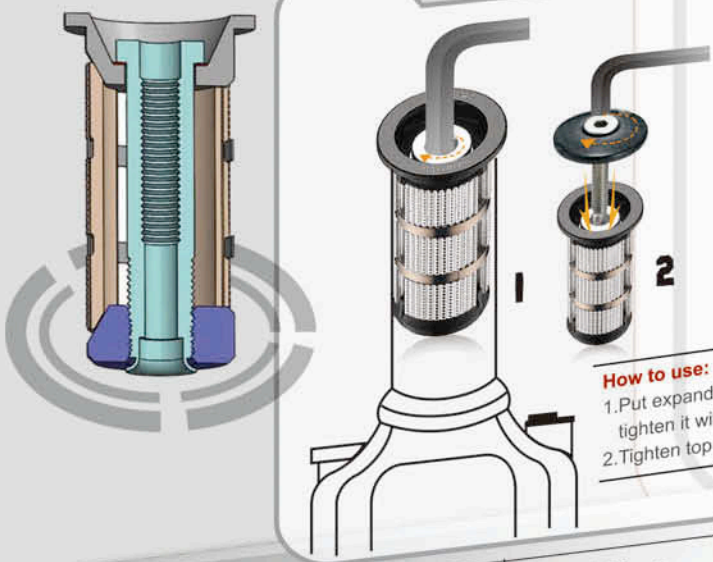




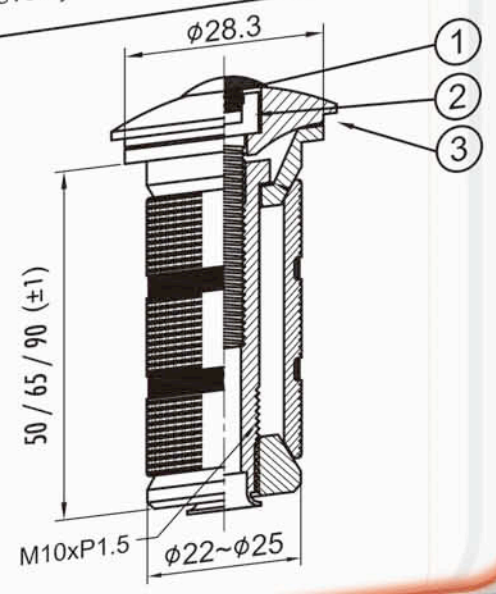
Super Light Expander

PT-1708 SERIES

1. Available for ID 22~25 range
2. Light weight, full set made by Alloy
3. 3 piece design for better tighten force
4. Length option : L:50mm, L:65mm, L:90mm
5. Appearance by cross lines, or better tighten force
6. 3 separate point design for upper compression and lower compression, the compression force will be more evenly



How to use:
1. Put expander into front fork, and tighten it with allen key.
2. Tighten top cap on stem.



L:50mm (Model No)	L:65mm (Model No)	L:90mm (Model No)	② BOLT		③ TOP CAP		①
			零件料號 (Item No)	材 質 (Material)	零件料號 (Item No)	材 質 (Material)	塑膠塞 PLASTIC PLUG
PT-1708	PT-1708H	PT-1708HL	L1002	SCM	L5101	AL6061	⊙
PT-1708A	PT-1708HA	PT-1708HLA	L1059	AL2024	L5104A-1	AL6061	⊙
PT-1708C	PT-1708HC	PT-1708HLC	L1057	SCM	L5104A-1	AL6061	⊙
PT-1708D	PT-1708HD	PT-1708HLD	L1057	SCM	L5107	AL6061	⊙
PT-1708F	PT-1708HF	PT-1708HLF	L1057	SCM	L5114-1	AL6061	⊙
PT-1708CF	PT-1708HCF	PT-1708HLCF	L1055	SUS	L5102	Carbon	⊗





Developing EMTB Components

Text: Editorial Dept.

Photo: DT Swiss

In the last few years, e-bikes have spread out from their traditional urban-mobility base to include more sportive uses giving rise to the birth of the electric MTB. More and more riders are becoming switched on to the benefits that electric-assists can bring to mountain-biking.

EMTBs allow riders of different ages, abilities and fitness levels to ride mountain slopes. All those aging Gen Xers who first invented the concept of mountain bikes do not have to give up the mountain trails to the younger millennials. Younger riders too can take advantage of eMTBs to find even greater levels of excitement and satisfaction on the slopes – both up and downhill.

In nearly all markets sales of electric mountain bikes are on the rise. Traditional MTB manufacturers can no longer afford to ignore the potential of electric-assist mountain bikes.

EMTB requirements

In the early days of eMTBing, normal e-bike motors would be put on sturdy non-powered mountain bikes. However, a motor supplying power that the rider doesn't necessarily possess, puts increased strain on many parts, especially the motor. Additionally, the drive system increases the overall weight of the bicycle substantially. On top of the increased torque loads and increased system weight, the in-



► Bosch Performance Line CX was the first drive developed specifically for eMTBs

creased price of eMTBs means that consumers expect outstanding performance and reliability.

As a result of this, and with eMTBs gaining greater popularity, more and more companies are starting to develop products specifically for electric mountain bikes.

Drive Systems

The first developed components specifically for eMTBs is the drive system. Normal e-bike drive systems just cannot put out enough torque load to get bikes and riders up steeper off-road slopes. EMTB motors typically offer riders both a higher maximum torque and a greater level of power assistance than those designed for on-road e-bikes.

Bosch-Performance Line CX

Bosch was the first major manufacturer to offer a drive system designed just for eMTBs. In 2015, the company added the Performance Line CX to its range of e-bike motors.

The Bosch Performance



▲ Bosch dual batteries

Line CX ramped up its standard Performance Line motor with a further 25% torque, increasing it from 60Nm to 75Nm. This made it capable of delivering up to 300% assistance to riders—even at low cadences.

The Performance Line CX drive unit is slightly smaller and lighter than Bosch's standard e-bike motor, it also offers more clearance. The reduction in motor size has meant that electric mountain bikes manufactured with the Bosch Performance Line CX motor can have shorter chainstays and greater agility. Additionally, the motors' cranks were fitted with a 14 tooth chainring, pairing perfectly with smaller cassettes

allowing riders to tackle even the steepest, most technically challenging climbs.

More recently, Bosch has developed further products for eMTBs including 500Wh batteries and dual battery packs, compact sized chargers designed to be carried with the cyclist, and a new eMTB mode that automatically varies the amount of pedal assist from 120% to 300% depending on the riders exertion.

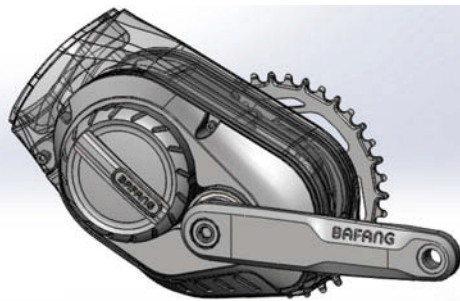
Shimano-Steps e8000

After first entering the e-bike drive system market with its Steps E6000 system designed for urban and leisure-orientated e-bikes, Shimano announced the release of its E8000 system designed specifically for the rigors and demands of e-mountain biking in 2016.

At the heart of the system lies the lightweight and compact E8000 drive unit, designed so that frame manufacturers can make e-MTB frames with shorter chainstays thus giving riders better maneuverability on the trail. Despite the units compact size, it still manages to provide 70Nm of torque.

Power for the motor is delivered by a slim but durable, low profile and waterproof 500Wh battery mounted on the downtube. A secure mount keeps the battery held firmly in place over rough terrain, yet a sideways release mechanism also allows for quick and easy removal for charging.

The cranks sit with a narrow



▲Bafang M500-Series mid motor with single chainring

Q-factor, so riders feel like they are riding a standard mountain bike.

The entire unit is controlled by a lefthand power mode switch with three settings (Eco, Trail and Boost) for different types of terrain.

Brose – Drive S

Brose have recently announced the launch of the Brose S—an 250W eMTB motor which provides 15% more torque up to a highest maximum of 90 Nm.

If the motor is switched off, or the battery is exhausted, the gears and motor are decoupled via a freewheeling function and the bike can be ridden in the style of a classic bicycle without any resistance from the motor.

“With the Drive S, we aimed for increased power and efficiency. However, it was important to us that bicycles with Brose drives do not turn into mopeds, but rather can be ridden in the style of a classic bicycle with a natural riding feel, balance and control,” explains Horst Schuster, Head of Marketing and Sales at Brose Antriebstechnik.



▼Shimano Steps SC-E8000 shifter unit.



▼Shimano Steps e8000 eMTB drive unit (without cranks).

Bafang

Also this year, Bafang announced plans to enter the high-end mid-motor drive market with a newly developed platform of mid motors to suit the three major global e-bike speed and wattage restrictions.

The geared M-series feature two mid motors, the M500 with 250W and the M600 system with 350 / 500W engines both offer peak torque values of 95-110Nm. This results in a complete program of EU compliant 25km/h and 45km/h (S-Pedelec) and 32km/h (20m/h) US versions.

Combining this with a single or double chainring (32T/44T) option will deliver multiple gearing choices for the many MTB sub-categories. Bafang states that the ultra-short RC compatibility of less than 450mm and a Q-Factor of only

177mm will make the motor perfect for nimble and uphill-ready hardtail and full suspension e-mountainbikes. The motors also offer system weights of less than 3.0 and 3.4 kg, customization of motor covers and alloy bash guards, and potential for private labeling.

Groupsets

SRAM

SRAM is the only company offering an entire groupset developed specifically for the unique rigors encountered on e-mountain bikes.

The heart of SRAM's EX1 groupset is the E-Block cassette, an 11-48T, 8-speed cassette machined from case-hardened tool steel which offers a 436% gear range. With only eight gears over such a wide gear range, the E-Block cassette offers large jumps between gears which, according to SRAM, in combination with the EX1 group's single-action shift lever help reduce rider tendency to double shift and thus reduce chain and cassette wear.



▲SRAM's 8-speed (11-48T) E-Block cassette.



▲SRAM EX1 eMTB rear derailleur.

As the E-Block cassette is narrower than traditional 10 and 11-speed cassettes SRAM has developed a slightly wider and stronger chain designed specifically to take the high torque, heavy duty use often experienced on eMTBs. Designed specifically for eMTBs, the 8-speed EX1 chain has been engineered to run quietly across the gear range and transmit more power to the rear wheel and is wider and more robust than those found on drivetrains not specifically engineered for eMTBs.

The group's new EX1 X-Actuation™ trigger shifter has been engineered to deliver just one shift at a time, alleviating double shifting and over shifting, and giving precise gear changes and helping to increase battery life and reduce component wear.

The EX1 derailleur has been engineered to handle high-torque, low-cadence shifting across the 11-48 tooth E-Block™ cassette. SRAM claim the EX1 derailleur gives eMTB riders clean, confident shifts, with a proven design that reduces shift force, ghost shifting and chain slap.

SRAM's EX1 E-Cranks are also purpose built for the high-

torque eMTB environment lightweight, durable, stiff. They have been designed specifically to work with Bosch and Brose mid-motors, and are compatible with Bosch, Brose and Yamaha bottom bracket interfaces.

SRAM claims that each EX1 component is engineered to perfectly complement the entire system, resulting in quiet operations, intuitive shifting, increased battery life and greater durability.

Tires

Kenda

Kenda claims its EMC (E-Mountain Casing) was the first tire casing construction in the market especially developed to meet the specific requirements of E-Mountain bikes.

Due to the increased weight of e-mountainbikes and the high torque of their motors, tires are stressed far outside the norm. The stiffer and more durable EMC casing provides more control, better handling, and better puncture protection than a standard MTB tire. All Kenda EMC tires are tubeless ready and ECE 75R certified, and therefore officially approved for fast E-Mountain bikes (45 km/h)! At Eurobike, Kenda launched three different EMC tire models.

Havok Pro EMC - Apart from utilizing Kenda's new E-Mountain Casing, the Havok Pro EMC offers riders better traction and control through increased ground contact patch. The ECE R75 certified tires also feature a



▲ Kenda eMTB specific Nevegal X Pro EMC.



▲ Maxxis M319P Ikon



▲ Maxxis M315P Ardent

reinforced sidewall for greater puncture protection. As 27.5+ sizing is the most popular for E-MTBs, Kenda's Havoc is available in 27.5" x 2.8" & 27.5" x 3.0" sizes, and are tubeless ready.

Honey Badger DH Pro EMC - The Honey Badger—Kenda's most popular gravity tire, is also being made available for E-MTBs. Featuring tri-bite knobs and reinforced sidewall & tread protection, the tubeless ready and ECE R75 certified tire utilizes dual tread compound (42sA/50sA) to give riders superior grip & traction. Kenda's Honey Badger DH Pro EMC is available in 27.5" x 2.4" sizes.

Nevegal X Pro EMC - E-Mountain Casing has also used Kenda's all-mountain classic—Nevegal. The dual tread compound (50sA/55sA) ensures low rolling resistance, while the reinforced sidewalls offer improved puncture protection. The Nevegal X Pro EMC has been ECE R75 certified, is tubeless ready and is available in a 27.5" x 2.35" size.

Maxxis

Maxxis also has tires for electric-assist mountain bikes, adapting popular existing models with a harder compound and strengthened sidewalls. Currently, Maxxis recommends its XC tire, Ikon; the downhill tire, High Roller II and its enduro tire, Ardent for eMTB use.

Other brands

Other companies are also producing tires that are more suitable to eMTBs by adapting popular current models to counteract greater wear and tear, or offer greater puncture resistance. Schwalbe has introduced Double Defense carcass, saying that it offers significantly increased puncture resistance, these tires may be very well suited to eMTB; however, in marketing literature the company does not claim they have been designed specifically for eMTB. Schwalbe models that feature the harder dual-compound rubber are a new version of the classic Nobby Nic and Smart Sam tires.



▲ Maxxis High roller 2

Wheels & rims

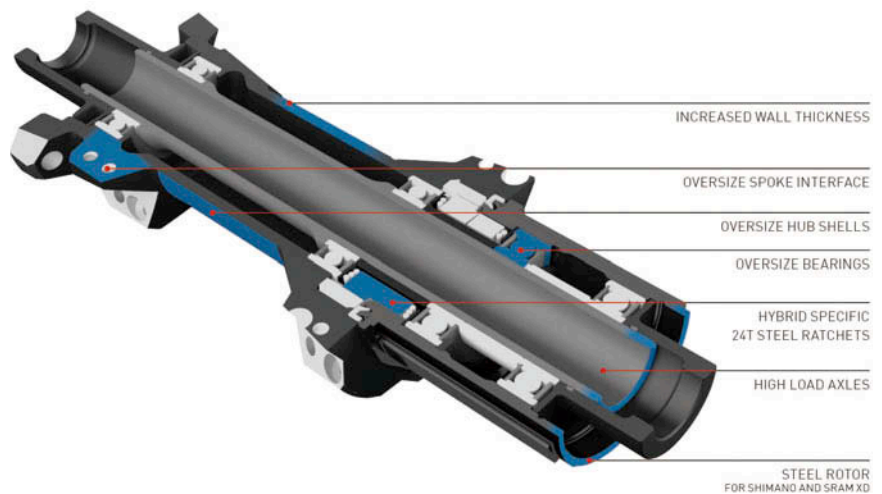
DT Swiss

In the past, downhill or gravity wheels and rims would usually be specced on eMTBs. However, from April of this year riders were given a new choice when DT Swiss introduced its Hybrid Series of eMTB specific rims and wheels.

Starting from the ground up, DT Swiss engineers have developed wheel components for eMTBs which are just as specialized as wheel components for purely muscle powered bikes. Increased torque loads and increased system



▲DT Swiss HX 1501 Spline One



▲DT Swiss' Hybrid hub offers numerous eMTB specific features.

weight were kept in mind during the design of each part.

Hybrid rims are engineered with an increased wall thickness that is able to withstand higher spoke pull out forces than traditional enduro rims. This allows them to achieve a higher approved system weight of 150kg, as well as increased durability.

Hybrid hubs feature increased wall thickness in the oversized shell, high load axles and oversized spoke interfaces. This is complimented by new hardened steel 24T ratchets, oversize bearings and steel rotors. Via this clever optimization DT Swiss have achieved a 150 kg system weight classification with only a minimal weight increase compared to same level MTB hub. The result is a thoroughbred eMTB hub that can withstand huge torque loads, offers quick engagement and en-

ables DT Swiss to build an amazingly robust wheel set.

To complete the Hybrid system, DT Swiss designed spokes that are able to not only withstand the increased weight and torque of a modern eMTB, but which also pair perfectly with the oversized dimensions of the Hybrid hubs. The specially designed straight pull spokes feature reinforced and oversized straight pull heads that together with DT Pro Lock® Squorx nipples help transfer all the power put into the hub into forward motion.

DT Swiss' groundbreaking eMTB wheels and rims are available in a range of widths to match various types of riding styles and terrain.

Alex Rims

Alex Rims has also recently announced the development of a

rim for eMTBs. The EM23 features an enhanced rim structure which increases strength and durability, enabling it to withstand additional force from electric drivetrains. Additionally, the spoke nipple holes are counter-bored along the inner rim track to reduce stress and allow compatibility with hubs with large flanges and wide spoke angles.



▲Alex Rims eMTB rim, EM23.

Forks

Similar to tires, many fork manufacturers produce forks that have features—usually extra strengthening—that make them suitable for electric mountain bikes. Fox recommends its 36 and 34 models and Cane Creek recommends its Helm design. Only Magura claims to make a fork which is designed specifically for eMTBs—the Boltron.

Magura

Magura's Boltron is an upside-down fork, developed in conjunction with WP Performance Systems, an Austria-based motocross suspension company. Thanks to its construction the fork offers especially at the steering head



▲Magura Boltron eMTB specific upside down fork.

bearing, an enormous stiffness and thereby making it optimal for use in e-bikes with higher weights. The 20x110 mm thru axle increases both stiffness and steering precision, giving better steering response.

Thanks to its 40 mm outer tubes and its 20 mm thru axle the fork has the necessary rigidity for full suspensions e-bikes. The upside down construction offers an extremely fine response behavior with friction-optimized surface coatings on the outer and inner tubes.

SR Suntour

SR Suntour presents an elite new fork model—the Axon 34 boost. Designed to cater to larger bike wheels measuring 27.5×2.6", the crown is forged from A600 series material, while the stanchions are forged from A7000 series, with a sleek finish of hard anodized black, and a pitch of 145. The steerer measuring 1.5' to 1/8" is tapered and made of (CTS) alloy. The axle has a diameter of 15-110mm, and has a magnesium bottom case. The brake has a model rotor with a diameter of 203mm and a post 180 direct model brake mount. The fender mount allows for a maximum bolt length of 6mm (for Taiwanese products) and 8mm (for Chinese products).



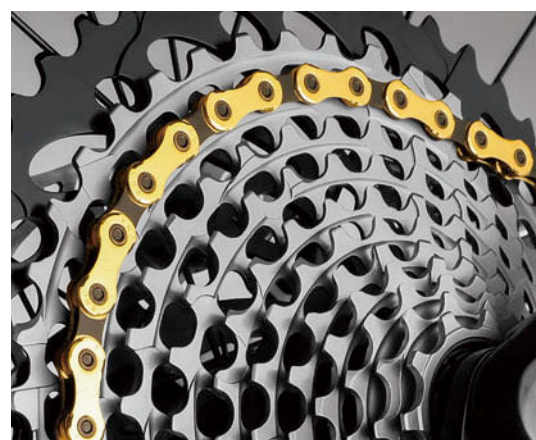
▲AXON 34 boost

Chains

KMC

KMC has specifically designed X-eBike Series chains for this sport e-bike system, prioritizing compatibility and torsion resistance. This series has become one of the prerequisite components of the sport e-bike for an enhanced riding experience and safety.

These chains offer 20% upgraded pin power for higher torsion and stress resistance to cope with extreme drivetrain conditions and to enhance safety. A Triple X Durability Treatment enables 20% upgraded durability to prolong



chain life, allowing riders to enjoy longer product life with less expense. Double X Bridge and Optimal Chamfering Designs provide superior shifting performance on all systems and decrease friction between chain and all drivetrain parts. Riders can simply enjoy cycling without the need to consider the compatibility of chain and drivetrain. The X-eBike Series with EPT coating is another great choice for the riders who frequently navigate muddy courses. Complying with all environment standards (RoHS, REACH, CPSIA, etc.), the EPT treatment improves the chain protection by completely coating all of the components to form a comprehensive and durable anti-corrosion surface that won't impact the environment. It requires little maintenance and remains smooth and new even after extended use.

Brakes

For many years, brake manufacturers have been adding switches to their standard brake levers that enable an e-bike motor to be turned off when the lever is depressed. While it may be fair to say that a disc brake designed for rugged downhill use with such a switch added is suitable for eMTB use, it is not the same thing as a manufacturer claiming the brake was designed specifically for eMTB use.

Magura

However Magura is now the first brake manufacturer to release

a disc brake specific for the E-mountainbike market. Magura's Stigma is a 6 piston disc brake for use on the front wheel only and will be paired with the company's MT 7 4-piston disc brake.

"For two years now we have been intensely developing this specific e-mountainbike brake with a small group of development- customers – as we do with BMW and KTM in the motorcycle business. We are excited to present the first level of a new brake era for e-mountainbikes", explains Christoph Kern, Director of Magura R&D.

The brake caliper is an evolution of the proven MT series, as well as offering increased power, Stigma features a bigger compensation reservoir compared to standard mountainbike disc brakes which assists improving the heat management. The brake is to be combined with the 203 mm HC Storm rotor exclusively—no smaller disc will work.

The brake lever is a modified version of the proven HC motorcycle unit which BMW is using on their adventure GS bike series. A longer lever with Quick-Ratio reach adjustment (no tools) delivers better modulation performance.



▲SRAM's EX1 eMTB crank

▼Magura Stigma, a 6-piston hydraulic disc brake for eMTBs



▲Shimano E8000 with cranks

Cranks

SRAM

SRAM's eMTB cranks are part of its EX1 groupset and are purpose built for high-torque e-MTB environments. The company notes that EX1 cranks are lightweight, durable, stiff and designed specifically to work with Bosch and Brose mid motors.

Shimano

Shimano has introduced an e-MTB-dedicated crankset in two lightweight and rigid crank options: the FC-E8050 with hollow crankarms, and the FC-E8000 with solid crankarms.

COSMOS
MOTOR

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NEW

COSMOS Carbon Fiber 700c Road Bike



Competition Level
SHIMANO ULTEGRA ST-6800 22-Speed Group



Practice Level
SHIMANO 105 ST-5800 11-Speed L/F/R

PATENTED

NEW Technology Dynamo Hub



CO-01
Output: 6V-6W/8W
For Charging Mobile Phone & GPS



CO-02
Led Source: 3x CREE R4
Brightness: 600 Lumens
Output: DC6V/AC6V



CO-03
Output: 6V-3W
Brake Type: Disc Brake/Drum Brake
Spork Holes: 32H/36H
O.L.D.: F 100mm/R: 120mm
2 Pcs 6000 Bearing



CO-04
Output: 6V-4.5W
For Charging Mobile Phone & GPS
Public Bike Use With Constant Current System



MACRO MACHINE CO.

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Battery Docking Station



Battery Docking Station



Controllers Cable set



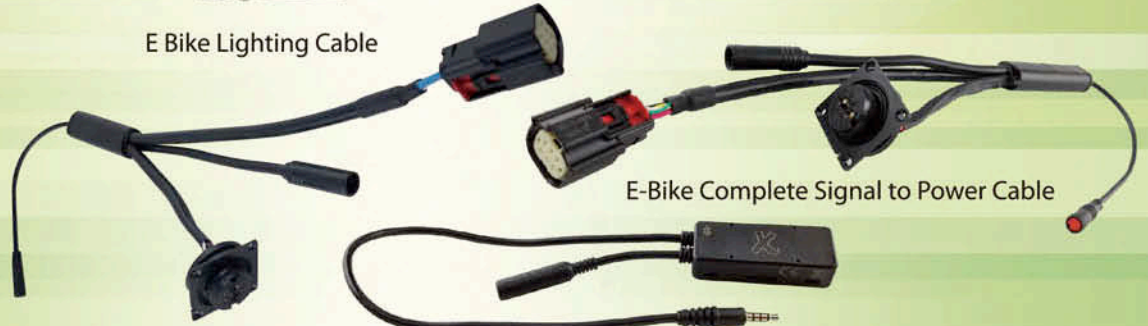
◆ Cable UV resistance- 抗UV 5年



E Bike Lighting Cable



Console Cable set



E-Bike Complete Signal to Power Cable



Bluetooth Module



Facility overview



X-Ray Equipment



Professional Lab



Overmolding Capability



Cable Flex Testing

HIGH POWERED

Battery Chargers



Best For: *Electrically-Powered Wheelchairs,
Scooters, Bicycles, Motorcycles.*
All types of electric vehicles
Fit all kinds of batteries
Including: Li-Ion, Lead-Acid, Ni-Mh...etc

Features:

Make use of the microprocessor to control the system. Portable compact size, light weight and fast charging. Can be installed in scooters or powered wheelchairs. Can charge any lead-acid battery-gel, sealed or wet. Can be left connected to a battery indefinitely without harming the battery. Automatic inspection for battery connection. Automatic checks for the battery during the whole course till the battery has been fully charged.



HP 1000W (1000w)
(For Lead-Acid / Li-Ion)



HP0180W (180w)
(For Lead-Acid / Li-Ion)



HP0240W (240w)
(For Lead-Acid / Li-Ion)



HP1211B1/B2 (120w)
(For Lead-Acid)



HP1202L3(2A) (90w)
(For Lead-Acid / Li-Ion)



HP0060W (60w)
(For Lead-Acid / Li-Ion)



HP0120W (120w)
For Lead-Acid / Li-Ion



HP1202A/B/C (60w)
(For Lead-Acid)



HP-8204A/B/C/D (180w)
(For Lead-Acid)



HIGH POWER TECHNOLOGY INC.

5th Floor, No.295-4, Section 1, Huan Ho North Road, Taipei, Taiwan.

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Shouh Mao Industrial Co., Ltd

No.240. Wandung Rd., Huatan Shiang, Changhua Hsien, 503 Taiwan
 E. sm460420@ms27.hinet.net T. 886-4-7878318 F. 886-4-7876506-7
 www.popbike.com.tw



Item No.: SM-300

Height: 55 cm

Length: 77 cm

Highest seat from the ground: 35cm

Weight:

Pop bike with Pneumatic Tire: 3.2 KGS

Pop bike with EVA Tire: 2.8 KGS

Material:

Frame: Composite plastic

Fork: Composite plastic

Wheel: P.P rim /

Pneumatic Tire or EVA Tire

Grips: TPR

Seats: ABS+TPR



Pop Bike with Brake
 Unable to assemble afterwards



SM-3311
 Pop Bike Trailer



SM-3309
 Carry Bag



SM-3307
 Protection Gears



SM-3306
 Carry Belt



SM-3305
 Helmet



SM-3304
 Seat Cover



SM-3303
 Basket



SM-3302
 Extension Seat Sets



SM-3301
 Tripod



SM-216-YE
 Training Wheel

E-Bikes Continue to Bolster EU Bike Markets

Text: Editorial Dept.

Earlier this summer, the European bicycle manufacturing association, CONEBI released this year's version of its annual Bicycle Industry Market Profile (BIMP). According to CONEBI data, EU bicycle sales, production and imports all fell during 2016 compared to 2015, while EU production, imports and sales of electrically power assisted cycles (EPACs) all rose.

Total EU bike sales

According to the CONEBI statistics, 19,481,000 new bicycles and EPACs were sold in the EU during 2016, this figure is down by 6.02% from the 20,633,000 units sold in 2015. This is also the lowest number of total sales in the EU for over ten years, especially considering that it includes rapidly growing sales of EPACs. Throughout the European Union 1-in-12 bicycles sold is now an e-bike.

The top three EU countries for total bike sale volume last year were Germany with sales of 4,050,000 units, the UK with sales of 3,050,000 units and France with 2,909,000 units. Each of these three countries saw total bike sales drop in 2016 compared to the previous year. Both Lithu-

	2015	2016	% Change
Bicycle sales	19,394,000	17,814,000	-8.87%
EPAC sales	1,357,000	1,667,000	18.60%
Total Sales	20,751,000	19,481,000	-6.52%
EPAC Share	6.5%	8.6%	

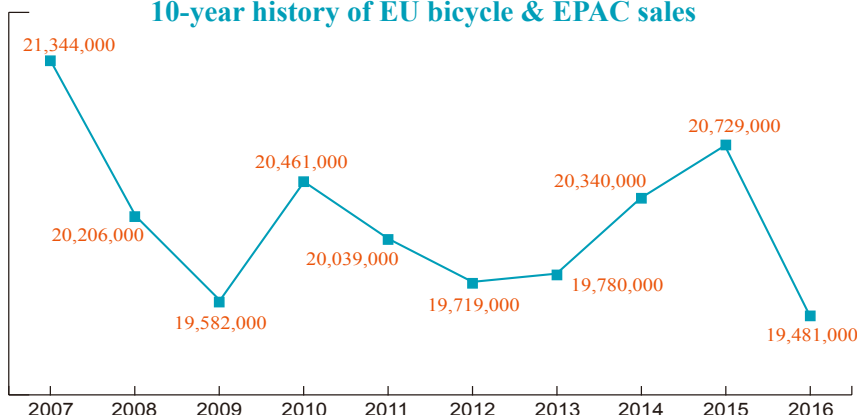
Source: CONEBI - European Bicycle Industry and Market Profile.

10-year history of EU bicycle & EPAC sales

Year	Bicycle Sales	% Change
2007	21,344,000	1.48%
2008	20,206,000	-5.33%
2009	19,582,000	-3.09%
2010	20,461,000	4.49%
2011	20,039,000	-2.06%
2012	19,719,000	-1.6%
2013	19,780,000	0.31%
2014	20,340,000	2.83%
2015	20,729,000	1.91%
2016	19,481,000	-6.02%

Source: CONEBI - European Bicycle Industry and Market Profile.

10-year history of EU bicycle & EPAC sales



EU Bicycle & EPAC Sales

Country	2015	2016	% Change
Germany	4,350,000	4,050,000	-7.41%
UK	3,514,000	3,050,000	-15.21%
France	2,996,000	2,909,000	-2.99%
Italy	1,654,000	1,679,000	1.49%
Poland	1,190,000	1,200,000	0.83%
Spain	1,104,000	1,115,000	0.99%
Netherlands	988,000	931,000	-6.12%
Sweden	598,000	576,000	-3.82%
Belgium	461,000	540,000	14.63%
Denmark	500,000	456,000	-9.65%
Romania	400,000	410,000	2.44%
Austria	390,000	397,000	1.76%
Czech Republic	380,000	350,000	-8.57%
Portugal	360,000	350,000	-2.86%
Finland	300,000	300,000	0.00%
Slovenia	240,000	240,000	0.00%
Hungary	216,000	221,000	2.26%
Greece	185,000	166,000	-11.45%
Lithuania	258,000	113,000	-128.32%
Croatia	333,000	94,000	-254.26%
Ireland	91,000	80,000	-13.75%
Bulgaria	62,000	79,000	21.52%
Estonia	62,000	60,000	-3.33%
Slovakia	38,000	40,000	5.00%
Latvia	40,000	30,000	-33.33%
Cyprus	22,000	22,000	0.00%
Malta	11,000	11,000	0.00%
Luxembourg	10,000	10,000	0.00%
EU28	20,751,000	19,481,000	-6.52%

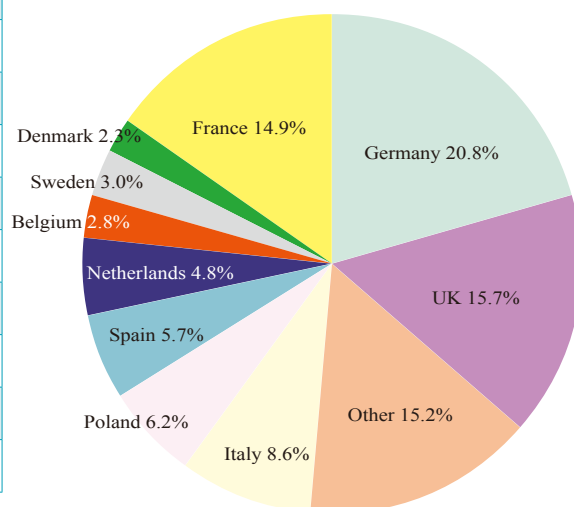
Source: CONEBI - European Bicycle Industry and Market Profile.

ania and Croatia noted substantial drops in bicycle sales, with Croatian bike sales dropping from 333,000 in 2015 to 94,000 units last year and Lithuanian bike sales similarly plummeting from 258,000 to 113,000 units. Belgium was one of the few EU countries to show an increase in total bicycle and EPAC sales with a total of 540,000 units sold in 2016, up nearly 15% from 461,000 units sold the previous year.

EU bicycle & EPAC sales share (by quantity)

Country	% Share
Germany	20.8%
UK	15.7%
France	14.9%
Italy	8.6%
Poland	6.2%
Spain	5.7%
Netherlands	4.8%
Sweden	3.0%
Belgium	2.8%
Denmark	2.3%
Other	15.2%

Source: CONEBI - European Bicycle Industry and Market Profile.



Average bicycle & EPAC price

Country	2015 Average Price (€)	2016 Average Price (€)
Netherlands	914	1,010
Denmark	650	700
Austria	450	660
Germany	397	643
Belgium	420	628
Sweden	383	575
Luxembourg	450	550
Spain	481	533
UK	300	521
Italy	270	390
Finland	320	350
Poland	385	350
France	287	337
Croatia	110	318
Lithuania	249	298
Hungary	253	265
Cyprus	255	264
Czech Republic	200	250
Estonia	190	250
Ireland	190	250
Latvia	110	250
Malta	110	250
Portugal	160	250
Slovenia	196	250
Slovakia	110	220
Romania	150	200
Greece	194	195
Bulgaria	122	125

Source: CONEBI - European Bicycle Industry and Market Profile.

According to the CONEBI data the average EU price for bicycles and EPACs (incl. sales tax) stood at €389. Many countries (including Germany, Belgium, Austria, UK, Sweden) showed a dramatic increase in average bike price. In most cases these can be explained by the similar dramatic increase in EPAC sales with their inevitably high retail price.

E-bike sales

The robust growth of e-bike sales in the EU continued unabated in 2016. According to the CONEBI profile, 1,667,000 electrically power assisted cycles were sold in the EU last year—a growth of 22.15% over the 1,364,000 units sold in 2015.

Over the past few years the dramatic rise in e-bike popularity has been driven mainly from the Netherlands and Germany, however, although the former is beginning to show signs of saturation, the ebike revolution is firmly taking hold in other nations such as Belgium, France, Italy and the UK. Additionally, there are signs that e-bikes are starting to take off in countries such as Spain, Sweden, the Czech Republic and Poland which had previously seen very low quantities of e-bike sales.

Germany, the Netherlands and Belgium saw the greatest number of EPACS sold last year. 605,000 EPACs were sold in Germany last year—an 11.57% increase on the 535,000 units sold in 2015.

10-year history of EU28 EPAC sales

Year	EPAC Sales	% Change
2006	98,000	
2007	173,000	76.53%
2008	279,000	61.27%
2009	422,000	51.25%
2010	588,000	39.34%
2011	716,000	21.77%
2012	854,000	19.27%
2013	907,000	6.21%
2014	1,139,000	25.58%
2015	1,364,000	19.78%
2016	1,667,000	22.15%

Source: CONEBI - European Bicycle Industry and Market Profile.

Share of total EU EPAC sales

Country	% Share
Germany	36.3%
Netherlands	16.4%
Belgium	10.1%
France	8.0%
Italy	7.4%
Austria	5.2%
UK	4.5%
Denmark	2.7%
Sweden	2.7%
Spain	2.4%
Other	0.0%

Source: CONEBI - European Bicycle Industry and Market Profile.

EU EPAC Sales

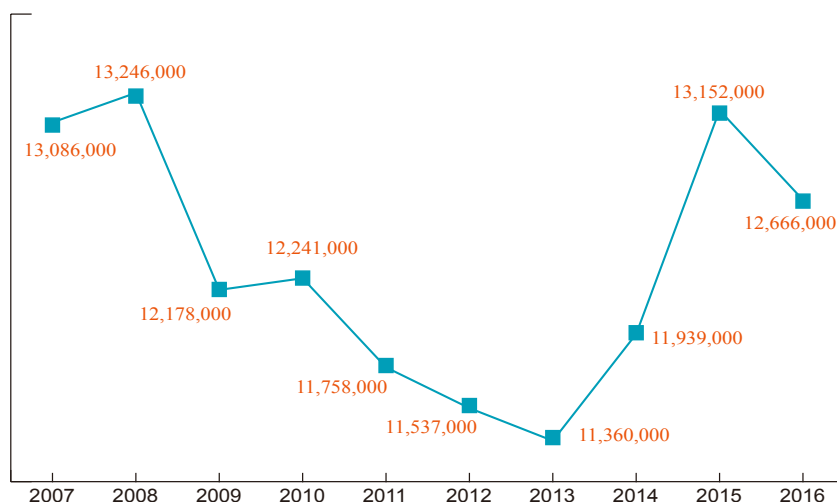
Country	2015	2016	% Change
Germany	535,000	605,000	11.57%
Netherlands	276,000	273,000	-1.10%
Belgium	141,000	168,000	16.07%
France	102,000	134,000	23.88%
Italy	56,000	124,000	54.84%
Austria	77,000	87,000	11.49%
UK	40,000	75,000	46.67%
Denmark	50,000	45,000	-11.11%
Sweden	30,000	45,000	33.33%
Spain	25,000	40,000	37.50%
Finland	15,000	20,000	25.00%
Czech Republic	1,000	15,000	93.33%
Poland	4,000	10,000	60.00%
Lithuania	0	4,000	
Ireland	0	3,000	
Luxembourg	1,000	3,000	66.67%
Portugal	1,000	3,000	66.67%
Estonia	0	2,000	
Greece	1,000	2,000	50.00%
Hungary	1,000	2,000	50.00%
Romania	1,000	2,000	50.00%
Slovakia	0	2,000	
Croatia	0	1,000	
Latvia	0	1,000	
Slovenia	0	1,000	
Cyprus	1,000	1,000	0.00%
Malta	0	1,000	
Bulgaria	0	0	
EU	1,357,000	1,667,000	18.60%

Source: CONEBI - European Bicycle Industry and Market Profile.

EU bicycle production

10-year history of EU28 Bicycle & EPAC production in the EU

Year	Bicycle Production	% Change
2007	13,086,000	-1.76%
2008	13,246,000	1.22%
2009	12,178,000	-8.06%
2010	12,241,000	0.52%
2011	11,758,000	-3.95%
2012	11,537,000	-1.88%
2013	11,360,000	-1.53%
2014	11,939,000	5.10%
2015	13,152,000	10.16%
2016	12,666,000	-3.70%



Source: CONEBI - European Bicycle Industry and Market Profile.

EU bicycle & EPAC production

Country	2015	2016	% Change
Italy	2,344,000	2,339,000	-0.21%
Germany	2,186,000	1,971,000	-10.91%
Portugal	1,904,000	1,904,000	0.00%
Poland	1,210,000	1,150,000	-5.22%
Bulgaria	940,000	948,000	0.84%
Romania	900,000	900,000	0.00%
Netherlands	855,000	775,000	-10.32%
France	720,000	720,000	0.00%
Hungary	398,000	402,000	1.00%
Spain	355,000	351,000	-1.14%
Czech Republic	350,000	350,000	0.00%
Slovakia	210,000	200,000	-5.00%
Austria	158,000	153,000	-3.27%
Lithuania	258,000	114,000	-126.32%
Greece	103,000	112,000	8.04%
Sweden	86,000	83,000	-3.61%
UK	53,000	83,000	36.14%
Belgium	82,000	75,000	-9.33%
Finland	34,000	30,000	-13.33%
Slovenia	5,000	4,000	-25.00%
Denmark	0	3,000	
EU28	13,149,000	12,666,000	-3.81%

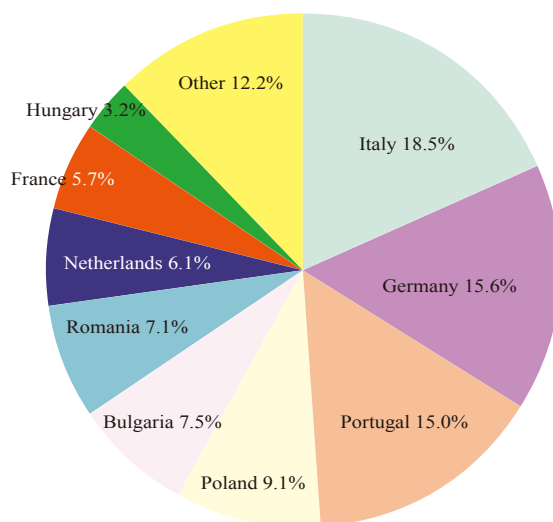
Source: CONEBI - European Bicycle Industry and Market Profile.

The CONEBI report states that 12,666,000 bicycles and EPACs were produced in the EU in 2016, down 3.7% from 13,152,000 units produced in the previous year. Of these, 18% (2,339,000 units) were produced in Italy ; 16% (1,971,000 units) were produced in Germany and 15% (1,904,000 units) were produced in Portugal). However, of this total EU bicycle production, EPAC production rose by almost 13% from 1,030,000 units in 2015 to 1,164,000 units in 2016. Germany, the Netherlands and Hungary were the top three EPAC manufacturing nations, producing 352,000, 200,000 and 171,000 units respectively.

EU bicycle & EPAC production share

Country	% Share
Italy	18.5%
Germany	15.6%
Portugal	15.0%
Poland	9.1%
Bulgaria	7.5%
Romania	7.1%
Netherlands	6.1%
France	5.7%
Hungary	3.2%
Other	12.2%

Source: CONEBI - European Bicycle Industry and Market Profile.



EU bicycle imports

CONEBI only provides bicycle import data for the top 13 bicycle supplying regions; however, statistics from the official EU database, Eurostat reveal that in 2016, 6,723,188 completed bicycles were imported into the EU. This figure is a more than 10% drop from the 7,482,221 complete units imported in 2015 and represents a historic low over the past 5 years. Despite dropping 15%, Taiwan remains the biggest bicycle supplying region for the EU with 1,556,690 units. Cambodia was the second largest sup-

5-year history EU imports of complete bicycles by unit quantity (CN Code: 87120030)

Source	2012	2013	2014	2015	2016	% Change
Taiwan	2,425,945	1,879,522	1,861,679	1,841,181	1,556,690	-15.45%
Cambodia	947,033	1,393,440	1,208,399	1,384,283	1,285,889	-7.11%
Philippines	651,876	793,039	912,196	850,388	679,558	-20.09%
Bangladesh	472,355	534,057	661,468	737,897	730,558	-0.99%
China	450,224	581,372	444,290	510,073	412,307	-19.17%
Thailand	657,320	644,882	686,817	466,479	414,360	-11.17%
Tunisia	446,180	346,192	424,239	424,486	430,148	1.33%
Sri Lanka	946,438	391,957	388,861	379,442	309,264	-18.50%
Turkey	209,460	241,023	307,238	316,146	250,170	-20.87%
India	163,029	201,158	202,974	197,061	272,017	38.04%
Indonesia	623,905	248,626	168,843	163,257	213,263	30.63%
Vietnam	108,875	64,772	118,768	99,403	90,919	-8.53%
Other	231,675	143,470	249,912	112,125	78,045	-55.13%
Total	8,334,315	7,463,510	7,635,684	7,482,221	6,723,188	-10.14%

Source: Eurostat.

plier with the EU importing a total of 1,285,889 units in 2016—down 7.11% from the previous year. Bicycle imports from the

Philippines fell by over 20% last year to 679,558 units. The Philippines has been pushed down into 4th place by Bangladesh which

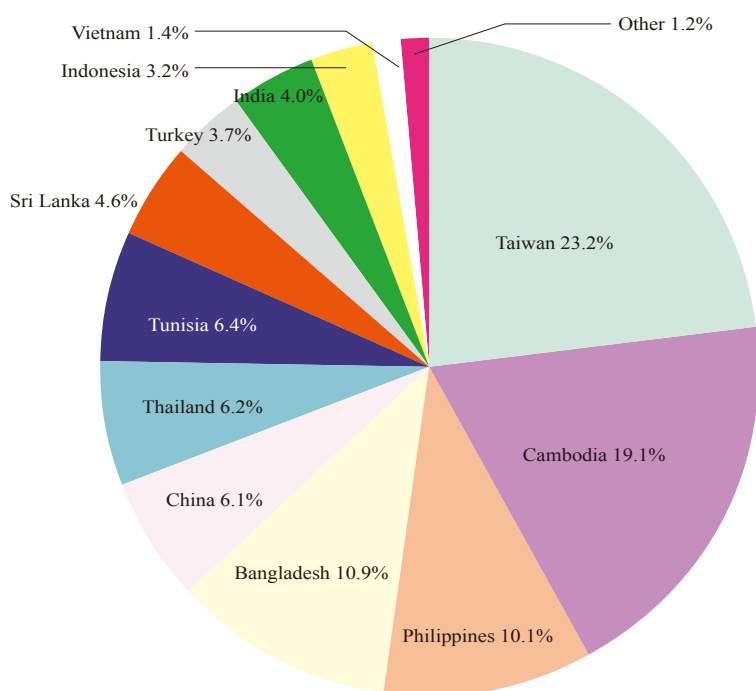
was one of the few supplying countries where exports to the EU did not drop significantly.

Eurostat data shows that in terms of the value, unsurprisingly, in 2016 the highest value of bike imports was €521,825,676 of complete bicycles imported from Taiwan at an average unit value of €335 per unit. This represented 46% of the value of all bicycles imported into the EU in 2016. A total value of €285,085,121 bicycles were imported into the EU from Cambodia at an average unit value of €222. Bangladesh was the third biggest EU supplier of bicycles by value with a total value of €65,700,864 at an average value of 90 euros.

Share of EU imports of complete bicycles by unit quantity (CN Code: 87120030)

Source	2016	% Share
Taiwan	1,556,690	23.2%
Cambodia	1,285,889	19.1%
Philippines	679,558	10.1%
Bangladesh	730,558	10.9%
China	412,307	6.1%
Thailand	414,360	6.2%
Tunisia	430,148	6.4%
Sri Lanka	309,264	4.6%
Turkey	250,170	3.7%
India	272,017	4.0%
Indonesia	213,263	3.2%
Vietnam	90,919	1.4%
Other	78,045	1.2%
Total	6,723,188	100.0%

Source: Eurostat.



EPAC imports

As with bicycles, CONEBI did not include all import regions in its data for ebike imports. Eurostat data for all extra-EU imports of ebikes (CN Code: 87119010) show that imports skyrocketed last year by over 60% to 1,164,544 units. China was by far the largest supplier of EU ebike imports in 2016—over 78% of all ebikes imported into the EU were supplied from China. Vietnam supplied the second largest quantity of ebikes at 91,468 units. EU imports from both Taiwan and Switzerland jumped dramatically by over 83% and 111% respectively.

The 1,164,544 ebikes im-

EU imports of complete bicycles by total value (CN Code: 87120030)

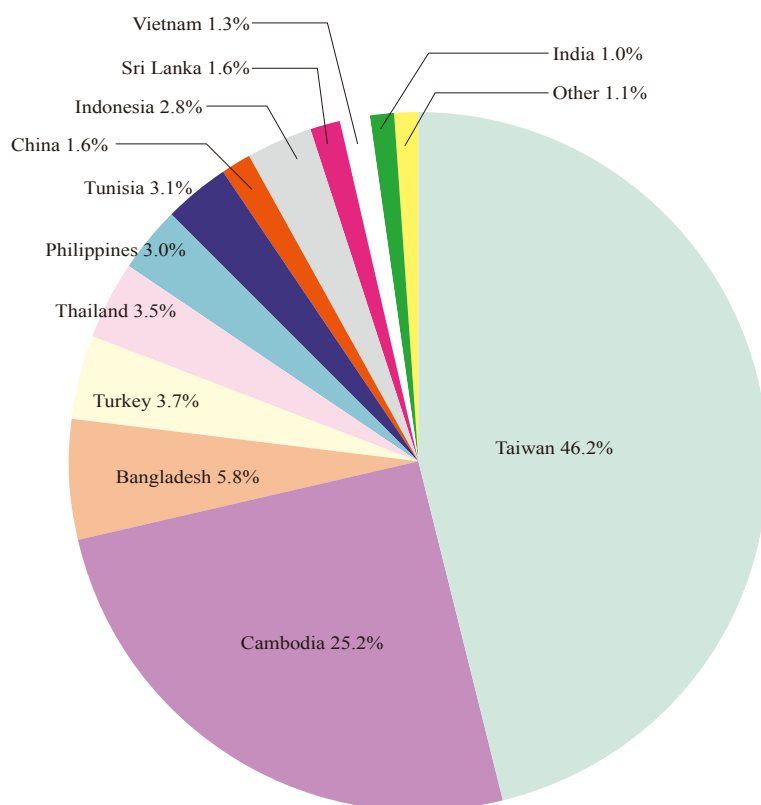
Source	2015 (€)	2016 (€)	% Change	Average Value (€)
Taiwan	573,974,542	521,825,676	-9.09%	335
Cambodia	312,792,865	285,085,121	-8.86%	222
Bangladesh	72,908,895	65,700,864	-9.89%	90
Turkey	45,590,676	42,313,031	-7.19%	169
Thailand	44,573,406	40,091,394	-10.06%	97
Philippines	40,821,388	33,986,114	-16.74%	50
Tunisia	33,516,164	35,009,287	4.45%	81
China	25,930,516	18,017,227	-30.52%	44
Indonesia	23,168,740	31,320,532	35.18%	147
Sri Lanka	20,642,636	17,861,749	-13.47%	58
Vietnam	18,253,330	14,959,798	-18.04%	165
India	8,345,449	11,122,897	33.28%	41
Other	23,470,943	12,145,343	-48.25%	156
Total	1,235,644,101	1,129,439,033	-8.60%	168

Source: Eurostat.

Share of EU complete bicycles imports by total value (CN Code: 87120030)

Source	2016 (€)	% Share
Taiwan	521,825,676	46.2%
Cambodia	285,085,121	25.2%
Bangladesh	65,700,864	5.8%
Turkey	42,313,031	3.7%
Thailand	40,091,394	3.5%
Philippines	33,986,114	3.0%
Tunisia	35,009,287	3.1%
China	18,017,227	1.6%
Indonesia	31,320,532	2.8%
Sri Lanka	17,861,749	1.6%
Vietnam	14,959,798	1.3%
India	11,122,897	1.0%
Other	12,145,343	1.1%
Total	1,129,439,033	100.00%

Source: Eurostat.



5-year history EU import of ebikes by unit quantity (CN Code: 87119010)

Source	2012	2013	2014	2015	2016	% Change
China	296,602	343,812	340,267	547,373	912,486	66.70%
Vietnam	15,751	18,582	37,892	74,259	91,468	23.17%
Taiwan	18,169	23,313	21,335	43,095	79,116	83.59%
Hong Kong	259	1,787	463	37,854	33,516	-11.46%
Switzerland	273	352	883	14,310	30,237	111.30%
Other	33,555	17,862	19,409	8,959	17,721	-53.84%
Total	364,609	405,708	420,249	725,850	1,164,544	60.44%

Source: Eurostat.

ported into the EU in 2016 had a total value of €258,723,110—over 50% higher than the total value imported in the previous year. This figure also indicates that the average unit value was €372 a figure heavily lowered by the large volume of e-bikes

imported from China at an average value of €284 per unit. The total value of EU imports of ebikes from both Taiwan and Switzerland skyrocketed last year by over 171% and 144% respectively. According to Eurostat data, a total of €66,850,601

ebikes were imported into the EU from Taiwan at an average value of €845, while a total value of €48,603,169 ebikes were imported from Switzerland at an average value of €1,607 per unit

EU imports of ebikes by total value (CN Code: 87119010)

Source	2015 (€)	2016 (€)	% Change	% Share	Average Value (€)
China	189,691,781	258,723,110	36.39%	59.7%	284
Taiwan	24,614,776	66,850,601	171.59%	15.4%	845
Vietnam	40,024,985	49,534,303	23.76%	11.4%	542
Switzerland	19,905,715	48,603,169	144.17%	11.2%	1,607
Hong Kong	5,662,062	2,328,246	-58.88%	0.5%	69
Other	7,534,039	7,173,842	-4.78%	1.7%	405
Total	287,435,373	433,215,287	50.72%	100.00%	€ 372

Source: Eurostat.

It should be noted that the the CN code 87119010 includes both pedal-assisted ebikes and 'twist & go' ebikes which require turning a throttle rather than pedaling for the electric motor to kick in. The above import figures reflect both pedal assist and twist & go ebikes. As of January 1st 2017, The EU added two extra CN codes: 87116010 (Bicycles, tricycles and quadricycles, with pedal assistance, with an auxiliary electric motor with a continuous rated power <= 250 W) for electrically power-assisted cycles (EPACs). 87116060 (Motorcycles, incl. mopeds, and cycles fitted with an auxiliary motor, with electric motor for propulsion (excl. bicycles, tricycles and quadricycles, with pedal assistance, with a continuous rated power <= 250 W) for speed EPACs and 'twist & go' ebikes.

Bicycle and E-bike Imports by Total Quantity

Source	2015	2016	% Change	% Share
Bicycles	7,482,221	6,723,188	-10.14%	85%
E-bikes	725,850	1,164,544	60.44%	15%
Total	8,208,071	7,887,732	-3.90%	100.0%

Source: Eurostat.

Bicycle and E-bike Imports by Total Import Value

Source	2015	2016	% Change	% Share
Bicycles	1,235,644,101	1,129,439,033	-8.60%	72%
E-bikes	287,435,373	433,215,287	50.72%	28%
Total	1,523,079,474	1,562,654,320	2.60%	100.0%

Source: Eurostat.



German bicycle industry association, Zweirad-Industrie-Verband e.V. (ZIV), have released information about the German market in 2016. Cold and rainy weather during the first-half of the year meant that many Germans were not in a cycling mood. Even though the country experienced warm sunny weather in the second half of the year, it could not compensate for the weaker sales experienced during the first half.

Consequently, sales of bicycles and e-bikes in 2016 were 6.9% below the previous year at 4.05 million units. While the market for e-bikes increased by over 13% to 605,000 units in 2016, sales of non-electric assist bicycles dropped to 3,445,000—nearly 10% down from the previous year.

Bicycle and e-bike sales revenue in 2016 increased by approximately 7% to €2.6 billion. ZIV noted that the increase in sale revenue was mainly due to the increase in e-bike sales as well as the trend towards increasingly high-quality equipment for the vehicles, resulting in an increase in the average selling price per bike (including e-bike) to €643 (+15%) across all sales channels. ZIV estimated the total turnover of the German bicycle and component industry to be approximately €5.2 billion in 2016.

Sales of city/urban bikes, trekking bikes, youth bikes and MTBs declined slightly. While all other categories remained stable. Dutch & touring bicycles and the ‘others’ (recumbents, singlespeeds, etc.) category increased slightly.

1,970,000 bicycles and e-

bike units were manufactured in Germany during 2016—a 10% decrease from the 2,190,000 units produced domestically in the previous year. However, domestic production of e-bikes increased to 351,000 units last year—up by 15% from 305,000 units in 2015. Production of non-electric assist bicycles dropped by over 14% to 1,619,000 units in 2016.

Total German imports of both bicycles and e-bikes dropped in 2016 with 3,157,000 units imported—a 3.75% decrease from the 3,280,000 bicycle and e-bike units imported into the country in the previous year. However, similar to Germany’s sales, production and export figures, the decrease in imports was for traditional bicycles side; the e-bike share increased. Last year, Germany imported 567,000 e-bikes—a substantial 53.24% jump from the 370,000 units imported in 2015. Imports of regular bicycles fell by 11% from 2,910,000 units in 2016 to 2,590,000 in 2016. Last year the top 5 source countries for bicycles imported by Germany all increased their percentage share of total bicycle imports. Most bikes were imported from Cambodia, which had a 23% share. Bulgaria, Poland, Taiwan and the Netherlands all also increased market share to 13%, 13%, 8% and 5% respectively.

As mentioned above, the share of e-bike sales in the

overall German bicycle market has risen to 15% this year. ZIV estimates that the number of e-bikes on German roads is now about 3 million. The association also expects that in the mid-term e-bikes will come to represent an 18-20% share of the market, and in the long-term perhaps as much as 30%. ZIV noted that the target groups for ebikes in Germany were becoming younger and more sporty with e-MTBs becoming increasingly popular. E-bikes were also playing an increasingly important role in cities—not just with commuters but also with transportation of goods in e-cargo bikes.

Although ZIV will probably not release data on the German bike market for the first half of 2017 until this year's Eurobike show, there are a few indicators showing that the situation in Germany in the first few month of this year is continuing along similar lines to 2016 with reduced numbers of traditional bicycle sales. According to Eurostat figures, in the first five months of 2017 Germany imported 555,199 bicycles (not including e-bikes) from outside the EU, this figure is over 18% down from the same period in 2016.

The Netherlands



According to research by Dutch industry association, RAI Association, BOVAG and re-

search firm GfK, revenue from the sale of new bikes increased in 2016 for the fourth year in a row to a new record high of 937 million—an increase of 4.2 percent over 2015 with sales of popular e-bikes driving sales. Additionally, for the first time, the average selling price of a new bike therefore exceeded 1,000 euros.

However, despite the sales growth, RAI Association and BOVAG also noted a concern that the total number of bicycles sold dropped to an absolute low since 1987. In total, 928 thousand new bikes left the store. A decline of 5.7 percent over a year earlier (983,000 units). In the last 30 years, never have so few new bikes been sold. By comparison, in 2007 this figure was still 1.4 million. Since then, sales have fallen every year.

The record turnover is mainly due to the popular e-bike. In 2016 the sale was 271,000. Nearly the same level as 2015, when 276,000 were sold. Almost 30 percent of all new bikes were electric last year and the e-bike generated a turnover of over 534 million euros; Almost 57 percent of total revenue.

So far, early indications from 2017 seem to show this trend continuing in 2017. In its first-half financial results, Accell Group noted that turnover in the Netherlands decreased by 10% in the first half of 2017. A decline which the company

put down to “traditional dealer channels coming under pressure amid a change in consumer purchasing behavior.”



As the The U.K. has no quantified source of information on annual retail sales of bikes, parts, accessories or clothing, either in terms of units or value, statistics on the UK bicycle market have to be estimated—mainly from official import statistics published by Her Majesty's Revenue and Customs (HMRC). However, in 2016, the UK's Bicycle Association commissioned research which provided figures for average retail values based on data from national consumer surveys.

From these sources, CONEBI estimates that 3,050,000 bicycles were sold in the UK in 2016, this figure represents a drop of 13% from the previous year and also a 14-year low. The U.K. market is mostly supplied with bicycles imported from Cambodia, Bangladesh, Philippines, Taiwan, Tunisia and Thailand.

The UK manufactures only a small quantity of bicycles - about 80,000 per year. The largest manufacturer is Brompton, with folding bikes. Also notable are Pashley, who produce 'classic' models, adaptive and cargo bikes.

Informal industry estimates of the split between types

of bicycle are:

- Childrens': 30%
- MTB: 30%
- Road: 10%
- Classic/Hybrid:26%
- Folding/ Other: 4%

According to CONEBI, the market for electrically assisted pedal cycles (EAPCs) is growing rapidly, but is still small at ca. 75,000 units. HMRC figures do not accord with industry estimates here, especially the anomalously high figures recorded for late 2015/early 2016. Up until December 2016 these are regarded as incorrect/ mis-categorised, however coding changes by HMRC which came into effect in January 2017 is likely to make 2017 figures much more reliable.

France

According to a report published by the French bicycle industry association, Union Sport Cycle (USC), the French bicycle market grew in 2016, passing the symbolic bar of over 3 million bicycles sold. Last year 3,024,500 bicycles and e-bikes were sold—up 1.3% on the total quantity in 2015. These 2016 bike sales had a total value of 1.023 billion euros, representing an increase of 6.4% over the previous year. At the same time, sales of equipment and accessories amounted to 772 million euros (+ 5.9% increase). This means that in total, the French cycle market amounted to 1.795

billion euros in 2016, an increase of 6% compared to 2015.

The USC noted that although ATB remains the overall leading category, with sales of 926,000 units sold—up 7% from 2015, electrically assisted bicycles continued to gain popularity with 130,000 units sold in 2016, an increase of 33% from 2015. Of these eMTB 15,000 were eMTBs, 72% more than in 2015. Overall, all segments of mobility bikes (e-bikes, folding bicycles, etc.) were on the rise.

The USC predicts that in 2017, sales of e-bikes should continue to grow thanks to the introduction of support for the purchase of electrically assisted bicycles by the State. One month after the launch of this measure, 15,000 “Bonus Vélo” applications had already been filed with the Service and Payment Agency.

Italy

Last year 1,679,000 bicycles and e-bikes were sold in Italy, a similar number to 2015. This figure, according to CONEBI, includes 124,400 e-bikes representing a growth of 120% compared to 2015 for this category of bicycles. Sales of traditional bicycles fell by 2.6% compared to the previous year.

Italian bike industry production levels last year remained at similar levels to 2015. 2,339,000 bicycles and e-bikes, and a total €482 million

worth of accessories were produced in Italy last year. Italian e-bike production has also increased—from 16,600 in 2015 to 23,600 vehicles in 2016.

It is expected that in 2017 ebikes will continue to grow in popularity in the Italian market in 2017.

Spain

After several years with bicycle unit sales growing more than 5% each year, the Spanish bicycle market has stagnated and in 2016 the bicycles sold have grown by just 1%. In 2016, 1,115,000 bicycles and e-bikes were sold in Spain. However, total sales value grew by 5.28% due to the increase of average price in almost all bicycle categories.

While unit sales of the two main Spanish bicycle market categories of mountainbikes and childrens' bikes declined slightly by 4% and 0.4% respectively in 2016 compared to the previous year, unit sales in the road and e-bike categories grew significantly by 20% and 64% respectively. Urban bikes sales are still slowly growing with a 5% increase in 2016, because Spain is not adopting enough urban cycling promotional measures beyond cities like Barcelona, Seville or Vitoria.

On the other hand, we can see how Specialty Bicycle Retailers (79%) are gaining market share with respect to Hyper-

markets (9%) and Multi-sports chains (12%).



An estimated 576,000 bicycle and e-bike units were sold in Sweden last year, down from 2015 when an estimated 598,000 units were sold. Total imports of bicycles, including e-bikes, fell to 455,796 units, compared to 492,820 units in 2015.

The Swedish bicycle market is still dominated by city bicycles with internal hub gears and coaster brakes, although their popularity is decreasing while hybrid and mountain bike sales continue to increase. Fitness cycles are also still a growing trend. The MTB market is still dominated by bikes with 27 and 29-inch wheels, and demand for high-end MTB bikes with 26-inch wheels continues to decline.

E-bike sales continue to grow strongly, and the Swedish bicycle industry (formerly FOG) estimates sales of around 45,000 e-bikes, up 34% compared to 2015. Almost all bicycle importers now have E-bike in their bicycle lines.

IBDs still has a market share of 45- 50%. Their main competitors are sporting goods chains such TeamSportia, Intersport and XXL. In the mass market, Biltema dominates with an estimated market share of 18-20%. Internet sales, mainly

for high-end road bikes and mountain bikes, continue to grow.



European manufacturers have made a large effort over the last two years to increase bicycle production levels in Portugal with the establishment of . CONEBI figures show that 1.904,000 bicycle and e-bike units were manufactured in Portugal last year—exactly the same number as in 2015.




Swiss bicycle industry association, VeloSuisse reported that 324,581 bicycles and e-bikes were sold in Switzerland last year—a slight increase from the 323,059 units sold in the previous year. Of these 31.6% were mountainbikes (without electric power-assist). E-bikes were the next largest category with a 23.3% share of the market. City bikes made up a 22.2% share of sales.

A total of 75,655 e-bikes were sold in Switzerland during 2016, a substantial rise of 14.6% over the 66,332 e-bike units sold the previous year. Of this total, 59,746 had a maximum assisted speed of 25 km/h—up 21.33% from 2015, whereas as sales of speed ebikes with a maximum assisted speed of 45km/h declined by 6.48% to 16,189 units sold.

According to VeloSuisse data, the majority of ebikes sold were for urban use, however, eMTBs continued to gain popularity with 20,761 units sold last year—up 36.46% from the 15,214 units sold in 2015.



According to Conebi statistics in 2016, 1,200,000 bicycles were sold in Poland, this is approximately the same number as in the previous year. Poland is the fifth largest market in the EU in terms of quantity of bicycles sold. In 2016, the average unit price of bicycles was 350, this is down markedly from the 385 unit price in 2015. Sales of e-bikes are starting to catch on in Poland. Last year, 10,000 EPAC units were sold—double the number sold in 2015.

1,150,000 bicycles & EPACs were produced in Poland last year, although this is 5.22% down from the 1,210,000 units produced the year before, it should be noted that production in many European countries fell by larger percentages than Poland. According to Kreysztof Dylewski, the director of the Polish bicycle association (Polskie Stowarzyszenie Rowerowe—PSR), there are approximately 10 bicycle firms producing at least 5,000 bikes annually, and 12 firms producing more than 10,000 bikes annually. 

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Ups and Downs in US Bicycle Market

Text: Editorial Dept.

For many years, the US bicycle industry witnessed growth in revenue from bicycles even though actually units sold, at best, stayed flat. In 2016, this drew to an abrupt close when the total value of bicycles imported into the US dropped by over 14%, even though total units imported fell only by less than 1%.

Imported bicycles account for 99% of all bikes sold in America, and according to the United States International Trade Commission, in 2016, 16,918,840 complete bicycles were imported into the country—0.93% down from the 17,078,089 units imported the previous year. However, the total value of these bikes was \$1,379,623,068, 14.65% down from a total value of \$1,616,467,869 imported during 2015. The main reason for the drop came from a large reduction in bicycles imported in Taiwan. In 2015, 831,494 units worth a total value of \$535,546,546 were imported from Taiwan. However last year these figures

both slumped by over 26% to 610,831 units worth a total value of \$1,379,623,068.

The vast majority of bicycles were imported from China, 15,593,384 units—1.47% down from 15,826,785 units imported in 2015.


E-bikes

It is impossible to get 100% accurate information on e-bike imports into America as e-bikes do not have their own unique HS code. However, eCycleElectric (eCE) consultants has estimated that in 2016, 196,000 e-bikes were imported, and another 15,000 were built by domestic assemblers, giving a total US market of around 211,000.

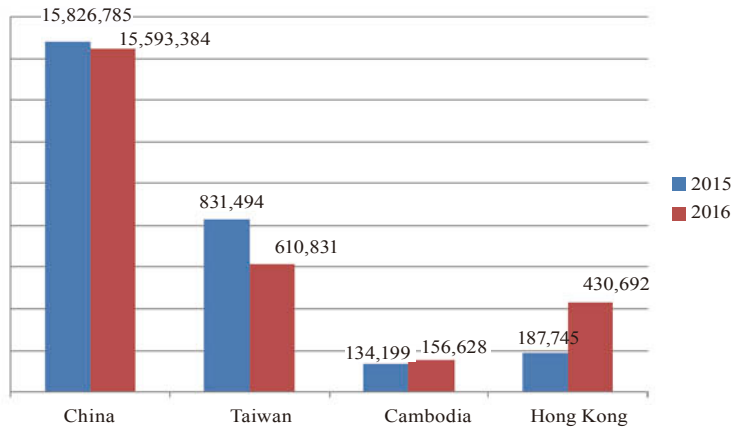
2017

According to some of the latest figures from the Bicycle Product Suppliers Association (BPSA) and published in US trade magazine, Bicycle Retailer

and Industry News, overall dollar sales and units shipped from suppliers to bicycle dealers in the first half of 2017 have continued to fall in the first six months of the year. From January through June, suppliers shipped 1.15 million bicycle units to dealers—down by 8% from the 1.25 million units shipped in the same period in 2016. Total dollar value of this business was down by 5% from \$551 million in the first six months of last year to \$522 million in the same period this year. Of those sales to retailers in the first half of 2017, shipments of e-bikes to retailers were up by a huge 94% in terms of units shipped and 94% in value.

Although supplier shipments to dealers have been down in the first six months of 2017, there are signs that sales are increasing as the year progresses. The BPSA's figures for June show that dollar sales of all bicycles to dealers in June were up by 2.6% compared to sales in June 2016. 

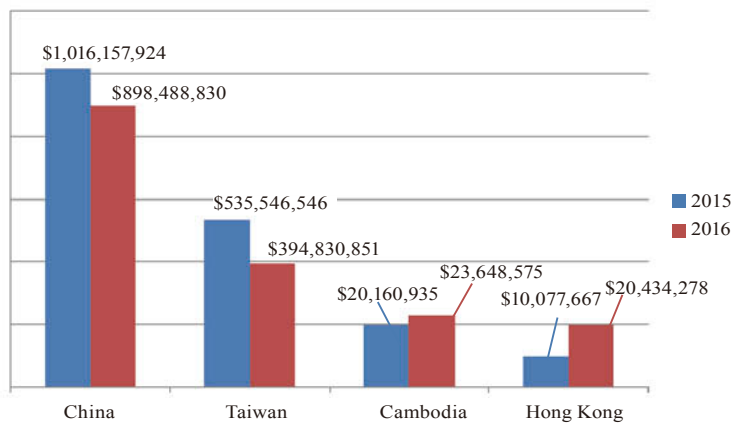
US Bicycle imports by total units (not including ebikes)



Source: United States International Trade Commission.

Source Country	2015	2016	% Change
China	15,826,785	15,593,384	-1.47%
Taiwan	831,494	610,831	-26.54%
Cambodia	134,199	156,628	16.71%
Hong Kong	187,745	430,692	129.40%
Total	17,078,089	16,918,840	-0.93%

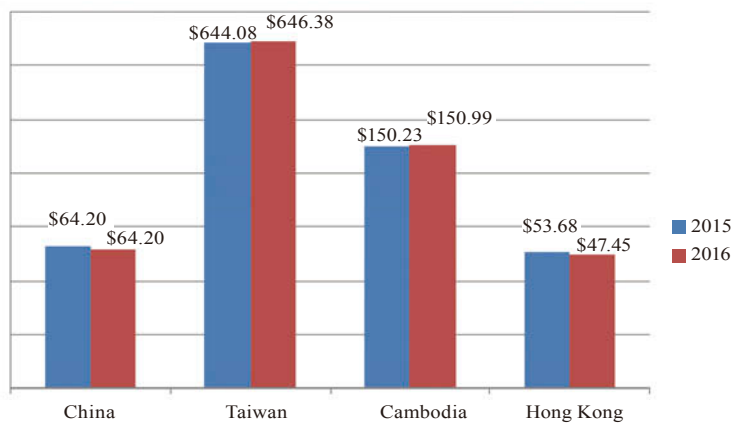
US Bicycle imports by total value (not including ebikes)



Source: United States International Trade Commission.

Source Country	2015	2016	% Change
China	\$1,016,157,924	\$898,488,830	-11.58%
Taiwan	\$535,546,546	\$394,830,851	-26.28%
Cambodia	\$20,160,935	\$23,648,575	17.30%
Hong Kong	\$10,077,667	\$20,434,278	102.77%
Total	\$1,616,467,869	\$1,379,623,068	-14.65%

US Bicycle imports by average unit value (not including ebikes)



Source: United States International Trade Commission.

Source Country	2015	2016	% Change
China	\$64.20	\$57.62	-10.26%
Taiwan	\$644.08	\$646.38	0.36%
Cambodia	\$150.23	\$150.99	0.50%
Hong Kong	\$53.68	\$47.45	-11.61%
Total	\$94.65	\$81.54	-13.85%

Changing Face of Taiwan Bicycle Exports

Text & Photos: Editorial Dept.

After an exceptionally difficult year for the Taiwanese bike industry in 2016 with the island only exporting 3 million bikes, Taiwan bike businesses were looking for a healthy turnaround this year. However, draft figures recently released by the Taiwan Bicycle Association (TBA) are showing that bicycle export numbers are continuing to nose-dive, that is at least for traditional non-power assisted bicycles—e-bike exports are soaring.

In the first half of this year, Taiwan exported a total of 1,145,784 complete bicycles (not including e-bikes), this figure is down 24.87% from the 1,524,978 units exported in the first six months of 2016. Although the average unit value of these bikes rose by over 8.5% to \$486.41, the total value of Taiwan's non-power assisted bicycle exports was still only \$557,316,053—a fall of 18.45% from the total value of exports during the first six-months of last year.

Exports to Europe

According to the TBA draft figures, the EU continued to be the largest region for Taiwan's bicycle exports. 671,321 bicycles

(not including e-bikes) were shipped to EU countries during the first half of 2017, over 24% down from the 884,570 units exported during the first half of last year. The total value of these exports was \$230,801,348 a fall of over 20% from the same period in 2016 when the total value of bicycles exported from Taiwan was \$289,974,697.

The largest quantity of bicycles was shipped to UK with 167,142 units—a fall of over 14% from the same period in 2016. The total value of complete bike shipments to the UK in the first half of 2017 was \$52,953,863—a drop of over 20%. The country receiving the largest value of Taiwanese bicycle exports was the Netherlands. 106,324 units were exported there from Taiwan in the first half of the year—over 30% down on bike exports in the same period of 2016. As the average unit value increased by over 25% to \$628.85, the total value of Taiwan's exports to the Netherlands fell by 13% from \$77,176,999 in the first half of 2016 to \$66,861,681 in the same period of this year. Taiwan exported 91,572 bicycles to Germany, the EU's largest market. This figure represents a drop of 26% from the 124,217 units exports there in



the first half of 2016. The average unit value of bike exports to Germany also fell markedly by 24% to \$237.21, this meant the total value of Taiwan's bicycle exports to Germany was \$21,721,763, a whopping 44% down from the \$39,024,497 exported to Germany in the first half of 2016. Taiwan's bicycle exports to all of the EU's major markets followed this trend of falling in both quantity and total value.

First-half 2017 Taiwan bicycle exports to major EU markets

	Quantity			Value			Average Unit Value		
	2017 (units)	2016 (units)	Change (%)	2017 (US\$)	2016 (US\$)	Change (%)	2017 (US\$)	2016 (US\$)	Change (%)
Netherlands	106,324	153,492	-30.73%	\$66,861,681	\$77,176,999	-13.37%	\$628.85	\$502.81	25.07%
Germany	91,572	124,217	-26.28%	\$21,721,763	\$39,024,497	-44.34%	\$237.21	\$314.16	-24.49%
Spain	19,203	26,103	-26.43%	\$9,063,852	\$12,668,595	-28.45%	\$472.00	\$485.33	-2.75%
UK	167,142	194,832	-14.21%	\$52,953,863	\$66,384,743	-20.23%	\$316.82	\$340.73	-7.02%
Italy	52,621	71,036	-25.92%	\$11,364,366	\$13,387,050	-15.11%	\$215.97	\$188.45	14.60%
Belgium	29,798	62,721	-52.49%	\$26,432,457	\$35,170,361	-24.84%	\$887.05	\$560.74	58.19%
Denmark	32,517	33,201	-2.06%	\$6,250,055	\$8,110,956	-22.94%	\$192.21	\$244.30	-21.32%
Sweden	81,981	108,884	-24.71%	\$13,230,340	\$16,016,800	-17.40%	\$161.38	\$147.10	9.71%
Poland	23,158	30,627	-24.39%	\$3,801,782	\$4,454,537	-14.65%	\$164.17	\$145.44	12.87%
Total EU	671,321	884,570	-24.11%	\$230,801,348	\$289,974,697	-20.41%	\$343.80	\$327.81	4.88%

Source: Taiwan Bicycle Association

North America

Last year, high inventory levels in the USA affected Taiwan's bicycle figures, and industry members were hoping that this year bicycle sales would rebound.

However, according to the TBA draft figures, although the USA remains Taiwan's single largest bicycle export market, the total number of bikes (not including e-bikes) exported there in the

first half of 2017 stood at just 220,577—nearly 14% down from last year's poor figures during the same period. The average unit value of each exported bicycle rose by over 7% to \$727.85. The total value of Taiwan's bicycle exports to the United States stood at \$160,546,525—7.16% down from the \$172,930,897 exported there in the first half of 2016.

Total exports of Taiwanese bicycles to Canada fell less than to many other other countries.

Taiwan shipped 27,426 units there in the first half of 2017—just 4.9% less than during the same period last year. As the average unit value rose by nearly 12% to \$779.43, the total value of bicycles exported from Taiwan to Canada was \$21,376,759—a 6.35% increase from the \$20,099,644 total value exported there in the first half of 2016. In terms of total value, Taiwan bike exports to Canada was the seventh largest globally.

First-half 2017 Taiwan bicycle exports to North America

	Quantity			Value			Average Unit Value		
	2017 (units)	2016 (units)	Change (%)	2017 (US\$)	2016 (US\$)	Change (%)	2017 (US\$)	2016 (US\$)	Change (%)
USA	220,577	255,546	-13.68%	\$160,546,525	\$172,930,897	-7.16%	\$727.85	\$676.71	7.56%
Canada	27,426	28,839	-4.90%	\$21,376,759	\$20,099,644	6.35%	\$779.43	\$696.96	11.83%

Source: Taiwan Bicycle Association

Asia & other major markets

According to the latest draft TBA statistics, Taiwan's bicycle exports (not including e-bikes) to many countries in Asia plummeted. Taiwan exported

just 52,908 complete bicycles to Japan in the first half of 2017—nose-diving nearly 40% from the 87,404 units exported during the same period last year. Exports to both China and South Korea fell even more—by 59% and 74% re-

spectively. Only 16,292 bicycles were exported from Taiwan to China in the first six months of the year, and a mere 13,599 units were exported from Taiwan to South Korea.

First-half 2017 Taiwan bicycle exports to other major markets

	Quantity			Value			Average Unit Value		
	2017 (units)	2016 (units)	Change (%)	2017 (US\$)	2016 (US\$)	Change (%)	2017 (US\$)	2016 (US\$)	Change (%)
Japan	52,908	87,404	-39.47%	\$23,821,477	\$41,888,688	-43.13%	\$450.24	\$479.25	-6.05%
Australia	25,674	24,711	3.90%	\$23,527,912	\$20,008,484	17.59%	\$916.41	\$809.70	13.18%
China	16,292	39,833	-59.10%	\$11,793,172	\$24,560,125	-51.98%	\$723.86	\$616.58	17.40%
South Korea	13,599	52,136	-73.92%	\$12,829,658	\$28,863,945	-55.55%	\$943.43	\$553.63	70.41%
Thailand	3,091	16,353	-81.10%	\$2,273,255	\$8,433,744	-73.05%	\$735.44	\$515.73	42.60%

Source: Taiwan Bicycle Association

E-bike exports

While traditional bicycle exports have shown uniformly bleak and gloomy results for Taiwanese manufacturers, e-bike exports are continuing to be the bright spot and single ray of hope. According to the TBA

draft data, 91,227 ebikes were exported from Taiwan in the first half of 2017, this is a very healthy 27% increase on the 71,833 units shipped in the corresponding period in the previous year. The average unit value also increased substantially by over 29% from \$994.48 in the first half of 2016

to \$1,287.50 in the same period this year. Consequently, the total value of e-bikes exported from Taiwan from January to June this year was \$117,454,590—up a whopping 64.42% from the \$71,436,828 total value exported in the first half of 2016.

First-half 2017 Taiwan e-bike exports to major global markets

	Quantity			Value			Average Unit Value		
	2017 (units)	2016 (units)	Change (%)	2017 (US\$)	2016 (US\$)	Change (%)	2017 (US\$)	2016 (US\$)	Change (%)
Germany	26,360	10,806	143.94%	\$38,861,601	\$8,477,680	358.40%	\$1,474.26	\$784.53	87.92%
Netherlands	24,345	31,159	-21.87%	\$24,430,015	\$29,129,215	-16.13%	\$1,003.49	\$934.86	7.34%
USA	11,799	10,070	17.17%	\$16,470,085	\$15,649,323	5.24%	\$1,395.89	\$1,554.05	-10.18%
Italy	4,728	1,330	255.49%	\$7,709,830	\$2,200,453	250.37%	\$1,630.67	\$1,654.48	-1.44%
Denmark	4,487	694	546.54%	\$3,527,084	\$811,547	334.61%	\$786.07	\$1,169.38	-32.78%
UK	4,254	6,767	-37.14%	\$5,120,172	\$2,284,635	124.11%	\$1,203.61	\$337.61	256.51%
Switzerland	3,128	2,301	35.94%	\$5,621,187	\$2,879,188	95.24%	\$1,797.05	\$1,251.28	43.62%
Norway	2,843	2,053	38.48%	\$3,347,547	\$2,246,171	49.03%	\$1,177.47	\$1,094.09	7.62%
Spain	2,803	942	197.56%	\$4,025,895	\$1,515,201	165.70%	\$1,436.28	\$1,608.49	-10.71%
Other	6,480	5,711	-9.90%	\$8,341,174	\$6,243,415	19.85%	\$1,287.22	\$1,134.38	13.47%
Total	91,227	71,833	27.00%	\$117,454,590	\$71,436,828	64.42%	\$1,287.50	\$994.48	29.46%

Source: Taiwan Bicycle Association

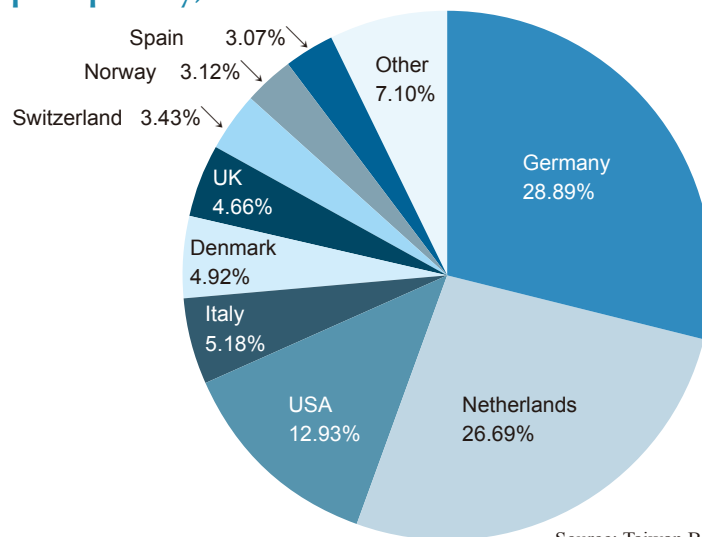
The vast majority of Taiwanese e-bikes were exported to Europe. 26,360 units were shipped to Germany in the first half of 2017, skyrocketing up nearly 144% from the 10,806 units shipped in the same period last year. The average value of units exported to Germany also rose sharply by nearly 88% to \$1,474.26. As a result the total value of all e-bikes exported from Taiwan to Germany in the first half of this year was \$38,861,601—an increase of over 358% from the \$8,477,680 value exported in the same period last year. Bucking the trend, Taiwanese e-bike exports to the Netherlands fell by nearly 22% to 24,345 units, an increase in the average price to \$1,003 meant that the total value of exports from Taiwan to the Netherlands during the first half of 2017 stood at \$24,430,015—down by 16% from the \$29,129,215 total value exported in the same period of 2016. Exports of e-bikes from Taiwan to most other European countries, although smaller, increased significantly during the first half of the year.

Shipments of e-bikes from Taiwan to North America also increased reflecting the growing importance of electric-assist transportation in the North American market. The TBA draft figures state that 11,799 ebikes were exported to the USA in the first six months of this year—up 17% on the 10,070 units exported in the same period last year. The

average unit value fell by 10% to \$1,395.89, and the total value exported was \$16,470,085, an

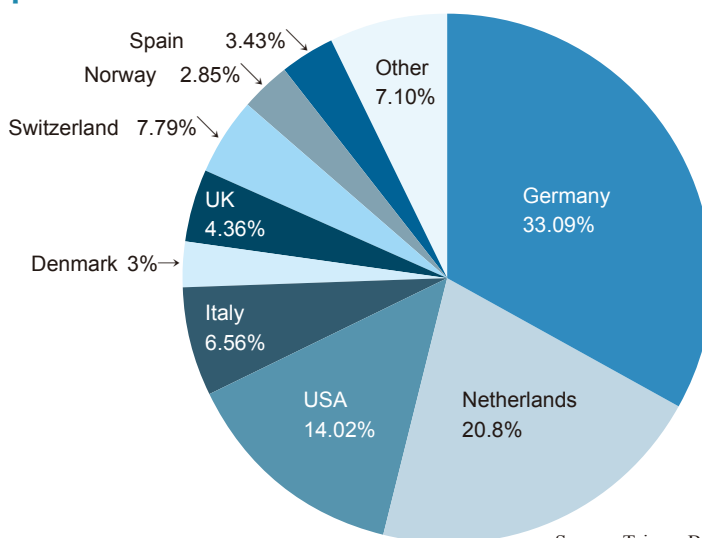
increase of 5.24% on the total value of \$15,649,323 exported during the first half of 2016.

Share of first-half 2017 Taiwan e-bike exports (by total export quantity)



Source: Taiwan Bicycle Association

Share of first-half 2017 Taiwan e-bike exports (by total export value)



Source: Taiwan Bicycle Association

While Taiwanese manufacturers were slow on the uptake of e-bikes, the draft figures from the TBA show that manufacturers failing to put sufficient effort into that market will suffer. One stand-out statistic from these

TBA draft figures is that for the first half of 2017, nearly twice the total value of electric-assist cycles (\$39 million) were exported from Taiwan to Germany compared to traditional bicycles (\$22 million).

Historic Lows in Japan Bike Market

Text: Editorial Dept.

The Japanese Bicycle Promotion Institute (JBPI) has released Japanese bicycle market information for the first three months of 2017. The figures show that in the first quarter of this year both imports and domestic production of traditional non electric-assist bicycles fell, giving the lowest domestic unit volume in recent history. However, domestic production of e-bikes continued to rise.

Domestic Production

Between January and March of this year, a total of 248,119 bicycle and e-bike units were produced domestically in Japan, a fall of 6.5% from the 265,325 units produced in the same period last year and the lowest figure in the past ten years. The average value of each unit rose slightly, and the total value of units produced was JPY 14,297 million, 3.4% down from the JPY 14,805 million total value produced in the first quarter of 2016.


Japanese domestic production continues to be mainly based around electric bicycles. Of the 248,119 units produced in the first three months of this year, 143,269 were electric-assist. As the average unit value of e-bikes

is higher, in terms of total value, e-bikes represent an even larger share of domestic production. Of the total production value of JPY 14,297 million, JPY 11,262 million were e-bikes.

Imports

Japanese bicycle import of cycles (excluding e-bikes) in first three months of 2017 was 2,152,214 total units, a 6.4% decrease compared to the same period of 2016. This figure represents a 15 year low for bicycle imports into Japan.

Total CIF value was JPY23,631 million, a decrease of 13.8% compared to the same period of 2016. The average CIF unit value fell by 7.9% to JPY10,980. The JBPI concluded that the decrease was not attributable to fluctuations in currency exchange rates.

“Electric power assist bicycles” is not classified as a single category and are included in the category of “Other motorcycles” in Trade Statistics. This “Other motorcycles” category includes all motorcycles which are not classified in the upper layer and all electric motorcycles. 

Three-Month Year to Date 2017 Japanese bicycle production

	Total Production	Value (JPY million)	Average Unit Value (JPY)
3 month YTD 2017	248,119	14,297	57,622
3 month YTD 2016	265,325	14,805	55,799
Difference	-17,206	-508	1,822
Change %	-6.50%	-3.40%	3.30%

Source: Ministry of Economy, Trade and Industry (METI) Current Production Statistics Survey (2016 figure is revised) Japan Bicycle Promotion Institute Processing and Analysis.

Japanese bicycle import in Three-Month Year to Date 2017 by category

HS Number & Category	Total Units	Total CIF Value (JPY million)	Average CIF unit value (JPY)
8712.00100 Mountain bikes	41,043	809	19,704
8712.00211 Mini-cycles	48,250	666	13,793
8712.00218 Infant bicycles	123,580	928	7,507
8712.00219 Children bicycles	47134600.00%	430900.00%	914300.00%
8712.00291 Light bicycles	709,321	6,989	9,853
8712.00299 Miscellaneous	758,674	9,930	13,089
Total	2,152,214	23,631	10,980
8711.90000 Other Motorcycles	11,458	320	27,885

Source: Ministry of Finance Japan (MOF) Trade Statistics of Japan, Japan Bicycle Promotion Institute Processing and Analysis.



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650B Shimano E8000 E-Suspension Frame

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MATERIAL: AL6061
WEIGHT: 3.84 KG (Frame Only)
SIZE: S / M / L / XL



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IBEX 650B WILD

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MATERIAL: AL6061
WEIGHT: 3.04 KG
SIZE: S / M / L / XL



E-GO-PLUS

650B+ PINION GEARBOX HARDTAIL FRAME
MATERIAL: AL6061
WEIGHT: 1.8 KG
SIZE: M



B-ES WILD 650B

650B BOSCH E-SUSPENSION FRAME
TRAVEL: 120MM REAR / 130MM FRONT
MATERIAL: AL6061
WEIGHT: 3.2 KG
SIZE: M / L / XL



SPIRIT LUG

700C ROAD FRAME
MATERIAL: COLUMBUS SPIRIT/CR-MO+LUG
WEIGHT: 1.86 KG
SIZE: 53CM



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Bottom bracket: BSA 68
Brake: Dual-pivot
Drop-out: Vertical 130mm

LS505 ROAD DISC

6061 aluminium | Sizes (mm): 44 / 47 / 50 / 53 / 56
Head tube: 1-1/8", 1-1/2" | Seatpost Ø: 31.6mm
Bottom bracket: BSA 68 | Brake: Post mount
Drop-out: E-thru 142mm x 12mm



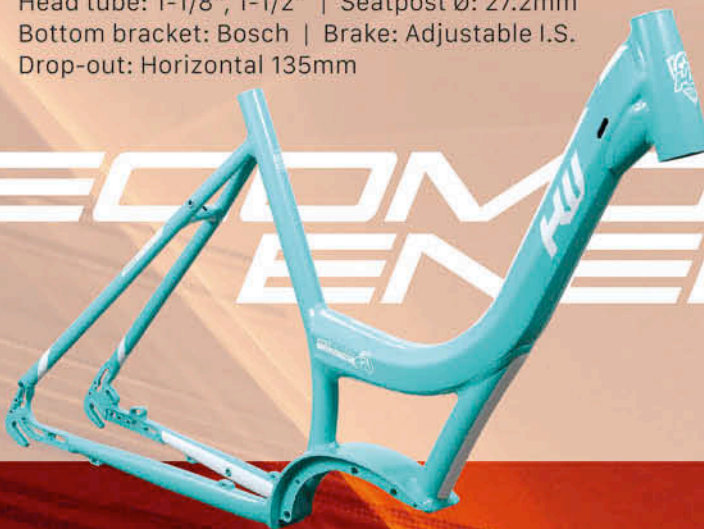
FCR86 ROAD DISC

6061 aluminium | Sizes (mm): 44 / 47 / 50 / 53 / 56
Head tube: 1-1/8", 1-1/2" | Seatpost Ø: 31.6mm
Bottom bracket: BSA 68 | Brake: Flat mount
Drop-out: E-thru 142mm x 12mm



ECOMOTION E-BIKE (BOSCH 700C)

6061 aluminium | Sizes (inch): 17 / 19
Head tube: 1-1/8", 1-1/2" | Seatpost Ø: 27.2mm
Bottom bracket: Bosch | Brake: Adjustable I.S.
Drop-out: Horizontal 135mm



ENERGIZER E-BIKE (SHIMANO)

6061 aluminium | Sizes (inch): 17 / 19
Head tube: 1-1/8", 1-1/2" | Seatpost Ø: 27.2mm
Bottom bracket: Shimano
Brake: Post mount
Drop-out: Vertical 135mm



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VS-ENDURO-E8000

Frame Type: Hardtail E-Bike

Frame Material: AL6061
Weight: 2.32KGS
SIZE: 406/457/508mm



E-8020 SUSPENSION

Frame Type: Suspension E-BIKE

Frame Material: AL6061
SIZE: 457mm
Travel: 160mm



VS-ENDURO-650B

Frame Type: ENDURO
Frame Material: AL7005
Weight: 2.94KGS
SIZE: 406/450/508mm
Travel: 150/160mm
Linkage system :
4 Bar Linkage



VS-MTB-3

Frame Type: MTB
Frame Material: Reynolds 853
Weight: 2.11KGS
SIZE: 29" (C-T 19")



VS-ROAD-CR-LUG1

Frame Type: ROAD
Frame Material: CR-MO
Weight: 1.91KGS
SIZE:
480/510/540/560/
580/600mm



VS-ROAD-4

Frame Type: ROAD 53CM
Frame Material: AL7005
Weight: 1.1KGS
SIZE: 480/500/530/
560/580/600mm





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Weight

3.3 KG (2.26 lb)

Wheel size

24 / 26 / 27.5 inch

Travel

203 mm (8 inch)

Down tube

20 mm Axle x110mm

Riding style

DH



GSP

Diameter

30.9mm

31.6mm

34.9mm

Tube length x Travel

380mm x 125mm



RCP-2S

Weight

0.41 KG (0.91 lb) , 210 mm (8.27 inch)

Adjustments

Rebound / Compression / Preload /

Air Pressure Adjustable/Big impact

Riding style

AM / FR / DH

Available Size

190x51mm (7.48 x 2.01 inch) / 200 x 56 mm (7.87 x 2.20 inch)

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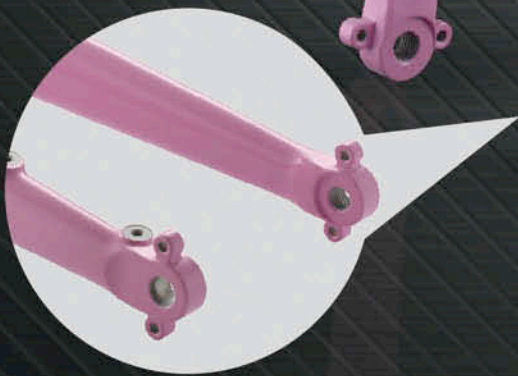
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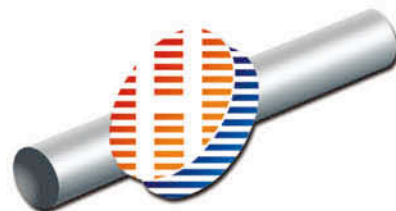
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ES-020

Type: road frame
Wheel size: 700C*530mm
Material: Reynolds 725/525/520
or CR-MO 4130DB tube Optional lost
wax casting lug
Feature: all lug brazing
Weight: 2.15kg/pcs
Drawing No: ES-15ES009M7C531



ES-025

Type: e-bike
Wheel size: 700C
Material: CR-MO 4130
Feature: Conical head tube,lost wax
casting ends and
motor supporting pedeta,hidden
cable design,fit for
bafang motor
Weight: 3.40kg/pcs
Drawing No: ES-17YX004M7C445

ES440-MLO

Wheel size: 20"
Features: Coil Spring
Adjustable Proload
Mechanical Lock-Out system
Crown: Alloy forged crown
Steerer Tube: 13A steerer
Outer Leg: One-piece Alloy
Stanchions: 28.6mm Hi-Ten
tube
Crown Pitch:125mm
Brake Type:Disc
Travel:55mm
Weight:1.95kg



ES451-HRLO

Wheel size: 26/27.5/29"
Features: Coil Spring
Adjustable Proload
Hydraulic Remote speed
Lock-Out system
Crown: Alloy forged crown
Steerer Tube: 13A steerer
Outer Leg: One-piece Alloy
Stanchions: 30mm Hi-Ten tube
Crown Pitch:128mm
Brake Type:Disc
Travel:100mm
Weight:2.52kg



EF-3124-7

Wheel size: 20/24/26/700C"
Material: CR-MO 4130
Leg: 24mm Oval-shap
Stem:1 or 1-1/8" steerer
Brake Type: Flat Mount Brake
Tyre clearance: 50mm
Crown&Ends are lost wax
casting parts



EF-5069

Wheel size: 26/700C"
Crown: Alloy forged crown
Leg: Alloy 38.1mm triangle
shap 48.2*20.6
Ends: Alloy forged ends
Stem:1-1/8 or 1.5" steerer
Tyre clearance: 40mm



EF-5068

Wheel size: 26/700C"
Crown: Alloy forged crown
Leg: Alloy 31.8mm triangle
shap 42*17.8
Ends: Alloy forged ends
Stem:1-1/8" steerer
Tyre clearance: 32.9mm



EF-5065

Wheel size: 26/700C"
Material: Aluminium(Oil pressure
molding)
Ends: Alloy forged ends
Stem:1-1/8" steerer
Tyre clearance: 42mm



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 Alloy(6061)

Blade: Ø50
 Wheel size: 29"
 Use: Electric bike
 Option: Pivot / Roller /
 IS mount /
 Post mount



2018 new



OS-E600D
ONE-PIECE DROPOUT DESIGN
 Steerer tube: 1-1/8 Alloy(6061)
 Blade: Ø50

Wheel size: 700C
 Use: Trekking bike
 Option: Pivot / Roller /
 IS mount /
 Post mount



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OS-E455

Steerer tube: 1 1/8"-1 1/2"
 Alloy(6061)

Blade: Ø50 Alloy(6061)
 Wheel size: 700C
 Use: Racing/Trekking bike
 Dropout: Forged
 Weight: 547g
 Option: Pivot / Roller /
 IS mount /
 Post mount



OS-E410

Steerer tube: 1-1/8" Alloy(6061)

Blade: Ø50 Alloy(6061)
 Wheel size: 700C
 Use: Racing bike
 Dropout: Forged
 Weight: 547g
 Option: Pivot / Roller /
 IS mount /
 Post mount



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E-mail: lizhi185cz@vip163.com

zip: 518000

http: //www.gtmiik.cn



型号: 580 Air TA(26"/27.5"/29")

功能: 气压避震 通轴

油簧锁死 肩控线控 可带回弹阻尼

竖管: 铝合金 椎管 39.8mm

直管 30mm

肩盖: 铝合金

内管: 铝合金 32mm

外管: 镁合金

行程: 100mm-120mm

重量: 1.85kg

开档: 100mm

刹车: 碟刹

Model: 580 Air TA(26"/27.5"/29")

Function: air suspension

through axle hydraulic lock out

remote lock out rebound adjustable

Steer tube: aluminum tapered 39.8mm

standard 30mm

Crown: aluminum alloy

Stanchion: aluminum 32mm

Lower tube: magnesium alloy

Travel: 100mm-120mm

Weight: 1.85KG

Pitch: 100mm

Brake type: Disc

355 Air TA 20



型号: 355 Air TA 20

功能: 气压避震 通轴

油簧锁死 肩控线控 可带回弹阻尼

竖管: 铝合金 椎管 39.8mm

直管 30mm

肩盖: 铝合金

内管: 铝合金 32mm

外管: 镁合金

行程: 80mm-100mm

重量: 1.92kg

开档: 135mm

刹车: 碟刹

Model: 355 Air TA 20

Function: air suspension

through axle

hydraulic lock out remote lock out

rebound adjustable

Steer tube: aluminum

tapered 39.8mm

standard 30mm

Crown: aluminum alloy

Stanchion: aluminum 32mm

Lower tube: magnesium alloy

Travel: 80mm-100mm

Weight: 1.92KG

Pitch: 135mm

Brake type: Disc

320 AIR



型号: 320 AIR 20

功能: 弹簧避震 机械锁死或无锁

竖管: 钢管 28.6mm

肩盖: 铝合金

内管: 铝管 30mm

外管: 铝合金

行程: 45 mm

重量: 1.7kg

开档: 100mm

刹车: 碟刹 / V 刹

Model: 320 AIR 20

Function: coil suspension mechanic

lock out or without lock out

Steer tube: steel 28.6mm

Crown: aluminum alloy

Stanchion: steel 30mm

Lower tube: aluminum alloy

Travel: 45mm

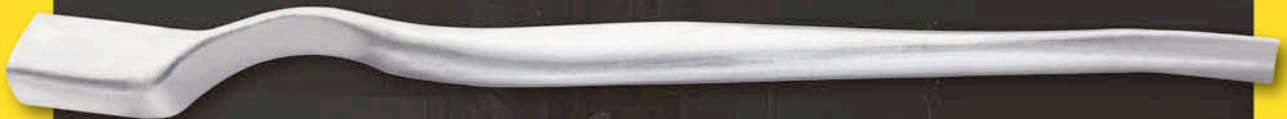
Weight: 1.7KG

Pitch: 100mm

Brake type: Disc/V brack



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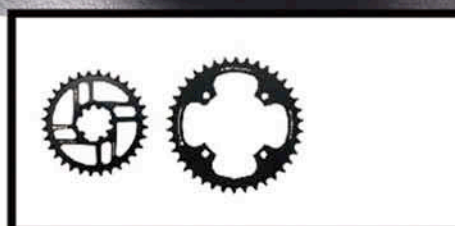
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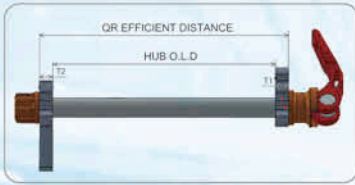
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Merida Launch New Reacto

Text: Editorial Dept.

Merida has launched the third generation of the Reacto bike that first debuted in the market to much acclaim in 2011. The original Reacto offered outstanding aero-values, great head tube stiffness and outstanding power transfer making it the most used bike of Merida's Pro Tour team.

Amongst other upgrades,

the new Reacto III lays claim to further improved aerodynamics, reduced weight and improved comfort and is the lightest, fastest and most aerodynamic road bike the company has ever produced.

Improved aerodynamic performance was achieved by slimming down the tube shapes and introducing a lower seat stay connection. Additionally the head

tube and top tube section were designed to match with the FSA Metron 5D Cockpit, offering an optimized balance between gains in performance without sacrificing the serviceability of the cockpit and cable routing. Merida claims that the Reacto III's aero performance is improved by around 8 watts which equals somewhere around 5% compared



▲ The new S-Flex seatpost offers a slimmer cross-section.



▲ Disc-brake models include Merida's disc cooler heat sinks.

to the previous model,

The complete frame kit (including seatpost) weighs in at 1695 grams and is approximately 17% lighter than the previous version. This was achieved by slimming the tube diameters and using different carbon layup combinations. The frame on the new Reacto weighs just 1010 grams, while the fork weight has been reduced to 368 grams and the seatpost to 235 grams.

Merida engineers improved the comfort of the Reacto by re-designing the seat stays and the

S-Flex seatpost with a slimmer cross-section and a bigger window. However the stiffness associated with previous versions of the bike has been maintained due to the new Reacto's oversized BB area and large cross-sections.

As well as producing rim brake versions, Merida also has disc brake versions of the new Reacto. The company says that discs don't reduce the bike's aerodynamics significantly, however frame weight increased by around 150g to cope with the different braking forces. The disc-brake models include Merida's disc cooler heat sinks, designed to increase heat loss by around 50% and leads to a 70C decrease in rotor temperature.

The new Reacto is available

in three CF4 versions and three CF2 versions, five of them with disc brake options. The Reacto CF4 frame shares, for the most part, the well-accepted race geometry of the Scultura CF4. This means a short head tube and a relatively long reach, which will make the bike quick and nimble that should allow the Reacto to be thrown into hard corners without losing control. The CF2 geometry follows a more relaxed position where the rider sits in a slightly more upright position. This is mainly due to the taller head tube. This geometry suits people who are not used to a more racy geometry perfectly. The major difference is the head tube length and the slightly shorter reach. 🌀



▲Propel Disc Action 2: The new Propel Disc range offers competitive road racers and riders an all-around aero machine without any compromises. Pro riders Cameron Baird photo

Giant's New Propel Range

Text: Editorial Dept.

Giant has launched a new Propel Disc range of aero road bikes. The aero road bike comes with a number of features including an integrated disc-brake design and brand new frame airfoils. It was the result of a multi-year project which involved Giant engineers, Team Sunweb pro racers, and aerodynamics experts.

New purpose-built Giant components have been introduced: an aero handlebar-and-stem unit equipped with internal cable routing, and aero WheelSystems optimized with different

rim depths front and rear reducing drag while maintaining control or power transmission.

The new Propel Disc range aimed to create an elite racing aero road bike, without compromising weight, stiffness or overall race handling. After three years of experimentation and trials involving wind-tunnel testing, Computational Fluid Dynamics and different tube shapes the results were highly rewarding. The Propel Advanced SL Disc—Giant's flagship model—has the highest stiffness-to-weight ratio of any bike in its class. Based on

the results of wind-tunnel tests, it also boasts a lower drag coefficient at a wider range of yaw angles compared to the former non-disc-brake model which preceded it.

The other two models are the Propel Advanced Pro Disc and the Propel Advanced Disc. The Propel Advanced Pro Disc has a handcrafted frame made from Advanced-grade composite material which results in a lightweight and stiff bike, which responds sharply while riding. The propel Advanced Disc ensures reliable aero performance

and is one of the lightest frames in its class. Its new integrated disc brake technology includes flat-mounts and thru-axles which ensures wheel stiffness and streamlined performance, while its Giant SLR 1 Aero Wheel System has a 65mm rear rim depth and 42mm front rim providing the perfect combination of aero speed and control in crosswinds. The models all include wheels belonging to Giant's Tubeless System, and are integrated with new Gavia tubeless tires for increased rolling efficiency and reduced flat tire risks.

Giant's AeroSystem Shaping Technology inspires the main concept of this new product. The bike resulted from an approach where engineers envisaged the bike as a complete system as opposed to a collection of various components. This involved using CFD and wind-tunnel testing to experiment with numerous combinations of airfoils, tube junctions, wheels and components.

This resulted in key developments such as the new truncat-

ed ellipse airfoil shape. According to Giant, this design lowers drag at a wider range of wind angles than the traditional "teardrop" frame tubing. Engineers also showed that a disc-brake design can perform better than rim-brake configuration in terms of improving aero performance.


With its new integrated disc brakes, the Propel Disc range meets the demands of Giant pro racers by providing improved braking and greater control in wet or dry conditions. The frame's flat disc-brake mounts and front and rear thru-axle configurations provides better stiffness and steering precision.

The new product also delivers on efficiency in terms of stiffness-to-weight ratio. The flagship Propel Advanced SL Disc model frameset beats out competitors such as Specialized Venge Disc and Trek Madone, being much lighter and stiffer.

An integrated Giant Wheel-System also features as one of the key innovations of the Propel Disc range. The rear wheel has

a 65mm deep rear rim, while the front has a shallower 42mm rim for added control in crosswinds. The bike's aerodynamic performance is enhanced by these features which lessen both drag and the effects of crosswinds. This enables cyclists to accelerate faster in windy conditions, while enabling them to maneuver sharp corners with better precision. It also gives them a bike ready for even the most challenging racing conditions.

The new Contact SLR/SL Aero handlebar/stem unit is unique in its design. At first glance, its internal cable routing is meant to optimize aerodynamics. However, developers made sure not to sacrifice efficiency in terms of weight or stiffness. In the process they prioritized key elements such as a larger headtube, downtube and bottom bracket area.

The new bike was designed especially to meet the demands of pro-racers, and it does just that. 



▲Propel Advanced SL Disc bar and stem: The new Propel Advanced SL Disc model shown here features a Giant Contact SLR Aero handlebar-and-stem unit with internal cable routing. Cameron Baird photo.



▲Propel Disc ACE Wind Tunnel: To ensure the most efficient aerodynamic design and performance, Giant engineers built their own mannequin—the first in the bike industry to do so. The Aero Concept Engineering facility in Magny-Cours, France served as the site for final tests and development.

Velo Introduce Three New Innovative Products

Text: Editorial Dept.

Velo has been designing superior saddles, grips and handlebar tapes for the past thirty years. The company aims to provide high-quality products for demanding cyclists, while catering to the individual needs and tastes of each rider. The company continues this tradition of providing excellent products tailored to individual customers with the launch of these three new products: an E-bike saddle, a wing bow and a Microtech grip.

E-bike saddle

There is no doubt that e-bikes are the most trendy products in the bike industry. With E-biker's needs in mind, Velo has designed an e-MTB saddle for this market. This saddle features a reversed Arc-tech design which adjusts seating positions while enabling faster pedaling. It also uses Velo's latest atoms shaping technology. Not only is the saddle easy to clean after riding but, even more importantly, it provides rare side protection to prevent the saddle cover from getting scratched.

Wing Bow

Designed for the sports and recreational rider, Wing Bow adds support to the saddles. Utilizing a bow-shaped structure that sits under the base, it eliminates discomfort while riding. The bow structure works perfectly for flex padding. The saddle is intended for a variety of users, ranging from the traditional recreational and commuting cyclists, to E-bike riders, who are likely to encounter road damage and other hazards at higher speeds.



▲ Wing Bow

The Microtech grip

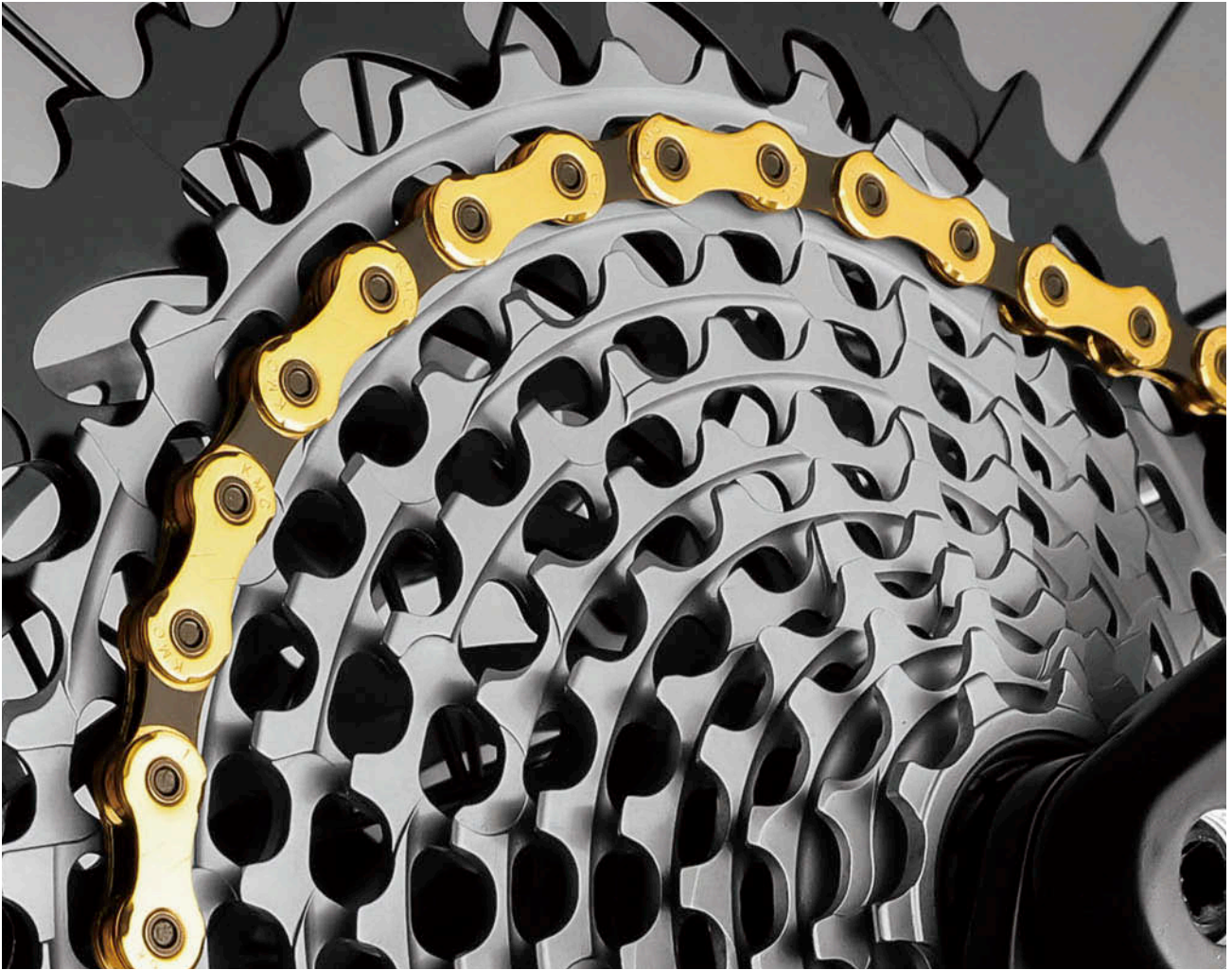
Microtech technology is a new manufacturing process which creates detailed texturing on grips. It increases friction and grip for the user in wet and sweaty conditions. The detailing on the grips will be especially useful for e-bike riders, who often times stay seated during accelerations, and require extra grip through their fingertips to keep control of the bicycle at higher speeds. The extra tactile feedback will be instantly noticeable to the rider.



▲ E-bike saddle



▲ The Microtech grip




KMC Set 12-Speed Mileston

Text: Editorial Dept.

The craze for 12-speed drivetrain systems is sweeping through the bicycle market, and in response KMC is debuting a new 12-speed chain built with industry-leading technology that has already won a prize at Taipei Cycle Show's 2017 d&i awards and set a new milestone for the art of bicycle chains.

KMC's 12-speed chain features a comprehensive X-Bridge on the inner wall of all chain plates; the narrow design adapts precisely to the limited gear space while improving functionality in spite of the extreme cross chaining inherent to 1x drivetrains.

Optimal asymmetrical chamfering is strategically

placed on outer plates to avoid chain and cassette teeth interference. Additionally, the upgraded bevel chamfering on the inside edges of all plates enable a smooth gear tooth insertion and an efficient interface between chain and cog. As a result, riding safety and stability is drastically improved. 

Bosch Presents New E-Bike Products

Bosch has made changes to its Active Line drive system for e-bikes. The old drive is being updated, and a new drive – Active Line Plus – is being added to the company's range. The new Bosch Active Line is targeted primarily at urban users and occasional eBikers, while the Active Line Plus is aimed at convenience-conscious commuters in the suburbs or in rural areas as well as other eBikers who ride regularly.

The new Bosch Active Line offers riders relaxed pedelec cycling in the city with a moderate degree of motor support. This new version features a reworked gear concept for a smoother and more pleasant riding experience. The drive unit is quiet, even under rigorous conditions, and its dimensions have been downsized by roughly 25 percent, allowing the new drive unit to be integrated into the frame design of various City and Urban models. Weighing around 2.9 kilos, the drive unit is one of the lightest mid drives on the market and provides support with a torque of up to 40 Nm.

For suburban and country cycling, the Active Line Plus ver-

sion is a more powerful motor with a maximum torque of 50 Nm and weighs approximately 3.2 kilos. Like its sister drive, it also features a new gear concept and a quiet motor. Both systems are compatible with the full range of Bosch eBike computers.

PowerTube 500

Bosch's new eBike battery is called the PowerTube 500 and can be integrated into the frame of a pedelec so as to be invisible from the outside. This widens the range of options available to bike designers, manufacturers and end consumers considerably.

CEO of Bosch eBike Systems, Claus Fleischer, explained, "The eBike has established itself

as a means of transport with a high degree of public acceptance. Integrated design, in particular, is becoming increasingly important. With the PowerTube, we are setting new standards for pedelec users."

The PowerTube 500 can be built into different types of frames and is therefore suitable for a wide range of cycles – from city bikes and roadsters to eMountain bikes. The battery can be removed from the top, bottom or side. The integrable battery has a capacity of approximately 500 watt hours (Wh); it measures just 349x84x65 millimetres and weighs only around 2.8 kilograms.



▲With a maximum torque of 50 Nm, the Bosch Active Line Plus ensures agile, harmonious acceleration and extra enjoyment during cycle rides.



▲For eBikers who need greater battery capacity: the new PowerTube 500 is also available in combination with DualBattery.

Bafang Announce New eMTB Motors

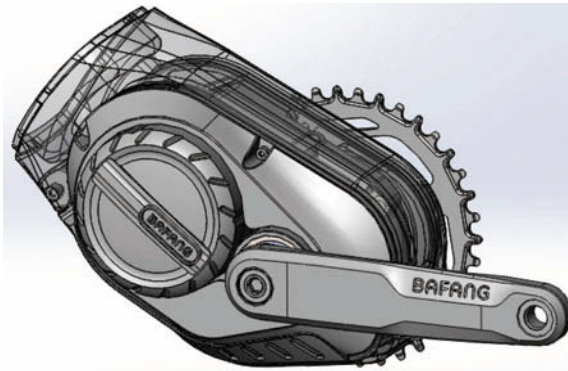
Text & Photos: Editorial Dept.

Bafang is one of Asia's leading manufacturers of e-mobility components and complete e-drive systems, and has been developing components and complete systems for electric vehicles for more than ten years. The company currently has a yearly manufacturing capacity of up to one million motors and system for e-bikes and electric scooters, and employs more than 300 staff worldwide in three locations. The head office, development and manufacturing center are based in Suzhou, near Shanghai. Since 2012, Bafang has had a sales and service center in the Netherlands and recently opened one in Las Vegas, USA.

eMTB motors

Bafang, has recently announced plans to enter the high-end mid-motor drive train market with a completely new developed platform of mid motors to suit the three major global e-bike speed and wattage restrictions.

The geared M-series features two mid motors, the M500 with 250W, and the M600 system with 350 / 500W engines both offer peak torque values of 95-110Nm. This results in a com-



▲ Bafang M500-Series mid motor with single chainring.



▲ Bafang F-Series battery for under-downtube insert position.

plete program of EU compliant 25km/h and 45km/h (S-Pedelec) and 32km/h (20m/h) US versions.

Combining this with a single or double chainring (32T/44T) option will deliver multiple gearing choices for the many MTB sub-categories. Bafang states that the ultra-short RC compatibility of less than 450mm and a Q-Factor of only 177mm will make the motor perfect for nimble and uphill-ready hardtail and full suspension e-mountainbikes. The motors also offer system weights of less than 3.0 and 3.4 kg, ISIS drive BB, customization of motor covers and alloy bash guards, and potential for private labelling.

Additional integrated battery options

The M-series systems will be compatible with the new

370Wh or 600Wh F-Series In-Tube batteries, both for under or top downtube insert positions, as well as the semi integrated battery with 1.000Wh maximum.

All batteries currently use 18650 cells from Panasonic/Samsung. In the near future, these will be offered with the new 21700 cell standard. CanBus and UART communication protocol and two different charger options with 2 and 3 A charging capacity will complement the battery offering.

Announced earlier in March this year, Bafang is progressing on an automated battery production facility in Suzhou for the assembly of the battery core packs. The strategy allows for future customers to chose to develop their own final battery pack size, shape and material or cosmetic design options.

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Latest Innovations Inspire New Kenda Tires

Text & Photos: Editorial Dept.

Not content to rest on their laurels, leading Taiwanese tire manufacturer, Kenda have spent a busy and successful R&D year developing two new technologies which raise the bar for tire performance. The company has also launched two new tires designed to take full use of these new technologies.

Kenda Vector Shield (KVS) – Innovative Gravity Casing

Developed in joint cooperation with Kenda's North American and Taiwanese engineering teams at the Kenda America Technology Center. KVS is a woven sheet of aramid fibers laid up across the sidewall of a tire offering a light-weight casing shield with a 285% higher cut resistance than standard protective materials. This allows for a reduction in the casing weight by up to 200 grams when compared to traditional 2-ply downhill casings.

RSR Compound – sticky compound for racing

Kenda developed a new compound for gravity tires - an evolution of the existing Race Stick-E Rubber (RSR) compound. Building on the impressive original, the new RSR com-

pound is a dual layer tread rubber, with the soft RSR compound on top and the stiff SRC on bottom. This new dual layer compound offers better performance because the stiff bottom SRC layer serves

as the hard foundation for the softer RSR layer to push against. The result is a compound that provides better control and lasts longer than previous versions.




Hellkat – downhill racing tire

The Hellkat Pro is an all-new Downhill racing tire, developed in collaboration with professionals on the UR Team with decades of experience on the World Cup circuit. The Hellkat Pro is characterized by superior braking control and cornering traction, without sacrificing rolling resistance performance. Additional emphasis has been placed on the overall weight of the tire, the elimination of punctures and casing fractures, and construction, all to yield the best results

when run tubeless.

Helldiver - versatile, fast & lightweight gravity tire for dry conditions

The Helldiver is a modern take on the fast rolling, dry condition gravity tire with aggressive side knobs. Versatile, quick, and lightweight with great grip when cornering. Developed in conjunction with Kenda engineering teams in Taiwan and North America as well as the cooperation of the UCI World Cup downhill UR Racing Team. 

Getting to Grips with Takeway's Clamping Tripods

Text & Photos: Editorial Dept.

Established in 1984, Ehoma Industrial Corporation, achieved a prestigious reputation as a quality manufacturer of clamps and shears. The company's insistence on making only top quality products with both outstanding features, durability and aesthetic appearance has meant Ehoma products have been warmly received in its main markets of Europe and America.

Under the brand name of Takeway, Ehoma has released a series of clamps and tripods for consumer electronic products.



▲The new T1+ provides the Clampod with a more powerful clamping system and also adds more stability with a standing function.

T1 Clampod (T1+)

Takeway's T1 Clampod holds can hold consumer electronic products such as camcorders, DSLRs, smartphones or tablet computers. It can also be used as a speedlight or microphone stand. The cubic jaw has three kinds of tread making the clamp both easier to attach and steadier. The maximum load capacity of the clamp is 40 kg. A ballhead with a quick release plate allows users to rotate their device up to 360 degrees. The ballhead can hold up to 3kg. A newer option—the Takeway T1+-combines a stainless steel tripod stand with the standard T1 Clampod.

R1 Ranger

The R1 Ranger is designed as a mount for sport action cameras, smartphones and tablet computers. The inner jaw can be easily deployed and stored allowing users to clamp it on a small cylinder or the edge of a flat surface. Its range is 10~16mm.

The handle features a 360 degree rotating design, and




▲The lightweight R1 Ranger is designed as mount for sport action cameras, smartphones, tablet computers.

a quick release clip designed which allows most action cameras to be quickly attached. The ultra-lightweight R1 Ranger weighs only 73g and is portable and convenient to use. The R1 can be mounted on the handlebars, seat tubes, front forks or seat stays of bicycles to help riders record their journey easily from any angle.

R2 Ranger

The R2 is a mount for action cameras, smartphones, tablets, flashes and microphone

stands. The smartphone holder utilizes a V belt to ensure it is firmly secured and to prevent the smartphone from loosening and falling. A ballhead with a quick release plate allows user to mount devices quickly and then rotate it up to 360 degrees. Not only can it be clamped on to tubes, it can also be secured on flat surfaces. 



◀The R2 Ranger features a ballhead mount with a quick release plate allowing users to mount devices quickly and then rotate them up to 360 degrees.


richmond E-Bike Range

The Lightweight Bicycle
<http://www.richmond-bikes.com>

Text & Photos: Editorial Dept.

Since 1990, Richmond has been producing unique, light weight bicycles with elegant framesets and equipped with top-brand components. Today, Richmond bikes are more powerful and more advanced than ever before, promising cyclists the ride of their lives.

All Richmond bikes are made in a state-of-the-art factory in Taiwan, and are controlled and tested by expert engineers.

Nowadays, Richmond bikes come in a variety of different models and are built to satisfy all riding styles and weight preferences. They all typically feature a perfect blending of European design cultures to achieve elegance and aesthetic appeal. 



▲E-MTN C Pro—A hardtail carbon eMTB with Shimano E-8000 Steps and a semi-integrated battery design.



▼E-MTN FS AL FS—An aluminum full suspension eMTB with Shimano E-8000 Steps Drive system and integrated battery design.



◀Strada SL Team—A carbon road bike featuring Shimano Ultegra Di2.

Her-Mao Go Digital

Text & Photos: Editorial Dept.

Her-Mao was founded in 2007 in the Houli district of Taichung City. Its main business is water transfer printing, which can be applied in a wide variety of fields. Her Mao also provides optimization design services for many kinds of industrial and commercial products.

Her Mao constantly strives to innovate. The company invests heavily in overcoming R&D challenges in order to give its products unique features and competitive advantages. The company has also invested for the future with the upgrading of its factory, enabling Her Mao to deliver a small volume but a wide variety of products with enhanced quality standards, quality checking and prompt delivery.

Process modernization

Her Mao specializes in heat resistant solvent transfer (HRST), heat resistant non-film transfer (HRNT), self-adhesive transfer as well as other screen printed products. Her Mao General Manager, Jessica Huang pointed out that in recent years environmental awareness has become more and more important and a primary concern. This reason, coupled with customers increasing demands for smaller quantity runs of decals with a



▲ Overlapping color translucent decals.



▲ Reflection decals.



▲ Diamond decals. ▲ Transparent decals. ▲ 3D decals.

wider degree of diversification, have led to the upgrading of Her-Mao's production processes through digitization. This had led to three main benefits.

Firstly, digital spray patterns produce richer colors than traditionally produced ones. Secondly, customization is easier allowing for smaller runs of decals. And finally, costs can be decreased.

New digitized decals

Armed with these three advantages Her-Mao has launched a series of five new decal products.

Reflection decals: These decals differ from traditional reflective ones in that they are more colorful.

Diamond decals: The de-

calcs use a special technology to give a metallic appearance and brings a fashionable dazzle that demands attention.

Transparent decal: This uses transparent-line ink and collocates special patterns and colors to show up the contrast of glossy and matte.

3D decals: These decals rely on special textures achieved through the refraction of light to show rich levels of brightness and shade, and gives a 3D feel to the decals.

Transparent-Overlapping decal: By the transparent characteristic of ink, the use of different transparent stacking colors collocates with the special pattern and color of the objects. It shows up the contrast of glossy and matte and gives the visual illusion of transparency.





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Mrs. Grace S. Ruan
Tel.: ++886-4-7360794 / 7350500
Fax: ++886-4-7357860
rep@mail.wheelgiant.com.tw
www.bikenews.online

SAZbike
Mr. Eric Wollenberg
Tel.: ++49-89-74117-612
Fax: ++49-89-74117-129
wollenberg@saz.de
www.sazbike.de

Taiwan New Product Gallery

Text & Photos: Editorial Dept.

3T

Exploro

3T Exploro is a carbon fiber bike frame built for speed and comfort on roads and trails beyond the reach of regular road bikes. It has clearance for big tires to conquer any surface, coupled with aerodynamic shapes that work at real speeds in real conditions, on and off road. The aero shapes, rounded in front, flat in back, were developed in a low-speed wind tunnel and achieve useful energy savings at speeds as low as 20 mph (32 km/h), even when muddy. Exploro fits two wheel sizes, 700c and 650b. Tires can range from 28 mm road slicks to 2.1 MTB knobbies, for secure, uncompromised sporting handling on all rideable surfaces. For the first time, riders can enjoy just one bike for all roads.



Strada Team

Strada is the world's first aero road bike optimized for wide tires and 1x drivetrain. Wide tires offer much more comfort but usually test poorly in the wind tunnel. But that's not surprising if they are tested with frames and wheels designed for narrow tires. Starting with 28-30mm tires and designing the whole bike around that, Strada is comfortable and fast. Its 1x drivetrain makes Strada more aero by removing the front derailleur & inner chainring, which otherwise block part of the airflow from frame to rear wheel, close to the BB. The special 3T STRADA cassette (9-32 teeth) offers riders both small steps (1 tooth jumps for first 5 cogs) and enough range (350%) - the best of both worlds.

☎ 39 0354943451 🌐 www.3t.bike



Advanced Forming

AHF-DT-0194

Advanced Forming's AHF-DT-0194 has a downtube that is designed to solve a problem that many good fatbike designers may encounter – The width of the downtube's BB side on normal bicycles not fitting the design of fatbikes. To overcome the problem the AF-DT-0194 is wider on the BB side, adding strength and fitting designs better. Advanced formings streamlined downtube is 85mm on the BB side and has a large and smooth side surface to ensure that brands and logos can be easily seen.



☎ 86-755-27133861~4 🌐 www.aft-sz.com

Aegis Sports

MF-2

Aegis MF-2 is a triple injection-molded helmet constructed with a PC outer shell with honeycomb construction and EPS inner shell. The MF-2 features a new Multi-directional Impact Protection System: The MSA system (Multiform Suspension Absorption) which Aegis boast is a perfect combination of hexagonal shape of bottom shell and inner EPS to maximize shock absorption and safety. Nylon straps adjust to ensure a secure and precise fit.

☎ 886-6-5959151 🌐 www.aegishelmets.com.tw



Assize

AS-6000

Assize boasts that the AS-6000 comes in heat-sealed packaging and has both 8 functions and 11 functions.

☎ 886-2-29067202



Aster Bikes

007 Disc road frame

Aster states that its 007 disc road frame provides better performance and safer riding due to cyclists getting greater control over the available braking power. The company also announces that disc brakes definitely brake a lot better than regular caliper brakes.

☎ 886-4-24613659 🌐 www.asterbikes.com



Baradine Rubber

DS-52F / DS-52FS

When using systems with up-graded brake pads, the performance of standard organic pads has been very good for typical XC-trail use. Nevertheless, Baradine discovered that with up-graded Baradine organic pads, or their semi-metallic brake pads, the heat performance and fade resistance were very good in the very demanding long descents.



DS-17F / DS-44F / DS-52F

The mounted fins on these pads from Baradine help the air go through the pad during use, thus taking away the heat produced. The varied heights of the fins create the maximum area to dissipate heat generated, and air flow channels further enhance the heat dissipation.

☎ 886-4-7112650
🌐 www.baradine.tw



Bengal Performance Brake Systems

MB300T (flat mount)

MB 300T is a mechanical disc brake designed by veering away from traditional techniques and discovering a new dual-sided patented structure. A one piece lightweight design offers easy setup and adjustment, while the unique positioning of the pads between the sides of the rotor provides incredible performance. A window allows for riders to easily inspect the pads for wear and to clean mud out.



☎ 886-4-7203979 🌐 www.bengalperformance.com.tw

Bev

BCA-005

The BCA-005 is a saddle mount cage holder that can hold either 1 or 2 cages. If the cage holder is removed it can also mount GoPro cameras, allowing for the GoPro to be mounted on the saddle rails. The mount is made from aluminum and weighs just 61 grams. It is available with an anodized black finish.



☎ 886-4-26886780 🌐 www.bev-intl.com



Bixetec

SHE-200

The SHE-200 from Bixetec is a folding 20" e-bike featuring a Shimano StePS drive system and Shimano 7-speed derailleur. Specifications are 36V, BT-6010 11.6Ah - 418Wh (BT-8010 14Ah - 500Wh).

☎ 8864-2316-1239

Freehub Body

More durable :
total 6 pawls, 3 pawls one turn, 2 turns work

Anti-Bite
Anti-Bite System

6
6 Pawls System



Bitex

Free hub bodies

Bitex' free hub bodies come with a 6 pawl system which doubles the points of engagement in their road hubs from 24 to 48, and in MTB hubs from 27 to 54. The company has also added an Anti-Bite System of three small, hardened stainless splines to all free hub bodies. This Anti-Bite System is to prevent the cassette from gouging free hub body, which could leave ugly notches that make removing the cassette difficult.

☎ 886-4-2452-7696 🌐 www.bitexhubs.com



B Labs

B-ring Eccentric

When asked to provide a description of this product B Labs offered the statement, "Power of no limits."

☎ 886 4 24919555

🌐 www.b-labs.org

Bo Well

CC109A

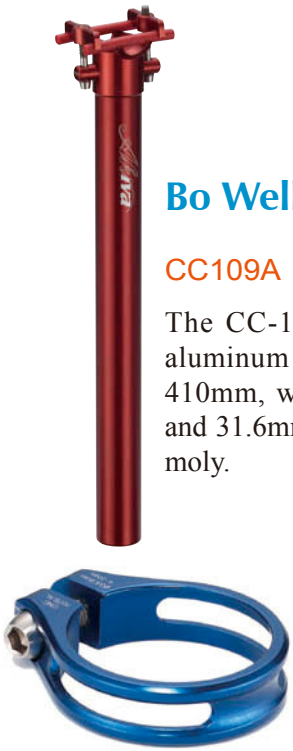
The CC-109A is a CNC seatpost machined from aluminum 7075. Lengths available are 350mm and 410mm, while diameters include 27.2mm, 30.9mm and 31.6mm. The bolt is made from titanium and cromoly.

Super Light

The Super Light is a CNC alloy seat clamp available in diameters of either 31.8mm or 34.9mm. The seat clamp weighs just Weight: 9g-Ti and is available in anodized colors.

886-4-7250633

www.akivabike.com ballistic.com.tw/product/she-200/



Bryton

Bryton Smart Sensor

Bryton's Smart Sensor supports both ANT+ and BLE and is both easy to install and maintain, allowing it to be easily switched between bicycles. Additional holes are designed for cable ties for maximum compatibility of all crank sizes.

Designed to help riders monitor their cycling performance.



Rider10

Bryton's Rider 10 GPS bike computer boasts a super easy setup, with no speed sensor installation required it just needs to have the power turned on. Its 2" display is 50% larger than the average traditional bike computer, and also syncs seamlessly with BLE Speed, Cadence, and HR sensors providing up to 28 functions (programmable via Bryton app). The Bryton Rider 10 supports Bryton app for easy BT Sync and STRAVA / Training-Peaks Auto Sync to compare and compete with millions of other users.

www.brytonsport.com



BriQQ

Rome

The unique feature of BriQQ's Rome cargo trike is the patented Carving Stabilizing Device (CSD) allowing the frame to tilt up to 12.5 degrees to either side. The spring tension on the device is preloaded and adjustable enabling BriQQ to claim that CSD is the best value, design & function on any carving trike or cargo bike. CSD is optional with lockout or w/o lockout and is easy to maintain and replace.

886-4-2381-8211

www.emp-global.com



Cdrive

Performance 8M

When contacted, Cdrive described this product as a "simple way to achieve."

886-4-24919555

www.cycledrive.com



Cema Bearings

SRC-BT-86CBPR

Cema's SRC-BT-86CBPR is part of the company's press-fit BB series. It features an Interlock design to reduce noise issues and give excellent rigidity. Active seals ensure the bearings are easy to add grease to and maintain. This design features a 24mm or 30 mm Bearing ID Design to fully transfer pedaling power from the axle, while a double O-ring design prevents water entering the frame serving as a buffer between frame and BB. It is compatible with Shimano and SRAM systems by assembly parts and is easy to tighten up with locking kits.

☎ 886-3-5601270 🌐 www.cemabearing.com



Chern Shianq

CSG-SI6108F

Chern Shianq's CSG-SI6108F are made from 100% silicone giving the advantage of being lightweight, soft and comfortable with better cushioning ability. They are also heat resistant, 'unsticky', easy-to-clean and colorful.

☎ 886-6-6992373 🌐 www.chernshianq.com

Chililon

Silicone Foam

Chililon uses a special process to make this silicone foam in order to make the bubbles tiny and well-dispersed in the silicone. This allows for stronger bartape and better shock-absorption. Chililon claims the foam can be stretched to suit all thicknesses, all feelings and all handlebars, and that the foam has a super tacky feeling in every weather, allowing riders to feel in control at all times.



☎ 886-4-24063005 🌐 www.chililon.com.tw

Chin Haur

CH-52

Chin Haur's cartridge-type bottom bracket features a steel, ISO cotterless square axle and a seal cap. The thread specifications are 1.37" x 24T (BSA) and the rotator features 2 sealed bearings. The CH-52 weighs 348 grams.

☎ 886-7-7011621-5
 🌐 www.chinhour.com.tw



Ching Chern

CC#103

Ching Chern CC#103 fender is made from alloy and is compatible with fender tail 803F. The fender will fit tires of 1 1/4" to 1 3/8" and 700 28C to 32C.

☎ 886-4-8852429
 🌐 www.chingchern.com.tw



Chiun Jiun

The socks from Chiun Jiun feature a non-slip ergonomic and breathable design. The socks also offer both ankle and arch protection, as well as a stripe design to reduce friction.

☎ 886-4-8724589
 🌐 www.sock.com.tw

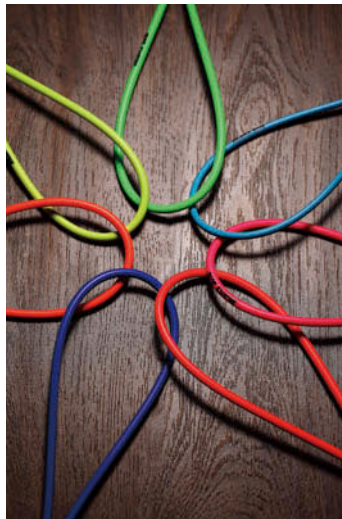


Cian Fa

Fluorescent Housing Series

With the current trend towards use of fluorescent colors, Cian Fa developed a full series of fluorescent housing in a wide range of neon colors. The new neon color compound has passed SGS' 140hrs UV-test.

☎ 886-4-22785526
 🌐 www.marsons-cable.com



CNSpoke

SLT Locking System

Anti-loosing Threads on spokes 	What we did before. Nylok application on threads What we're doing ! SLT system Variation of threads. Matalic contact works better <i>Patent Pending</i>
---	---

Anti-loosing technology from spoke production.
 . No Glue, no extra Locktile is needed.
 . Good on manual or machine building.
 . Re-trueing is ok



CNSpoke has developed a new anti-loosing technology for spoke production. The system needs neither glue nor extra Locktite. The SLT Locking System can be used on either manual or machine builds.

☎ 886-2-29937711 🌐 www.cnspoke.com

Co-Luck

GF-99T

Co-Luck's GF-99T is a swivel floor pump constructed with a steel handle and stamping base, and an aluminum barrel. The GCT-TU pump head has a switchable lever for tubeless tires and a high-polish aluminum clever twin-valve for Schrader, Presta and Dunlop valves. The company describes the top mounted gauge as 'dual-face'. The pump is 27" in total height.

☎ 886-4-24934676 🌐 www.giyo.com.tw



Chosen

Chosen 150T Hub

(ASP8787BOH-142 & ASP8786B)

Chosen claims that its new 150-tooth high ratio driving system can provide better power transfer enabling riders to go faster and further. Additionally, the company states that the new straight pull shape hub is especially designed to provide better performance and give riders a better ride.

☎ 886-4-7588777, 886-4-7588889
 🌐 www.chosen-hubs.com



Co-Union

HANDLEBAR TAPE

PU+EVA handlebar tape



☎ 886-6-2338551-9
 🌐 www.counion.com.tw / www.counion.ttnet.net

Cosmos

Dynamo Hub CO-04

Featuring patented new technology, Cosmos' CO-04 dynamo hub's constant current power supply system can be used to charge mobile phones and GPS devices while riding, it also makes it suitable for public bike use. Inside the hub there is a backup power source so that lights can be used even after the bike has stopped. The CO-04 is suitable for use with 700mA lamps and can reach a brightness of 600 Lumens without burning the bulb.

☎ 886-2-27719001 🌐 www.facebook.com/cosmosmotorcycle



Cycle-Bay



886-4-26880469 www.venzobike.com

Danken

DEV00876-A2



Danken's performance cycling socks feature an elastic welt cuff top giving excellent stretch properties, preventing the socks from slipping down. A breathable mesh knit provides maximum ventilation, while arch supports prevent sock movement. They provide an extremely high level of comfort.

886-2-28883070 www.danken.com.tw

DDK

Safety Dampening System



DDK's Safety Dampening System is a compound vibration absorption assembly for saddles. The exterior encloses the barrel perfectly to protect the interior elastic component preventing dust and rust from entering.

886-4-22551897 www.activeddk.com, www.ddkbike.com



Dirty Old Monkey

Monkii Clip for Brompton Adapter

The Monkii Clip mounts to the tapered end of the Brompton head tube, or any other tube less than 36mm. The clip is both stable and durable and doesn't interfere with folding or riding. It's a new breed of innovative multifunctional mounting system. The company claims that it holds all bottles of any shape/size. The eco-friendly adapter can also be used to mount other products such as the Monkii Wedge tool bags or Monkii Clip.

886-7-5362561 www.freeparable.com/monkiiclip-brompton

DNM

USD-8A

For the last two years, DNM's USD-8 has been tested by professional bikers resulting in the company using this experience to update the fork with its new USD-8A with an improved air structure. The new fork uses a whole new damping system with air support and is nearly 20% lighter than DNM's USD-8 while also having better performance. The 203mm travel fork weighs 3.3 kg and is only available in black.

886-4-22706191 www.dnmshock.com



Enchess Intl. Co., Ltd.

EIC-3069K

Enchess' EIC-3069K knee guard is their newest product for 2017. The guard is lightweight, high impact and features a CE certified PU foam pad covering the knee. The EIC-3069K also features a soft and breathable lycra mesh for comfortable fitting and good ventilation, and is also easy to put on or take off.



886-2-37652577 www.enchess.com

IT-01



* OPTION: Rear light with left/right direction indicator

Evoló

IT Helmet

Evoló's IT cycling helmet offers easy connectivity with mobile devices up to 10 meters away via Bluetooth. The helmet also features a built-in stereo speaker & microphone allowing riders to make hands-free phone calls or listen to music in stereo. The speakers also allow for voice navigation to be heard clearly allowing riders to concentrate on traffic without having to watch a screen. The helmet can also have a walkie talkie function via a free downloadable app.

Tubeless-Compatible Rim Tape

Evoló is a Manufacturer of various kind of tapes both with and w/o adhesive. The company's new Tubeless-Compatible Rim Tape was developed with adhesive tape for double wall rims to easily convert a bike to tubeless. The tape is air-tight, very light & thin, but also strong and suitable for high pressure use. Application of just a single layer of tape is sufficient, even for road bikes. The width of tape can be specified by the customer.

886-2-2654 9056 www.evolotaiwan.com



First Bicycle

BB47 Series

First Bicycle provides a complete series of products for BB47 which meet various needs for BB shells of 68mm, 73mm, 86.5mm, or 92mm, crank axles of 24mm or 30mm and material of alloy or plastic. First Bicycle states that fulfilling customers' needs and following the trends of the bike industry are things the company values and keeps foremost in mind.

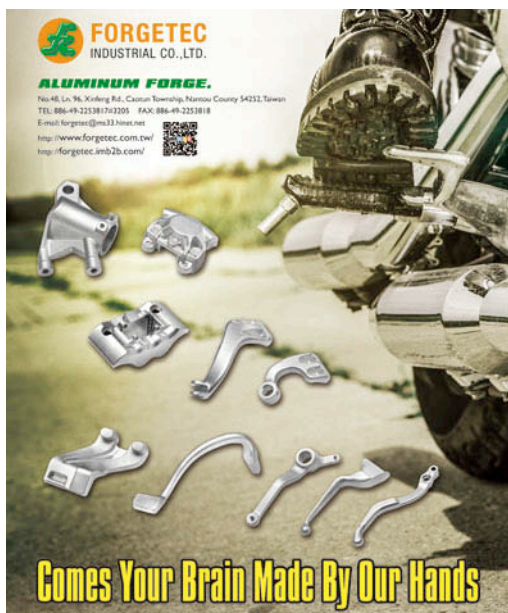
886-4-26815039 www.firstcomponents.com



Forgetec

886-49-2319767

www.forgetec.com.tw



Fulchee

Fulchee is launching an innovative lever for operating thru axles. While the axle is not being operated, the lever is completely hidden inside the axle body. In this position, the appearance of the bike will be sleek and it will also increase the reliability of the locking system by avoiding impact with the lever. This design negates the need for an Allen wrench or any special tool to operate the axle.



886-4-25605818

www.fulchee.com

Geng Hung

GH-575

Geng Hung's GH-575 is a magnetic wire roller trainer. It is suitable for ATB, MTB, 700C and road bikes.

886-4-7511586

www.ghbike.com.tw



Gigantex

CP016

Continuing its tradition of winning awards, Gigantex' CP016 disc brake carbon wheelset was a winner of a 2016 Taipei cycle d&i award, and was one of the few carbon spoke wheels designed for disc brake use. The wheels feature lightweight, wide-body, aerodynamic carbon rims with a high modulus. The hub body is designed with a system that helps increase energy transfer and maneuverability. All these factors come together to make an extremely light yet stiff carbon disc wheel.

886-4-8873818

www.gigantex.com.tw



Glory Wheel

E-MTB hubs

These hubs were designed from the ground up for eBike use. Glory Wheel started with an oversized hub shell, and steel axle, and then redesigned their cassette body with a 3 bearing and an in-line 6 engagement system.

886-4-25669968

www.gw-mfg.com



Great Massif

886-6-2984395



Great Yo

Great Yo is a specialized sunglasses manufacturer located in Tainan, Taiwan. The company states that it is focused on making frames in polycarbonate, rubber TR90 and double injection. Additionally, Great Yo also offers an alternative lens material and coating.

886-6-2426316 www.greatyotw.com



Guee

SL One / SL Dual

Guee SL Dual is a lightweight and high performance bar tape with a patented 3 layer design for breathability and comfort. It is an extremely tacky bar tape that is highly resistant to both climate and sweat. 3 mm thickness offers comfortable grip and shock absorbing qualities which help improve bike handling in rough conditions.

886-4-2462-1080 www.guee-intl.com



CLEAN WORLD

SIRIUS 6301E

Frame: 20" al alloy
Fork: 20" Steel
Brake: Zoom BL ONE V-Brake
Chainset: Shimano 48/31/17L
Rim: 20" x 75 6061 alloy
Tire: Kenda 20x75
Motor: Front Drive 36V/250W
Battery: 36V 10.4Ah Samsung
Controller: Intelligent controller
Charger: 36V 2A

POLARIS 6901E

Frame: 27.5 Al alloy
Fork: 27.5 Suntour suspension fork
Shifting lever: Shimano M370
Rear derailleur: Shimano M370
Brake: Tektro HD-375 Hydraulic disc brake
Chainset: ProWheel CUNCE-248AC
Rim: 27.5 700C Al alloy Double wall
Battery: 36V 11.6Ah Samsung
Motor: Rear Drive 36V 350W, rear intelligent motor
Controller: Intelligent controller
Charger: 36V 2A

ODYSSEY 6701E

Frame: 700C Al alloy
Fork: 700C Suntour suspension fork
Shifting lever: Shimano M370
Rear derailleur: Shimano M370
Brake: Zoom BL 375E Hydraulic disc brake
Chainset: ProWheel CUNCE-248AC
Rim: 700C 32 Al alloy Double wall
Motor: Rear Drive 36V/250W
Battery: 36V 10.4Ah Samsung battery cells
Controller: Intelligent controller
Charger: 36V 2A

CLEAN WORLD

Ha Gala

Polaris 6901E

The Polaris 6901E 27.5" eMTB boasts a rear 36V 350W drive with an Samsung 36V 11.6Ah battery. The bike features Shimano M370 derailleurs and levers, Tektro's HD-375 hydraulic disc brake and Suntour's E25 suspension fork.

886-2-2761-0298

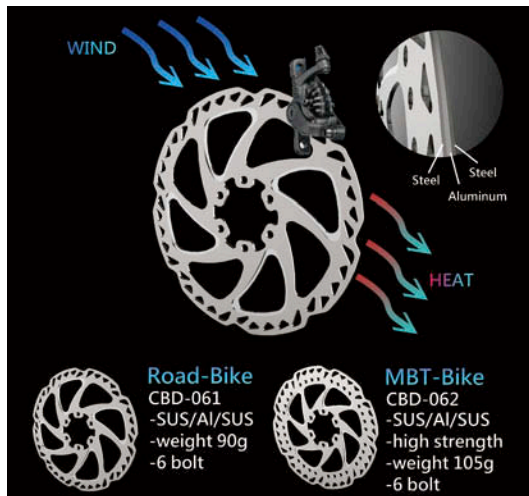
Handyway

CL-873

The CL-873 from Handyway is a children's lock with dimensions of 8mm x 120cm.

886-4-7355866 www.handywaylock.com.tw



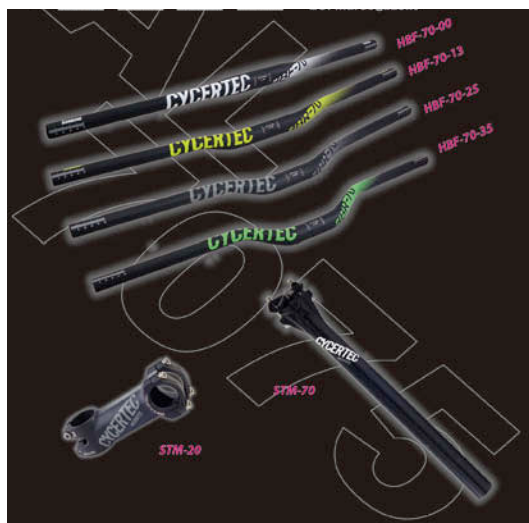


Huang Chieh

CBD-061 & CBD-062

These two rotors from Huang Chieh are both designed with a stainless steel / aluminum / stainless steel sandwich construction. The CBD-061 is for use on road bikes and weighs 90 grams. The CBD-062 is for use on MTB bikes and weighs 105 grams. Both rotors feature a 6-bolt mounting system.

☎ 886-2-26843811 🌐 www.huangchieh.com

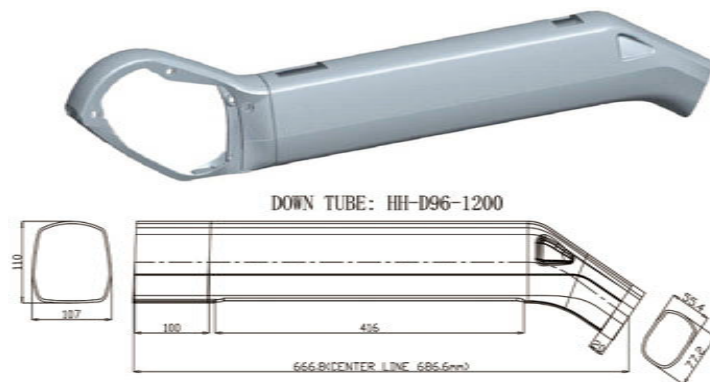


Ideation

HBR-70-13

This MTB handlebar from Ideation is made from double butted 7075 aluminum with a bore diameter of 31.8 mm. Other specifications include a rise of 13mm, backsweep of 9° and width of 800 / 820mm. The HBR-70-13 is available in a sand-blasted matt black finish and weighs 300 grams.

☎ 886-2-28825255 🌐 www.ideation.com.tw



Hua Hsines

D96

Hua Hsines' D96 is a new design of downtube for Shimano E8020 battery. The downtube also provides the motor mounts, battery mounts and motor covers.

☎ 86-755-27225278 🌐 www.huahsines.com.tw

I Ling

ORO-DRF3

I Ling's floating disc brake rotor has an outer disc made from stainless steel and an inner disc made from 7075 alloy. The rotor boasts excellent heat dissipation as well as high strength and a light weight. The ORO-DRF3 is available in sizes of 203mm, 180mm and 160mm.

☎ 886-4-7772128, 886-4-7772629 🌐 www.oro.com.tw



Jang Horng

JH-418 (Egg Bell)

Unsurprisingly, Jang Horng's JH-418 Egg Bell is a bell shaped like an egg. The surface of the bell is all plastic, and it measures 42mm. The bell can be mounted on 22.2mm, 25.4mm and 31.8mm handlebars.

☎ 886-4-7697835 🌐 www.janghorng.com.tw





James White

Ruby

Established in 1985, James White Co. Ltd has over 30 years of experience in manufacturing bicycle free-wheels. The company produces single speed free-wheels from 13T to 24T with both 1/8" & 3/32". Cassette free-wheels are available from 7sp to 11sp in various combinations of sprockets from 11T to 46T. The company states that it offers quality products with very competitive prices.

☎ 886-4-22959740

Jiang Ding



☎ 886-6-5976037

🌐 www.jdforging.com



Jee Ann

Nanoo

The Nanoo is an innovative folding bicycle which the manufacturer claims is made entirely from aluminum, and which can be folded in just 10 seconds. Thanks to the architecture of the frame, it can be easily transported while folded because, unlike other models in the same category, there's no need to lift the bike; users just have to let it ride with a hand on the handlebars.

☎ 886-49-2253116

🌐 www.jeeann.com.tw



Jien Yuan

TSC Crankset

TSC stands for Tapered Spindle Clamping which is the major feature of this crankset from Jien Yuan. The company states that the crankarm and spindle will be a driving fit and can adapt to any tube shape. The TSC crankset is lightweight when compared to pinch bolt cranks.

☎ 886-4-8910628, 886-4-8910629



Jong Her Hosiery

Jong Her Hosiery has been specializing in socks manufacture for the past 40 years and claim that they are recognized as one of the pioneers of the hosiery industry in Taiwan. Using original techniques and an accumulation of skills, the company has been chosen to manufacture hosiery for famous brands.

☎ 886-4-8731063 🌐 www.jongher.com



Kun Teng

FR-H03R

☎ 886-4-25661311
🌐 www.kttw-hub.com



Jumbo Brico

Jumbo Brico's latest MTB features a 6061 high-grade double butted frame. The bike comes equipped with SR Suntour XCT 100mm hydraulic speed lock alloy monoque fork, Shimano ST-EF505 and BR-M315 hydraulic disc brake, a Thun Paso-MI cartridge bottom bracket and Shimano Acera 24SP gearing.

☎ 886-2-27151031

Link Bicycle

LK-E1601

Link's 700C e-Bike boasts a classic lugged frame with a front hub motor (43V/250W) that can reach 25km/hour. The bike utilizes a belt drive system which is both tough and easily maintained. Additionally the bike includes an efficiently integrated rear carrier. Specifications may be customized.

☎ 886-4-8296433
🌐 www.linkbike.com/



Kcraft

50TL

Kcraft's latest road bike wheelset boasts a full carbon 25mm rim with a 50mm profile. The hub is a DT 240S(J-bend) with Sapim CX-Ray spokes. The front is 20H with radial lacing, while the rear is 24H with 2X cross lacing on the drive side and radial lacing on the non-drive side. The wheelset weight is 1605±15g.

☎ 886-4-22020088 🌐 www.kcraftbikes.com

Looney-Max

RU-9295

Looney Max RU-9295 tube rack is made from #304 stainless steel, and has dimensions of O10x1.0mm.

☎ 886-4-8811960
 🌐 www.rubis.com.tw



Lord Benex

ET-3130 Dragon Stem Light

Lord Benex' Dragon stem light offers brightness of up to 300 Lumens / 40Lux. The bracket is integrated into the stem as one while the holder on top is compatible with Garmin or Stigma and provides a perfect angle for a bike computer. The light offers a run-time of up to 15 hours.



☎ 886-4-23209955 🌐 www.lordbenex.com

Mega

MRCZD

Mega's new 700C 25mm racing rim is an extremely light-weight version yet also offers better strength and toughness as well as a braking heat resistance of up to 300°C. The MRCZD is a multi-purpose design with lower aerodynamic drag.

☎ 886-4-26358080



Memil

Hanshi

The Hanshi is a strong, stiff and light-weight aerodynamic road bike in full carbon. It reduces the drag from air moving past but has a light and stiff build. The company states that Hanshi creates an aerodynamic advantage with its aerodynamic engineering.

☎ 886-4-25394052 🌐 www.memilbike.com

Ming Tay

MT-203 CHAIN PLUS INTEGRATED



Produced in Taiwan

MT-203

The MT-203 is an entry level cable lock with a modern, streamlined design. A dust cover on the lock housing protects the cylinder from rusting. The cable lock is available in a variety of colors, Chain is optional.

☎ 886-6-2564151 🌐 www.mingtay.com.tw

Millenitek



☎ 886-2-28578768

Neco



Rove

Neco's rove is a dynamo hub power generator-UPS system. With riding speeds of up to 12km/h, this dynamo hub can supply a stable output of 0.5-2.5 amperes, and can convert AC to DC through the electric rectifier. It can supply up to 6V, 2.5A-15W stable output with uninterrupted power supply (UPS). Riders can store the power while cycling and charge their cellphone or other electronic accessories.

☎ 886-4-2332-3966

🌐 www.necoparts.com

Mr.control

SSP Carbon Roller Kit

This oversize pulley cage features 12T & 16T R.D. pulleys for reduced drivetrain friction. The cage is made from carbon while the pulleys are forged from 7075 aluminum. Weighing just 60 grams per set, the cage is compatible with Shimano RD 9000, 9070, 6800 and 6870. Ceramic bearings are an optional extra.

☎ 886-4-25391989

🌐 www.mrcontrol-bike.com



Novatec

Diablo XL 27.5

The new Diablo XL has an internal width of 35mm, a depth of 21mm and an asymmetric rim profile. The internal design was inspired by Novatec's bestselling Diablo rims. These wheels are built on the XD641SB-B15 / XD642SB-B12 boost spec hubs and boast 4.25 degrees of engagement. They are also available with the standard spec for 15x100mm and 12x142mm 4n1 conversion system, allowing them to be run with either current or past frame standards.

R3 Disc

The new Novatec R3 disc is a high performance tubeless ready clincher. The Toray T-700 unidirectional carbon fiber and disc brake specific resin along with our proprietary lay-up combine to produce a rim with excellent ride feel and durability. The rim features OCR spoke drilling for more balanced spoke tension and a super wide 20.5mm internal width.

☎ 886-4-2566-8888

🌐 www.novatecwheels.com

Nan Hai

NH-992/993

Nan Hai describes its latest hubs as alloy wheel chair tricycle hubs. The cro-mo axle comes in diameters of 1/2", 5/8", 12mm and 15mm. The weight of NH-922 is 355 grams, while NH-993 is 328 grams.

☎ 886-4-25567147-8 🌐 www.nanhai-hubs.com





Optimist

E_fat bike 26*4.0

As its name suggests, the latest bicycle from Optimist is indeed an e-fatbike. The alloy frame features a Mozo suspension fork and a ShenYi rear motor rated at 48V and 500W. The fatbike utilizes a Shimano 7-speed gear system and a hydraulic disc brake system.

☎ 886-2-27883806, 886-2-27883807
 🌐 www.optimistbike.com



Ora

Ora Titanium E-8000 bike

Since last year Ora has been developing its E-8000 bike, and has managed to get over all of its difficulties with material resources and processing. Now Ora can provide the motor mount in titanium, stainless steel and steel. The titanium motor mount is made by full CNC machining, while the stainless steel and steel are made by casting.

☎ 886-4-25586915 🌐 www.oraeng.com.tw



Pan Taiwan

Pan Taiwan notes that this product is a 15T / 15T oversized full carbon fiber pulley cage.

☎ 886-2-82265199
 🌐 oem.pantaiwan.com.tw



Paultex Hosiery

Bike Crew Socks Item #ARD537-4

Bike Crew Socks Item #ARD537-4 are made from Coolmax and so are fast-drying. Paultex Hosiery are able to offer different colors as per the buyer's request. The MOQ is 1200 PRS per color / design. The company also welcomes custom designs.

☎ 886-2-27395576
 🌐 www.paultexhosiery.en.taiwantrade.com



Prowheel

RPX-11

The all new RPX-11 crankset was designed to be compatible with all drivetrains. It maximizes power output resulting in reduced fatigue. The RPX-11 boasts an all new four-arm spider which provides strength and improved rivet and ramp profiles on shifting for 11-speed systems.

☎ 886-6-2825791

PX

B52



The B52 is a unique bike camcorder equipped with two optional accessories—GPS and rear lens. The B52 can be customized to suit various end users' needs. Enclosed in aerodynamic housing with six-axis electronic image stabilization, it reduces vibration to capture steady images while cycling. Its housing is well sealed to protect against dirt, dust and mud. 3 buttons offer easy access to the most common functions, such as the ability to backup data to the Smartphone via Wi-Fi with just one click.

☎ 886-4-7633361 #209 🌐 www.px.com.tw/e/b52



Ranking Helmet

TT31 Air Bullet

Ranking's streamlined TT31 was created especially for Time Trial & Track cycling especially for Time Trial & Track cycling riders. The zero-air vent design offers superior perfect fluid mechanics for ultra-low wind resistance. The quick release of the magnetic fastener can also save time for the rider. The TT31 Air Bullet is available in M: 55-59cm.

☎ 886-3-3528700 🌐 www.ranking-helmet.com



Q-Lite

289A

QL-289 has developed a unique strong rear light with a wide angle of visibility to provide superior safety when cycling in poor lighting conditions. The QL-289 includes a simple and tool free installation bracket.

☎ 886-4-24392430 🌐 www.q-lite.com.tw

Jiangsu RB

TJ20

Rong Bang's TJ20 can be used as both a trailer and a stroller. It can accommodate up to two children and features both a foot-brake and a handbrake. The TJ20 has a suspension system, adjustable handlebar, quick release wheels and plastic side guards. Front and rear LED lights are optional.

☎ 86-512-57615299 🌐 www.rongbangcn.com



FXR710
160mm
78g



FXR720
180mm
102g



Quaxar

FXR710 / FXR720

Aspen's states that its new disc brake rotors are both light-weight and aerodynamic. The rotors are made from high tensile stainless steel with both sides precision ground. FXR710 has a diameter of 160mm and weighs 78 grams. FXR720 has a diameter of 180mm and weighs 102 grams.

☎ 886-4-7510082 🌐 www.quaxarengineering.com

Shang Chiao

MBJ

Shang Chiao's MBJ uses pressure applied to the limbs to promote blood circulation. The company states that promoting blood circulation will remove muscular stiffness and accelerate the removal of metabolic waste to reduce fatigue.

886-4-8722292
www.sueting.com.tw



Shine Lux

Shine Lux' new cycling jersey is seamlessly knitted from what the company says is a 'new material'. Shine Lux also boasts that the jersey is seamless and provides cyclists with more extension for better performance.

886-4-22133790
www.shinelux.com.tw

Shou Mend

Beast 100 Headlight

Shou Mend boasts that the Beast 100 is a small but mighty 100-lumen headlight for night or day. It is USB rechargeable and will run on steady beam for 2.5 hours or flashing for 10 hours. The headlight weighs 12 grams and requires no tools to mount.

Beast 30 Head Light

The Beast 30 is a 30-lumen headlight with a li-polymer storage battery that runs for 2.5 hours or 10 hours in flashing mode. It weighs 12 grams.

Beast 30-R Tail Light

The Beast 30 is a 30-lumen taillight with a li-polymer storage battery that runs for 2.5 hours or 10 hours in flashing mode. It weighs 9 grams.

886-4-7878868 www.owleye.com.tw

Shun Xin

QR-IH12, QR-IH15, QR-AH12, QR-AH15

These thru axles from Shun Xin have diameters of 12 mm, 15 mm, 12 mm and 15 mm, and are made from aluminum 7075, 6061, 7075 and 7075.

886-4-22711688
www.sxmetal.com



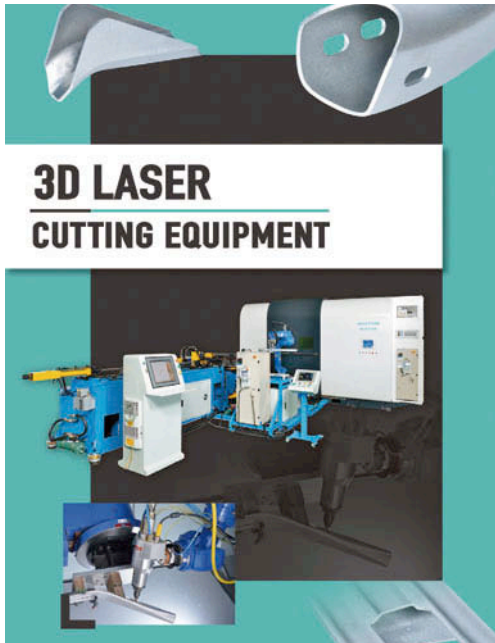
Shun Shing

SS-8002

Shun Shing's direct mount crankset features chainring CNC'd from 7075 aluminum and are available in 28, 30, 32, 34, 36, 38, 40, 42T. The cranks are forged from 6061 T6 aluminum and come in lengths of 165mm, 170mm and 175mm.

886-4-23332756, 886-4-23332757
www.s-shun.com





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Shuz Tung

3D laser cutting equipment

Shuz Tung's laser cutter is equipped with a 6 axis robot and a 2 axis turning table, enabling it to cut at any angle or arc, and on various materials.

☎ 886-4-26831886 🌐 www.shuztung.com

E17B509

This trekking e-bike from Tianjin Golden Wheel Bicycle Group comes with Shimano DUE6001 drive system. Forks are from SR Suntour, rims from AlexRims and tires from Continental. Tianjin Golden Wheel Bicycle Group states that the E17B509 is made in the EU.

☎ 86-22-59698877 🌐 www.goldenwheelgroup.com



Ta Ta

TT3347

The TT3347 is a super light mini pump with dual-chambers which provide more volume than a similar-size pump. The total length is 160mm, and the pump has a maximum pressure of 160psi / 11bar. The TT3347 has a Presta valve.

TT3305D

Ta Ta's TT3305D is a metal track pump with a large, easy-to-read digital gauge. A target PSI can be set into the pump and a red LED will come on when the target PSI is reached. PSI can also be stored in memory. The TT3305D has dual heads for Schrader and Presta valves.

☎ 886-6-2253206 🌐 www.tata.com.tw



Tianjin Golden Wheel Bicycle Group

E17B209

The E17B209 is a 27.5" aluminum frame eMTB from Tianjin Golden Wheel Bicycle Group. The bike boasts Shimano's Step E8000 eMTB drive system as well as Shimano hydraulic disc brakes. It also features forks from SR Suntour, rims from DT Swiss and tires from Schwalbe. Tianjin Golden Wheel Bicycle Group states that this bicycle is made in the EU.



TopAction

TBD10

Top Action's innovative TBD10 is an 3-in-1 Bluetooth computer that can provide speed / cadence / heart rate data for cyclists during their ride. The computer also works with many sport APPs. The speed & cadence sensor are included with the TBD10, however, the heart rate sensor is optional.



☎ 886-2-7713-7758 🌐 under planning



Vantly

BT-1330FADU-FS

Vantly's latest product is a 20" foldable baby trailer available for either bike trailers, strollers or joggers. The trailer has an alloy frame with an adjustable handlebar, and complies with EN15918 and EN1888 standards. Loading weight for the trailer is 16kg + 16kg + 3kg = 35kg

☎ 886-4-26811511 🌐 www.vantly.com.tw

Trigon

RE1

This full carbon fiber monocoque frame features specially formed top and down tubes, and is designed with the bigger chainstays. The oversized BB shell improves the stiffness and power transfer, while internal cable routing gives the cleaner look and improves the aerodynamics.



☎ 886-4-26821225
🌐 www.trigonbike.com

Velo

VL-3593

With e-biker's needs in mind, Velo claims to have designed the most suitable e-MTB saddle on the market. The Reversed Arctech designed to release sit positions allows for better body matching while pedaling faster. At the same time, using Velo's latest Atoms Shaping Technology to make this saddle ensures that not only is the saddle very easy to clean after riding, but the side protection also helps to prevent the saddle cover getting scratched.



☎ 886-4-26864546 🌐 www.velosaddles.com

True East

R15036

True East's latest trunk bag has multi zipper pockets and measures 11-3/4" x 6-1/4" x 7". The bag features a seatpost QR system and reflective streams. The R15036 additionally includes inner pockets and a rain cover.



☎ 886-4-26863211
🌐 www.trueeast.com / www.bags.com.tw



Venzo

VZ-B01M-092 X-Blaze Pro

Venzo's X-Blaze Pro carbon fiber frame is sized for 29" wheels. The frame is for flat mount disc brakes, a press fit BB 92, M15 thru axle on the front and M12 thru axle at the rear. The integrated headset has dimensions of 1-1/8" to 1-1/2".

☎ 886-4-26880469 🌐 www.venzobike.com

Vision

VS-Enduro-650B

This latest product from Vision is a full-suspension enduro design made from aluminum 7005 and with travel of 150mm and 160mm. The weight is 2.94 kg and it is available in sizes of 406mm, 450mm and 508mm



☎ 886-37-853878 🌐 www.vision-frames.com

Winride

FV2B1190A1

Winride's latest minitool utilizes what it calls an Air Concept Structure to give superior storage space. The dimensions of the minitool are 73 x 35.5 x 7.5mm, and it contains 2, 2.5, 3, 4, 5 and 6mm hex wrenches, PH1/2, SL5 and Torx T15 & T25 wrenches. The minitool has a consistent V-shaped design and a black finish.



☎ 886-4-22715565 🌐 www.imb2b.com/ebook/catalog/winride/

XON

XBT-31



The XBT-32 is a full CNC stem combo mount for Garmin & GoPro devices. Made from 6061 aluminum, the mount fits M5 x 18mm stem bolts and is compatible with Garmin 200 500 510 520 800 810 910 920 1000 & GoPro units.

☎ 886-3-3830530 🌐 www.xonbikes.com

Yaban

SLA1210



Yaban's 12 Speed Chain has unique thinner design with bevel chamfering on the edges of the chain plates, allowing it to move over cogs more fluidly and with less hesitation. The pin strength is over 350kgf (4 times higher than EN standard). The hardness of pin and roller are HV1500. Furthermore, the Teflon coating on inner plates will reduce the coefficient of friction.

Quickly Release Safety

Yaban 'Quickly Release Safety' (QRS) links have four safe section designs on the plate. Yaban claim these designs will perfectly control and keep the pin stable without moving to increase strength, safety, and durability. The QRS is designed to be reusable up to 10 times without wasting pins during installation.

☎ 886-6-5932704, 886-6-5934546 🌐 www.yaban.com



Yang Chan

Raiser 48

The Raiser 48 eMTB utilizes a 48V/300W bushless Hub Motor. It also comes with a 11.6Ah li-ion battery and Shimano SLX transmission.

☎ 886-7-2237078 🌐 www.yancipro.com

Ying Paio

YP3207A-108T / YP3207D-108T

When the consumers get a puncture, they can repair it completely with the contents of this kit. The kits contain tire levers to remove the inner tube, patches and adhesive to repair the puncture, and even a compressed CO² canister to re-inflate the tire. Even included is a black bag for keeping the kit conveniently in one place.



☎ 886-2-28124515 🌐 www.yingpaio.com.tw / www.yingpaio.com

Yong Da

AP-11

Yong Da's AP-11 is a full carbon racing frame featuring a full carbon aero seat post and forks. The BB-86 frame is compatible with 1-1/8 ~ 1-1/2 head sets, Shimano Di-2 as well as caliper brakes, v brakes, direct mount brakes & flat mount disc brakes. It is available in sizes of 450mm, 480mm, 510mm, 540mm, 570mm and 600mm.



☎ 886-2-28736998 🌐 www.bawintl.com / www.javabikes.com

Yu Lien Machinery

Grease-Spraying Device for Front-Fork

Yu Lien states that this machine saves 40% of the output and helps to maintain the best lubricating effect. Additionally, it requires less spraying time—just 0.8 seconds—improving production efficiency. The Grease Spraying Device is suitable for grease NLGI #1~3.

☎ 886-3-3579967 🌐 www.yulien.com.tw



Youn Live

R3 E-CTB

Youn Live's R3 E-CTB alloy ebike utilizes a Bafang SWXHZ drive system. The bike also features Shimano Tourney 7-speed and a Prowheel PRA112PP 38T chain-wheel.



Q3 E-MTB Bafang

Unsurprisingly, the Q3 E-MTB Bafang is an eMTB that uses a Bafang drive system. The 27.5" alloy frame also features Suntour forks, Shimano tourney mechanical disc brake, and Shimano Altus 9-speed derailleurs.

☎ 886-37-860061 🌐 www.taroka.com.tw

YST

BB-869



YST's BB-869 is an integrated BB (press fit) with an outside diameter of 41mm. Made from 6061 Aluminum material the bottom bracket features sealed bearings, and is suitable for 24mm & 24mm x 22mm. 🌀

☎ 886-4-25561130/1 🌐 www.yst-corp.com.tw



E-BIKE

CL-Be001

12.5X2.25
14X2.125
16X2.125
18X2.125
20X2.125
22X2.125



E-BIKE

CL-B1321

12.5X2.25
14X2.125
16X2.125
18X2.125
20X2.125
22X2.125



TREKKING

CL-B015

16X1.75
18X1.75
20X1.75
20X1.95
22X1.75
24X1.95



TREKKING

CL-B009

24X1.75
26X1.75
700X28C
700X32C
700X35C
700X38C



TREKKING

CL-B030

24 x 1.75
20. x 1.95
24. x 1.95
26. x 1.95
27.5. x 1.95
27.5. x 2.10
24. x 2.10
26. x 2.10
29. x 2.10
24. x 2.125
26. x 2.125
29. x 2.125



FAT BIKE

CL-B034

20X4.0
24X4.0
26X4.0



MTB

CL-B007

12.5x1.75x2.25
14x1.75
16x1.72(1.90)
20X1.75
20X1.95
20X2.125
24X1.75
24X1.95
26X1.75
26X1.95



MTB

CL-B034

26X2.35
29X2.10



MTB

CL-B034

12X2.4
14X2.4
16X2.4

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Changhua County 515, Taiwan
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gmd-tire.com



arcevtire.com



27.5X2.25

27.5X3.0

G812

DARK SUMMON

G707

27.5X1.5
26X1.5

G907

27.5X1.95
26X1.95

G904

27.5X1.95
26X1.75
700X38C

G804

27.5X2.1
29X2.25
26X1.95
26X2.1

G808

27.5X2.25
26X1.95



ROAD

G501

20X1 700X20C
20X1 1/8 700X25C
20X1.35 700X28C



G502

700X23C
700X25C
700X28C



BMX

G601

20X1.75



G605

16X1.75
20X1.75



G607

20X1.95
20X2.25



G633

20X2.4



603

16X2.2 20X2.2
18X2.2 20X2.35



604

16X2.3
18X2.3
20X2.3
22X2.3



617

20X2.25
700X32C



G803

121/2X2 1/4
16X2.125
20X2.125



G806S

20X2.25



G903

16X1.75
20X1.75



G906

121/2X2 1/4



G810

26X4.00



G801

16X1.75
24X1.95
26X1.95



G802

16X1.95 24X1.75
20X1.75 24X2.1
20X1.95 26X1.75
20X2.125 26X2.1



G807

26X2.35



CITY/TREKKING

G701

12X2.0 18X2.0 26X1.75
14X1.5 20X1.35 26X1.95
14X2.0 20X1.5 700X32C
16X1.5 20X1.95 700X35C
16X1.95 24X1.5 700X38C
16X2.0 24X1.95 700X42C
18X1.25 26X1.5 700X45C



G805

26X1.75



G901

121/2X1.75X2 1/4
16X1.75
24X1.75
26X1.75



G902

24X1 3/8
26X1 3/8



G101

16X2.125
20X2.125
24X1.95



G102

16X3.00



G103

14X2.5
16X2.5
16X3.00
18X2.125
22X1.95



G810

26X4.00

E-BIKE

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www.gmd-tire.com.tw





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October 17 - 20

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SWITCH



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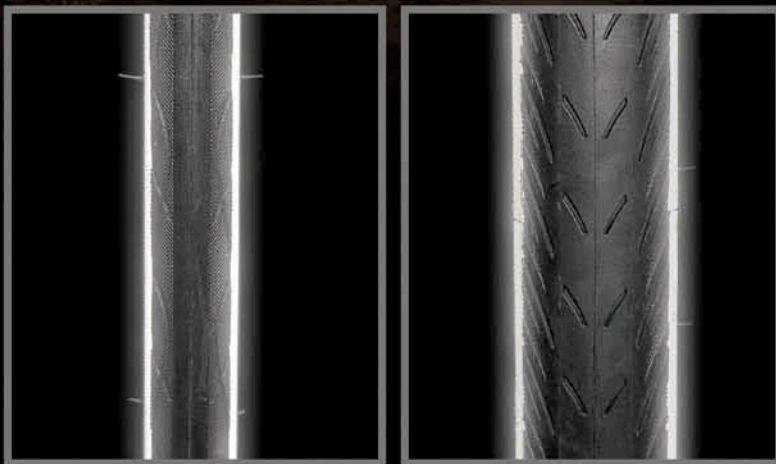
E-MAIL: mitroc@ms4.hinet.net / E-MAIL: mitroc@hcm.vnn.vn

**360°
visible**

PAT.

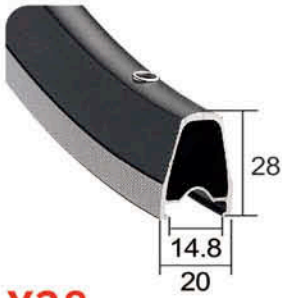


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TAINAN, TAIWAN
E-MAIL: uni.suntop@msa.hinet.net



X28

Joint:Sleeved
700C,622x14.8-460g
20" 451/406 18"(355)



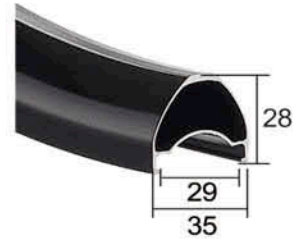
X45

Joint:Sleeved
29",622x21.5-460g
27.5",584x21.5-435g



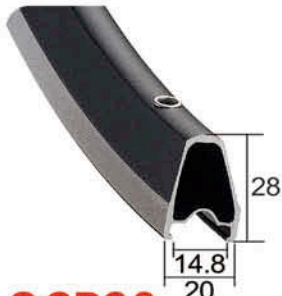
X35

Joint:Weld / Sleeved
29",622x19-400g
27.5",584x19-380g



GTD35

Joint:Weld / Sleeved
29",622x29-535g
27.5",584x29-520g



OCR28

Joint:Sleeved
700C,622x14.8-460g
20" 451/406 18"(355)



FR30

Joint:Sleeved
700C,622x18-470g



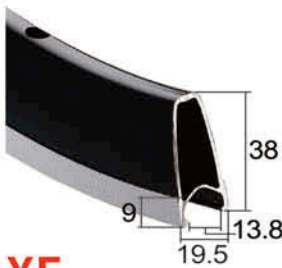
GT55

Joint:Pin
29",622x50
27.5",584x50



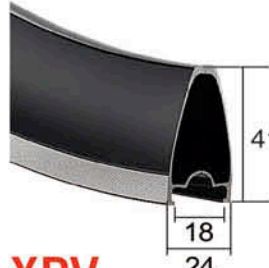
GTM25

Joint:Sleeved
29",622x19-490g
27.5",584x19-470g



XF

Joint:Weld
20"451 / 406



XRv

Joint:Weld
700C,622x18-600g
20",406 18",355



XRD

Joint:Weld
700C,622x18-600g
20",406 18"355



F20

Joint:Sleeved
700C,622x14-400g



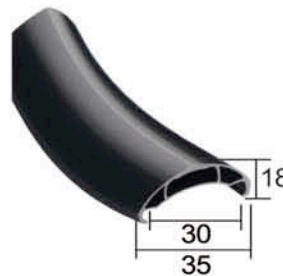
GTD30

Joint:Sleeved
29",622x24-520g
27.5",584x24-480g



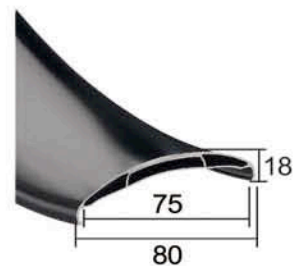
MB4.0

Joint:Sleeved
29",622x35-515g
27.5",584x35-475g
26",559x35-460g
24",507x35-425g 20"x406



MB3.5

Joint:Sleeved
29",622x30-500g
27.5",584x30-465g
26",559x30-450g
24",507x30-410g 20"x406



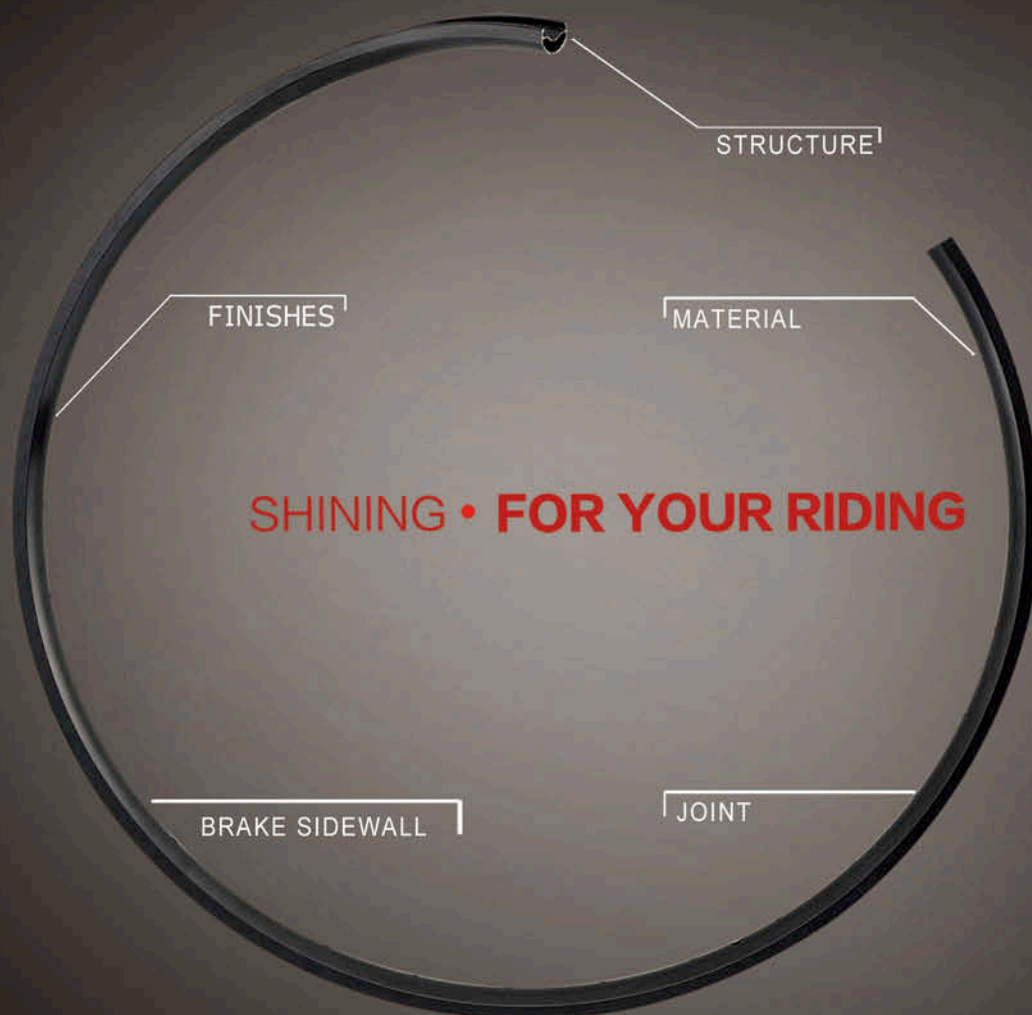
MB8.0

Joint:Sleeved
26",559x75-880g

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- Booth no. : 1048



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▲ MTB-XC 650B



▲ ROAD-GOLD



▲ MTB-29



DA-30



DISC-AP190



DISC-RP170



DISC-01



DR-250



DISC-23



DISC-21



DA-21



DP-36



DISC-19



DA-400



DP-20



DP-15



P-80X



MP-80



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Email: hjccn@hjccn.cn | Web: www.hjccn.cn | Postcode: 528300

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SHUHN LIH GROUP



SLE[®]

SPOKE

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傳真 (FAX): 86-755-27130366

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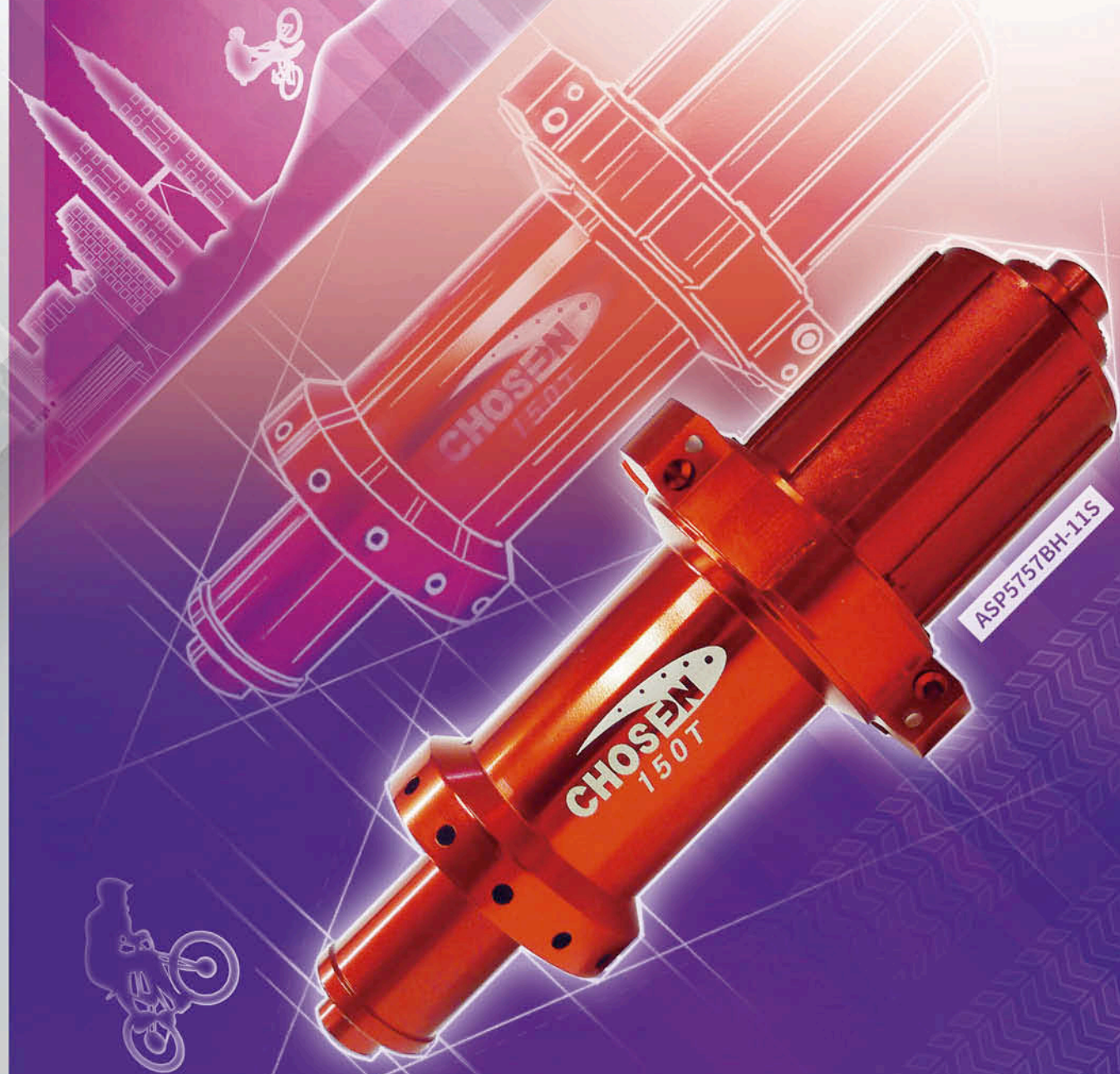
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Bearings: 2 Sealed Cartridge Bearings
For Axles: 20mm / 15mm / 9mm
Colors: Black, Blue, Green, Purple, Silver, Red & Gold
Holes: 32H / 36H
Weight: 219.5g



EXTREME 150

Bearings: 4 Sealed Cartridge Bearings
For Axles 12mm / 10mm
Length: 150mm
Colors: Silver, Red, Gold, Purple & Blue-Silver
Cassette: For 9s/10s/11s
Holes: 32H / 36H
Weight: 296g



CHALLENGE 142

Bearings: 4 Sealed Cartridge Bearings
For Axles 12mm / 10mm / 9mm
Length: 142mm
Colors: Silver, Gold, Purple, Blue-Silver & Green
Cassette: For 9s/10s/11s
Holes: 32H / 36H
Weight: 296g



ALPHA CHAINRING

BCD: 104mm
(Narrow-Wide)
Material: AL7075
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Weight: 49g / 57g / 66g



PUMP STEEL

Durable steel barrel.
Reversible presta and schrader valve.
160psi.
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CHALLENGE

Wheel: 26"
Weight: 570g
Holes: 32H, 36H
Width: 33mm

ALPHA

Wheel: 26"
Weight: 520g
Holes: 32H, 36H
Width: 28mm

APPAREL



CHALLENGE 35

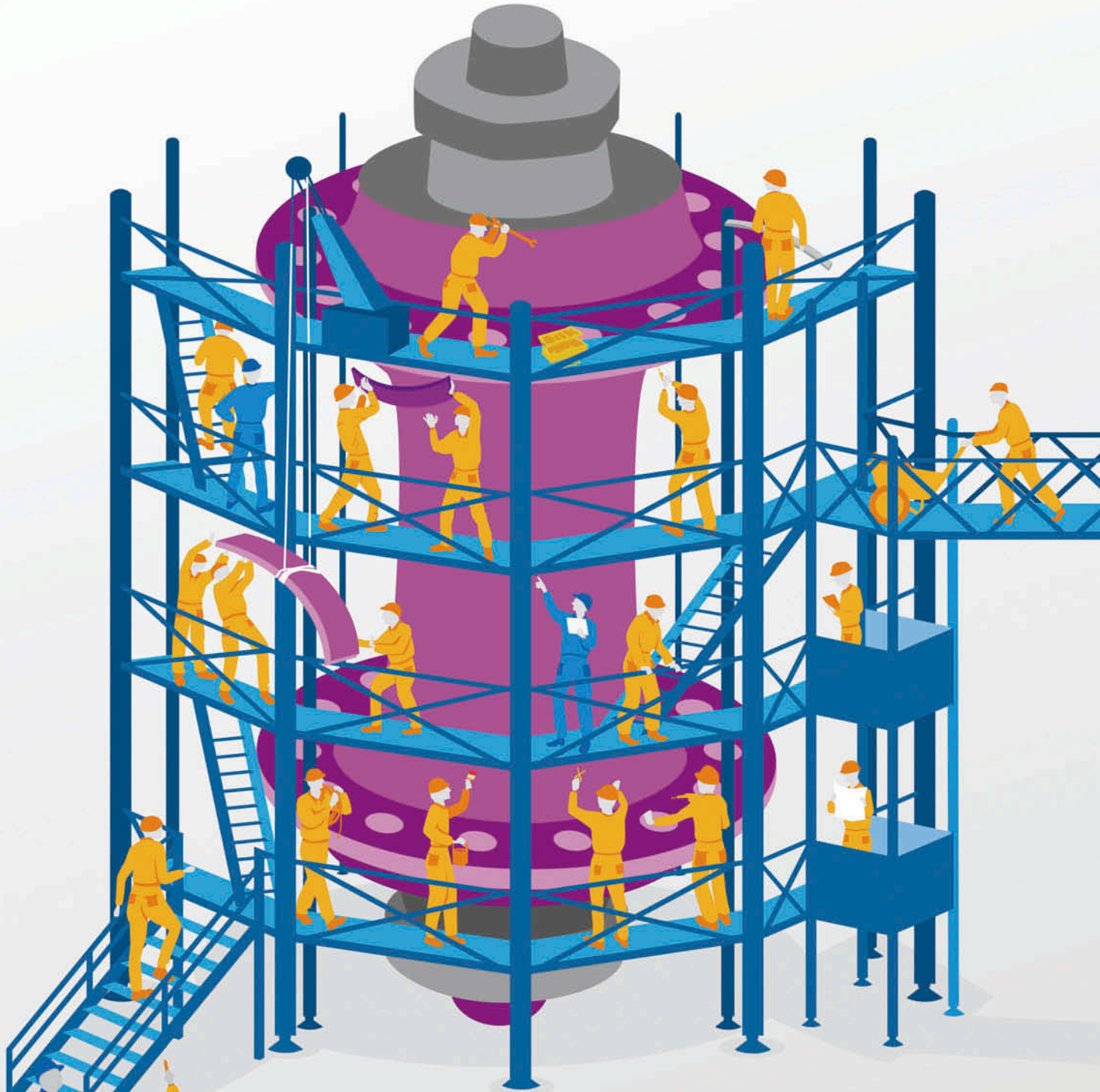
Double Butted
Rise: 20-40
Length: 160-800mm
Bar bore: 35
Made from aluminum 7075

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E-mail: keicles@sporzabike.com





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FAX: 06503.730391
Email: wangsheng@hcm.vnn.vn

Taiwan Office
TEL: +886-4-8811641
FAX: +886-4-8817125


NEW

Model: AKFM30
 Type: T.T 700C*23
 Size: S/M/L/XL
 Headset: FSA IS2
 Weave: UDM Carbon Finish
 Level: Regular available
 BB: BB86 version
 Seat Post: AKSP07
 Handle Bar: AKHB08
 Fork: Optional==>AKFO49-MC
 Exclusivity in Germany


NEW
GRAVEL E-through & DISK

Model: AKFM31
 Type: Gravel
 Size: 46/49/52/55cm(C-T)
 Headset: FSA NO.42ACB
 Weave: UDM Carbon Finish
 Level: SL available
 BB: BB86 version
 Seat Post: AKSP10
 Fork: AKFO71-MC
 Exclusivity in UK


NEW

Model: AKFM32
 Type: Road 700C(Di2) AERO ROAD
 Size: 48/51/54/57/60cm(C-T)
 Headset: Glory IS52/40
 Weave: UDM Carbon Finish
 Level: Regular/SL available
 BB: BB86 version
 Seat Post: AKSP09
 Fork: Optional==>AKFO54-FC
 Exclusivity in Germany, Norway, Sweden, Denmark


NEW

Model: KSFM26
 Type: Road 700C(Di2+MEC available)
 Size: 48/50/52/54/56/58cm(C-T)
 Headset: FSA-NO42/ACB(1-1/8-1-1/2)
 Weave: UDM/Textreme Carbon Finish
 Level: Regular/SL available
 BB: PF30 version
 Seat Post: 27.2mm
 Fork: KSFO15


NEW

Model: KSFM28
 Type: MTB 29"
 Size: 15"/17"/19"/21"
 Headset: FSA NO.42/ACB
 Weave: UDM Carbon Finish
 Level: Regular available
 BB: BSA/BB92 with spacer(89.5mm)
 Seat Post: 31.6mm


NEW

Model: KSFM29
 Type: Suspension 29"
 Size: S/M/L
 Headset: NO.55
 Weave: UDM Carbon Finish
 Level: Regular available
 BB: BB92 version
 Seat Post: 31.6mm

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Shenzhen Magnesium Navigate Alloy Technology R&D Center Foshan Magood Bicycle parts CO., Ltd. (Factory)

Foshan Magood Bicycle Parts CO., Ltd. located in Guangdong province, concentrating in magnesium alloy Wheels manufacturing for over 10 years.

We have our own patented designs for wheels which are available for our clients. Our designs all with CE, SGS certificates. All the designs with die-casted tools made in our die-casted tooling department which ensures qualified products and easily create any new designs from our clients.

Except high quality imported CNC machines and our own powder spray painting lines in our plant, we still have series die-casted machineries with different capacity from 180T up to 800T which will guarantee us to make all type of wheels from 12 inch to 29 inch up to 700C as well. All of these processes operated in our production base without any sub-contraction which means we can easily control quality and satisfy our clients with efficient and prompt order delivery time.

The owner of Magood has been working in bicycle wheels over 10 years and we have been trained a professional team members in quality inspection and new products development. We guarantee each of single product will be fully inspected by our experienced staff before exported.

Magood Co., Ltd. is not a huge company, but we can make all the parts and operate all the related treatments in our own factory. We are ready to build up a good business relations with any clients who is interests in Magnesium Alloy Wheels. We sincerely looking forward to your visiting of our production base. We hope to share with you of our latest developments.

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2017 ABA Convention to be Held in Russia

Text & Photos: Editorial Dept.

Established in 2015, the Asia Bicycle Alliance (ABA) has held its past annual conventions in Vietnam and India. The ABA held a panel discussion at this year's Shanghai cycle show allowing member countries' representatives to exchange views, and it was decided to hold the annual convention in Russia. The convention will be held in September, under the topic of "200th year of bicycle development," which will provide an opportunity to share the history

of bicycles and discuss future development trends.

The establishment of the ABA has successfully increased interaction and interchange between the bicycle industries of member states. According to statistics, China exported 6.601 million bicycles to Japan in 2016, which was a decrease of 3% compared with 2015, 5.73 million bikes to Indonesia, which was an increase of 12%, 1.92 million bikes to Russia, which was an increase of 6%, 1.67 million bikes

to the Philippines, which was an increase of 27%, 1.58 million bikes to Korea, which was a decrease of 10%, 681,000 bikes to Taiwan, which was a decrease of 16%, 570,000 bikes to India, which was an increase of 81%, and 540,000 bikes to Vietnam, which was an increase of 2.2%.

Michael Tseng appointed deputy chairman of the ABA

According to Chairman Ma Zhong Chao, he proposed a plan



▲CBA and ABA Chairman, Ma Zhongchao and ABA Secretary General, Huo Xiaoyun work well together.



▲New TBA Chairman, Michael Tseng has been chosen to serve as the new Deputy Chairman of the ABA. Here ABA Chairman, Ma Zhong Chao presents a certificate to Tseng.



▲Alexander Nachevkin, Director of the Russian bicycle association, worked hard to host this year's ABA convention in Russia, and the decision to hold the event in Russia was unanimously approved by all the member states in attendance.

to establish the ABA to former TBA Chairman Tony Lo at a cross-Strait industry interchange conference four years ago, and nominated Tony Lo to serve as

deputy chairman of the ABA. Because Tony Lo has recently stepped down, Ma nominated TBA Chairman Michael Tseng as the new ABA deputy chairman,

and pledged to work with new Deputy Chairman Tseng in making the ABA even better. 🌐

Gloom Dominates H1 2017 Financial Results

Text: Editorial Dept.

Accell Group records drops in bike sales & profits in H1 2017

Accell Group announced its financial results for the first six months of 2017 showing that while net turnover increased by 0.7% to €634 million, net profit was €26.3 million—a fall of 22.7% compared to the same period last year.

Additionally, while net

turnover from bicycle sales remained at a similar level to last year at €491 million, the quantity of bikes sold was 753,000, over 17% down from the 908,000 bicycles sold in the first half of 2016. In a press release issued by the company, Hielke Sybesma, Interim-Chairman of the Board of Directors stated, “We noted a particularly strong increase in sales of e-performance bikes for active recreation and sports and

these now represent about 40% of our turnover in e-bikes. Turnover in regular bikes lagged expectations in various countries, in which mainly conditions in North America, the Netherlands and Turkey played a role.”

Although the company noted strong sales in Germany with a first-half turnover of €191 million largely due to the higher sales of e-MTBs from Haibike and Ghost brands, sales of regu-

Accell Group Net turnover (€ millions)

	H1 2017	H1 2016	% Change
The Netherlands	123	136	-10%
Germany	191	160	19%
Rest of Europe	248	238	4%
North America	57	73	-22%
Other countries	16	23	-31%

lar bikes were lower than the first half of 2016.

In the Netherlands, Accell first half turnover fell by 10% to €123 million, which the company put down to traditional dealer channels coming under pressure amid a change in consumer purchasing behavior.

In the rest of Europe, Accell noted that the popularity of e-MTBs led to higher sales of e-MTBs in almost all European countries, while sales of regular bikes were lower in most countries.

The Accell press release noted that turnover in North America came in lower partly due to the sale of the parts & accessories activities last year. Accell Group made significant adjustments to its distribution strategy in North America, and made a clear choice for omni-channel sales. In the first half of 2017, the US bicycle market saw a drop in the sales of bikes via the specialist retail trade. The number of multi-sport retail chains has reduced. Sales via other channels are growing, but this was not yet enough to offset the decline in sales to multi-sport retail chains.

Shimano sees H1 2017 Sales Drop

Shimano announced a drop in both sales and operating income for its bicycle segment in the first half of 2017. Net sales for Shimano's

bicycle segment declined by 2.7% from the same period of the previous year to 129,080 million yen (approx. US\$1,168 million), and operating income decreased 11.5% to 27,063 million yen (approx. US\$245 million).

A report issued by the company noted that in Europe, although the spring season was blessed with good weather until Easter in mid-April, the weather became unsettled and continued until early May. Retail sales of completed bicycles were at the expected level for a typical first half, and distributor inventories of bicycles in Europe remained at an appropriate level. In North America, retail sales of completed bicycles were approximately the same as the previous year's level and distributor inventories remained somewhat low. In China, the growth in bike sharing hampered a recovery of retail sales of completed bicycles, which had been lackluster since 2015. Although retail sales of low-end bicycles were particularly weak, distributor inventories were at an appropriate level. In the Japanese market, retail sales of both sports bicycles and community bicycles

were lackluster, but distributor inventories remained at an appropriate level.

Across its entire business, H1 net sales were 163,079 million yen—a 2% decrease from the same period last year. Operating income decreased 9.8 percent to 30,832 million yen.

Dorel Sports revenues fall but profits rise in H1 2017

Dorel Industries Inc. announced that in the first half of this year revenue from the Dorel Sports division of the company fell by US\$29.9 million, or 6.6%, to US\$423.1 million year-over-year.

A statement released by the company noted that part of the revenue shortfall in the second quarter resulted from weakness in consumer demand in the mass bike channel due particularly to the prolonged unfavorable North American weather, while CSG second quarter revenues declined due to lower discounted sales to the Independent Bike Dealer (IBD) channel.

For the first six months of the year, Dorel Sports operating profit was US\$15.0 million compared to an operating loss of US\$44.7 million in 2016. Excluding impairment losses, restructuring and other costs, adjusted operating profit was US\$15.1 million compared to US\$10.5 million a year ago. The improvement in adjusted operating profit for both periods was

due to improved margins and a reduction in operating expenses.

Revenue for the entire Dorel Group comprising Dorel Sports, Dorel Juvenile and Dorel Home was US\$1.26 billion, a decrease of 2.0% compared to US\$1.28 billion last year. First half adjusted net income increased to US\$35.1 million or US\$1.08 per diluted share, compared to adjusted net income of US\$29.9 million or US\$0.92 per diluted share a year ago. Reported net income for the period was US\$20.3 million or US\$0.62 per diluted share, compared to a reported net loss of US\$21.9 million or US\$0.68 per diluted share in the first half a year ago.

Dorel President & CEO, Martin Schwartz noted “We anticipate that Dorel Sports overall will have a better second half than last year with an increased adjusted operating profit. We are currently seeing some weakness in the mass channel which means third quarter results are likely to be lower than last year, but expect that a solid fourth quarter performance should more than compensate for this.”

Merida sees 2017 H1 profits drop by 50%

In the Merida financial statement, for the first half of 2107, the company announced that while total sales revenue for the entire group was slightly down by 7% YOY at NT\$12,129 million (approx. US\$ 400 mil-

lion), profits nosedived by nearly 50% YOY to NT\$447.32 million (approx. US\$ 14.76 million).

The company put the poor results down to the difficult situations with foreign exchange rates, lower margins and a “frozen” China market. From January to the end of June, the group shipped 754,237 units, down by 24.71% from the same period the previous year.

Sales from the Merida Taiwan factory grew by around 2%, but profit was down due to unfavorable exchange rates and lower margins. On the other hand, Merida China factories saw a larger decline in sales due to the weaker domestic market and the booming shared-bike market. Sales in China dropped significantly and Merida recorded a loss in the first half of 2017.


A statement released by the company commented that “As the production is becoming smoother and capacity has grown, the factories will start to catch up on delayed orders and the second-half result is expected to be better than the first-half.”

Giant revenue and profits slide in H1 2017

Taiwan’s largest bicycle manufacturer, Giant Manufacturing announced its first 2017 financial results in August. According to a statement released by the company, Giant Group revenue for the period was NT\$26.9 billion (approx.

US\$887 million), down 7.4% YOY from the same period in 2016. Pre-tax net profit was NT\$1.65 billion (approx. US\$54 million), and after tax net profit of NT\$1.19 billion (approx. US\$39 million)—down 29.5% from the first six months of last year. The company claimed the first-half profit reduction was mainly due to the negative impact of exchange rates.

However, there are signs of improvement as the company also announced the second quarter single-season gross profit margin of 20.4%, an increase of 1.7 percentage points over the first quarter, profit growth than the first quarter. Additionally, Giant stated that in its own brand sales, Giant Europe and the United States company had a good revenue performance, mainly due to electric bicycle sales.

In the second half of the year with the introduction of new models, Giant expects European and United States sales to continue to grow. Giant China continues to improve its high-end product line, improve access quality to meet the challenges of the second half of the year, despite the continued downturn in the Chinese market and the impact of shared bicycles. However, with the exchange rate situation and China’s lack of demand, the market still has many challenges. 

GSP+ Status Increases Sri Lanka Bike Export Expectations

Text: Editorial Dept.

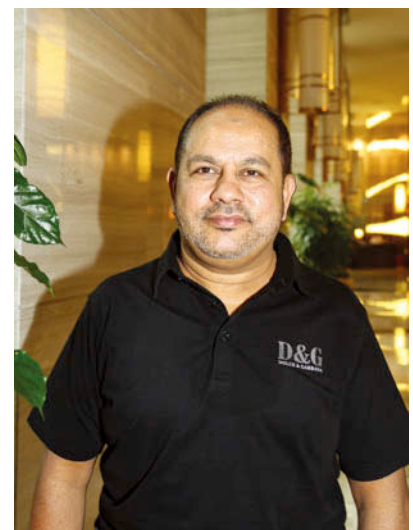
As of May 19 2017, the European Union (EU) reinstated GSP Plus status to Sri Lanka allowing for many product lines to enter into the EU on duty free basis. Among those lines are Sri Lanka's bicycle exports which are now exempt from the EU's 14% import duty.

At the turn of the millennium, the developing Sri Lanka bike industry was exporting just over 100,000 bicycles to the EU. In 2005, Sri Lanka gained GSP+ status from the EU, and exports to the region started to take off in earnest, jumping to over 50%. Exports to the EU continued to

thrive, growing year-by-year until by 2010, Sri Lanka exported over 1,200,000 bicycles to the EU. However, GSP+ status was withdrawn over allegations of human rights abuses in the Sri Lankan governments dealings with rebel Tamil Tigers. The following year, with the additional 10.5% duty, exports to the EU dropped by 20% to just under 1,000,000 units. Trade held steady at just under 1 million bicycles for the next couple of years until the EC trade commission ruled that certain companies in Sri Lanka were exporting bicycles to the EU that originated in China.

The EC slammed the 48.5% anti-dumping duty on Sri Lankan bike exports with the exception of three companies—Asiabike, BSH Ventures and Samson. Bikes Exports reached just 309,264 units in total last year.

The granting of GSP+ looks set to reverse the trend of

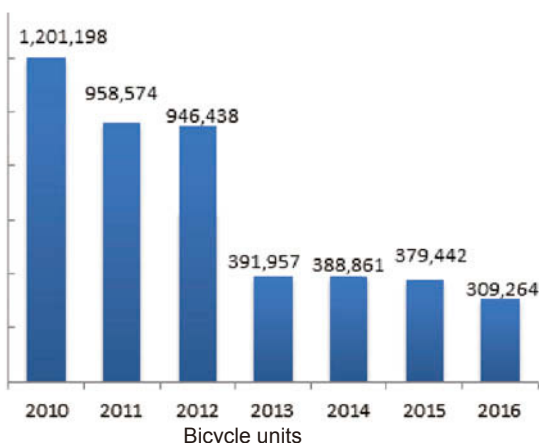


▲ Asiabike GM, Isthiark Farook

receding bicycle exports to the EU from Sri Lanka, something that Sri Lankan bike manufacturers have been awaiting keenly for some time. In 2016, spurred by the imminence of GSP+ status, India's largest cycle manufacturer, Hero Cycles Ltd. Increased its stake in Sri Lankan bike exporter BSH Ventures Ltd.

Although it is too soon to see any statistics yet regarding Sri Lanka's bicycle exports, according to local media reports, exporters of bicycles to the EU market noted a likely 50 percent boost in orders.

Bicycle units exported from Sri Lanka to the EU



German Production Struggles

Text: Editorial Dept.

Although Germany remains the EU's second largest producer of bicycles, according to figures released by the German bicycle industry association (ZIV) last year, only 1,970,000 bicycles and e-bike units were manufactured in Germany during 2016—a 10% decrease from the 2,190,000 units produced domestically in the previous year. Of this total, production of non-electric assist bicycles dropped by over 14% to 1,619,000 units in 2016.

Increasingly, German bicycle producers are coming under pressure in 2017. The MIFA situation which looked to be settled one year ago, again reared its head at the start of the year.

The continuing saga of Mifa

Mifa's latest round of troubles started in January, just a few days after moving into a new facility. On January 4th Mifa filed for insolvency and CEO, Heinrich von Nathusius stepped down. The reasons given for the insolvency were disappointing sales over several months that were below planned numbers and which then caused liquidity

problems at Mifa leading to the cessation of the company's bank credit.

District Court Halle (Saale) appointed Dr. Lucas Flöther to take over responsibilities for administering Mifa and for finding a new buyer. Dr. Flöther also took over administration of Mifa during its 2014 insolvency.

On July 20, entrepreneur and head of the Sachsenring Group (Zwickau), Stefan Zubcic, bought the bike plant from the insolvency administrator Lucas Flöther. As part of the buyout plan, the company was to be renamed Sachsenring Bikemanufaktur GmbH (Sangerhausen), and move back to the old factory buildings in the centre of Sangerhausen. Since the beginning of January, Mifa's employees have been reduced from 550 to 130.


Bike assembler, Euro-Bike enters administration

As MIFA continued to struggle with its long-running issues, in July assembler German bike manufacturer, Euro-Bike also applied for insolvency.

On July 7, Euro-Bike Produktionsgesellschaft mbH

filed for insolvency at the District Court of Dessau / Roßlau, which appointed Rechtsanwalt Dr. Christian Heintze of the insolvency administration bank BBL Bernsau Brockdorff to act as a provisional insolvency administrator.

A press release stated that Euro-bike, which was founded in 1994 and assembles bicycles for brands such as Schindelhauer, Rothwild, Coboc and Nikolai, was hit by an economic downturn as one of its main contractors surprisingly cancelled a long-term assembly contract in order to carry out the assembly itself in-house.

Heintze and his team have been on site at the plant headquarters in Zerbst since July 7 and are currently providing an overview of the company's economic situation. The business operation continues unreservedly. As one of the first measures, Heintze secured the wage extension for the current 32 employees. The temporary insolvency administrators and management are currently holding talks with new clients and potential investors. 

Thun (Tianjin) Focuses on Asian-Pacific Markets

Text: Editorial Dept.

The establishment of Thun's new subsidiary Thun (Tianjin) Bicycle Components Co., Ltd. is on the verge of completion. Alfred Thun, CEO of the Thun group stated: "Finally, we are approaching the finishing line. It makes me so proud to present our new company's management team consisting of my two sons Christian Alfred Thun and Alexander Thun."

Christian Thun will be the General Manager with responsibility for developing the local Chinese market as well as formulating export strategy within the entire Asian-Pacific region. He described his sales objectives as follows: "It is our goal to use our new factory in Tianjin to significantly reduce our lead times within China and neighboring countries and to become one of the region's major supplier for BB-sets."

Alexander Thun will function as supervisor ensuring that the German headquarters' ISO 9001:2015-certified processes will be strictly adhered to. In support of this mission, Daniel Be-

ram will act as the link between the headquarters and Thun Tianjin.

Yuzhuo (Lucas) Zhang joined Thun Tianjin as Deputy General Manager in August 2017 and will be managing all operational matters in terms of administration and production. Thun Tianjin will start by offering a selection of products tailored to the Asian Pacific markets featuring the newest models-COUNTRY and WESTERN. Safety standards will range from Thun's in-house norm of GB 3565:2005 to ISO 42108:2014 (alternatively City-Trekking or MTB).

Last year, Thun launched an investment program worth €18 million in order to triple its global manufacturing output, reaching an overall capacity of 30 million BB-sets per year. Thun Tianjin will allow Thun to reach

the first milestone of an annual production of 20 million BB-sets. The entire management team of Thun Tianjin is looking forward to meeting interested industry professionals at Eurobike booth no. A2-109.



Daniel Beram, Technical Customer Service Manager at Thun's German headquarters.



Yuzhuo (Lucas) Zhang, Thun Tianjin's Deputy General Manager.



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2. Reduce friction of chain for stability
3. Stronger structural cage plate for safety
4. Fast and smoother shifting
5. Noise decreasing
6. Better and stable riding output power

C35

Upper Pulley 13T
Lower Pulley 15T
Standard teeth
Carbon cage



BEARING

F : Full ceramic
C : Ceramic ball

Specification

RD1	C35
SHIMANO	C66
DURAACE	C88
7900/9000/9070	
ULTEGRA	
6700/6800/6870	

C66

Upper Pulley 16T
Lower Pulley 16T
X Teeth
Carbon cage



RD2	C35
SHIMANO	C66
105	C88
5700/5800	
TIAGRA	
4600	

C88

Upper Pulley 18T
Lower Pulley 18T
X Teeth
Carbon cage



RD3	C35
SRAM	C66
RED	C88
FORCE	
RIVAL	

RD4	C35
CAMPAGNOLO	C66
SUPER RECORD	C88
RECORD	
CHORUS	

C38

Upper Pulley 13T
Standard teeth

Lower Pulley 18T
X Teeth
Carbon cage



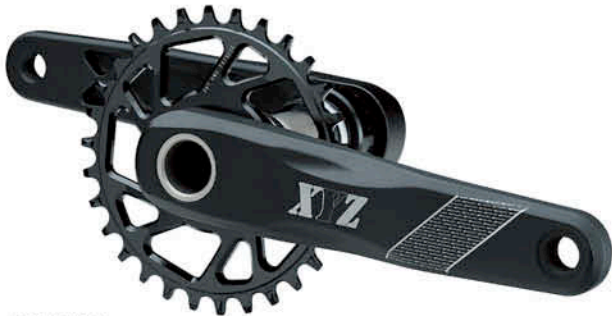
RD5	C35
SRAM	C66
RED	C88
E-TAP	

RD6	C38
SHIMANO	C35
DURAACE	
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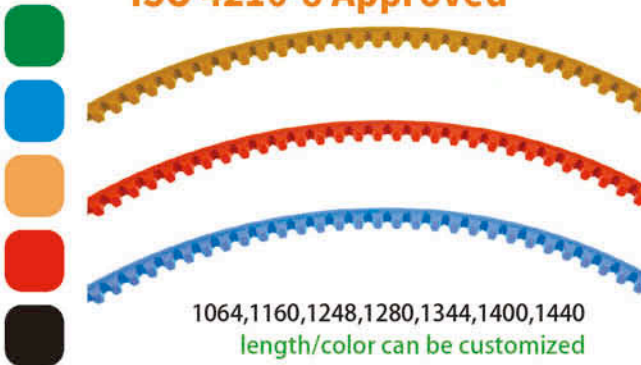
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length/color can be customized

848,1000,1120,1168,1200,1240
1264,1280,1304,1312,1344,1368,1400
length can be customized

大齒盤 Chain wheel

Alloy /PPA(Plastic steel) 鋁合金 / 塑鋼

ISO 4210:2014 APPROVED



AL/78T

AL/65T

AL/70T

AL/72T

PPA/80T

PPA/60T

AL鋁合金:65T,70T,72T,78T,80T

PPA塑鋼:48T,60T,66T,80T

Size/color can be customized

後齒盤 Rear wheel

Alloy / powder metallurgy / PPA(Plastic steel)

鋁合金 / 粉末冶金 / 塑鋼

JIS D9418 Approved



AL/28T

AL/30T

AL/28T

AL/30T

powder metallurgy/28T
powder metallurgy粉末冶金:28T

PPA/30T

PPA/28T

freewheel

AL鋁合金:28T,30T

PPA塑鋼:28T,30T

Inner derailleur

AL鋁合金Inner derailleur 3,5speed:28T,30T
PPA塑鋼Inner derailleur 3,5speed:28T,30T

powder metallurgy粉末冶金Inner derailleur 3,5speed:28T
AL鋁合金Inner derailleur 3,5,7,8,11speed:32T

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SR Suntour com- mence Vietnam Plant

When SR Suntour held an inaugural ceremony for its new plant in Vietnam on June 28, numerous domestic and foreign industry personnel were on hand to offer their best wishes. After touring the new plant, the distinguished guests expressed how impressed they were with the highly automated production line. According to SR Suntour President, Daisuke Kobayashi, this plant occupies a 50,000 m² site and was constructed at a cost of US\$20 million. The first-phase of the structure occupies an area of 20,000 m², and will be chiefly used to produce suspension forks for export to the European market. The plant will formally begin production in October. Work on the second phase

is slated to start around the end of the year, and plans call for it to produce chainwheels and cranks. Apart from export to other areas, SR Suntour also

expects to supply the Southeast Asia market in the future.

President Kobayashi noted that after the new Vietnam plant comes on line, the company's



▲SR Suntour President, Daisuke Kobayashi (right) and Vietnam plant General Manager, Naoji Tanaka held an inaugural ceremony for its new plant in Vietnam.



▲ SR Suntour President, Daisuke Kobayashi appreciates the bicycle industry for their long-term support.

global deployment will be complete and it will have ample flexibility. At that time, SR Suntour will have 1,600 employees, and its production sites will have a total area approximating 130,000 m². Although the bicycle market has been in recession during the most recent two years, and SR Suntour's output has dipped slightly, its EPS has stayed above NT\$5, and its operations have remained stable. The company has also been working vigorously to develop new products. In addition, the steady growth of the e-bike market, especially in Europe and Japan, has boosted sales of SR Suntour's prod-

ucts. As a result, it has steadily gained market share, and its share of the e-MTB suspension fork market in Europe has reached 85%. Looking ahead towards the future, SR Suntour will continue to develop new e-MTB suspension forks and other e-bike components.

SR Suntour's new chain wheel line-up

SR Suntour is offering a new chain wheel line up featuring three new models: Auron, Aion and Zeron 1x. The Auron model weighs 606g. It has an arm made of carbon which can be directly mounted, with available lengths of 170mm and 175mm. Its chainring is made of CNC machined A7000 series material, and uses 30, 32, 34 Wave Technology. The chainline lengths available are 50mm and 53mm. Its BB is BKA008(BSA); while its com-

patible speed is 11s.

The Aion model weighing 736g(30T) also has an arm which is directly mounted as well and made up of forged A6000 series material. The arm's length available are also 170mm to 175mm. The chainrings also use 30, 32, 34 Wave Technology. The Chainline just like the Auron has available length of 50mm and 53mm. Its BB is BKA008-



▲ SR Suntour has developed three new chain wheels featuring new technology—the Auron, the Aion and the Zeron.



▲ The production line is highly efficient.




▲ According to SR Suntour President, Daisuke Kobayashi, this plant occupies a 50,000 m² site.



▲ Many distinguished guests gathered at the inaugural ceremony.

C(BSA)/ BKA101; while its compatible speed is 11s.

The Zeron 1x has an arm manufactured from AC4C Accurad forging, with the following arm lengths available: 152mm, 160mm, 170mm and 175mm. The chaining material is steel and the technology used is 30, 32 Zigzag Technology. The chainline lengths available include 53mm(170/175) and 50mm(152/160). The BB is available as either BKA008-C(BSA) or BKA101(Press fit). The compatible speeds available are 11s and 10s. 



▲ President Kobayashi is honored to be assigned as Changhua County's Advisor.



▲ From left: SR Suntour Suspension Fork Section Deputy Manager, Ian Lin; Finance Senior Manager, Philip Lin and 2nd Section Production Director, Wen Ching Liu.



▲ From left: SR Suntour Vietnam plant General Manager, Naoji Tanaka; President, Daisuke Kobayashi and Kunshan plant GM, Takamura Ryutaro.

Skorpion Launches A New On-Line Shopping Platform

Text & Photos: Editorial Dept.

Skorpio, a company driven by passion, was founded in 1998. The company engages in both ODM and OEM, assembling complete bikes as well as making accessories. Not only does the company boast of having its own patented items for accessories, it also has its own design team to ensure quality service for its clients.

Now, the company has launched a new on-line buying platform. This platform, in addition to selling its own products, will also sell other distributors' products. Two options will be available for customers. One option allows customers to

buy products themselves. The other option is a collective buying mode which allows group shopping. Either option allows customers to accumulate points based on orders.

The company boasts of a large warehouse with great storage capacity, sharply reducing shipping delays. The company's control over the number of dealers also reduces price wars. The website allows users to compare various products and prices of all available dealers in the area. Users can get the best possible offer, while eliminating middlemen and their high markups.

In the future, the company




▲Skorpion General Manager, Scott Chang aims to obtain the favor of customers through diversified access to business, and by offering professional services and management.



▲The spacious new plant, including the second phase of the project, offers greatly improved use with efficient space management.



intends to continue offering the best prices, while providing professional quality control and services. Customer satisfaction remains a top priority. The company looks forward to working with customers to ensure customers remain satisfied. 

Celebrates its 40th Anniversary

King Roof New HQ Building Opens

Text & Photos: Editorial Dept.

Specializing in the design, testing and manufacture of bike carriers, King Roof Industrial was founded in 1977 by the late Jack Shen. Starting out in hardware and parts, the company eventually moved into the area of bike carriers. King Roof emphasizes that its products are 100% Taiwan-made, and it has an annual capacity of more than 100,000 carriers. In order to ensure easier and faster QC certification, King Roof has established an “EU standards certification laboratory” within its plant. According to King Roof

President, Christina Chang, in order to provide customers even better service, integrated resources and increase the company’s competitive advantage, King Roof built a new plant and headquarters building in Taichung’s Waipu District in 2015. The headquarters building features a green architectural design promoting “dialogue with nature and coexistence with the environment.” King Roof hopes that boosting its manufacturing capabilities and performance will propel it to a new level of success.

This year happened to be the 40th anniversary of King Roof’s establishment. After the completion of its new plant and headquarters building, the company held a 40th anniversary celebration and inaugural ceremony for its new headquarters building on June 16. Many distinguished guests from government industry, and academia were present at this event, including Legislative Yuan Vice President, Tsai Chi-chang; Deputy Director of the Small & Medium Enterprise Administration, MOEA, Wu Ming-chi; Deputy Director General of



▲ VIPs take part in the ribbon-cutting ceremony at the inauguration of King Roof’s Xinying headquarters building. From the left: Liao Yuan-tang, Deputy Head of the Taiwan Business Bank’s central district administration office; Li Yi-an, Deputy Chief of the Taichung Economic Development Bureau; Deputy Director General of the Industrial Development Bureau, MOEA, You Chen-wei; Taichung Deputy Mayor, Chang Kuang-yao; King Roof General Manager, Jason Shen; King Roof President, Christina Chang; Legislative Yuan Vice President, Tsai Chi-chang and Deputy Director of the Small & Medium Enterprise Administration, MOEA, Wu Ming-chi.

the Industrial Development Bureau, MOEA, You Chen-wei; and Taichung Deputy Mayor, Chang Kuang-yao. It was clear that Christina Chang has a very large network of personal and business relationships.

In her speech, Christina Chang noted that she was carrying on the wishes of her late husband by undertaking the arduous task of overseeing the company's transformation and embracing innovation. In spite of the many obstacles she has encountered, Chang still maintains her stubborn resolve and willingness to learn. She is very willing to ask for advice from experts, and has made steady progress. According to Chang, no matter how exhausting, when running a business, one can only persevere, endure hardships, and accept the need for lifelong learning. The design of King Roof's carriers features safety as its basic concept, and also takes functionality, practicality, and fusion with car bodies as major considerations. The company launched its own BN'B RACK bike carrier brand in 2007, and currently markets its products in more than 40 countries worldwide. King Roof's corporate vision is to "give people good health, and share happy, beautiful life."

According to King Roof General Manager, Jason Shen, the son of Jack Shen, he is very grateful to his father for his education and preparation for management of the company, and for



▲Christina Chang places great value on landscaping and environmental protection, and is also highly attentive to running her business.



▲ Jason Shen's future plans call for enhancing the company's competitiveness, increasing innovation, and expanding markets.



▲ King Roof's headquarters building has a green architectural design.

setting such a good management model. Looking ahead to the future, Jason will take active steps to enhance the company's competitiveness, increase innovation, expand markets, and make the brand more international. He also gives vendors and employees all credit for the company's success, and hopes to increase mutual cohesion and loyalty as King Roof begins its next 40 years. 🌀



▲BN'B RACK bike carriers have won the market's trust.

Microlite: Enhancing the value of reflective materials

Text & Photos: Editorial Dept.

Founded in 1976, Microlite has devoted itself to “providing reflective materials and ensuring the safety of users’ nighttime activities.” As a result, all products sold by this company emphasize safety. With 40 years of history, Microlite is the chief vendor of various brands of reflective materials in the European and American markets, and chiefly supplies its products to the tire, apparel, and shoe-making industries. Microlite has consistently developed its technology in-house, and currently possesses many domestic and foreign product patents.

According to Microlite CEO, Eddy Hsiao, the company’s advantage lies in its production line, which includes glass bead polishing, grading, powder application, and coating steps. All steps are performed in-house, and not outsourced. Microlite’s products have been widely used on tires, shoes, and apparel for many years. For instance, many apparel firms that need a reflective effect send their products to Microlite for application of a reflective coating. Microlite is continuing to develop new processes, and currently offers both pure silver and colored reflective materials. Microlite has its own R&D



▲ Reflective materials have a huge range of applications



▲ Microlite's booth at the 2017 Taipei Cycle Show.

and color blending capabilities, and can help customers develop reflective materials in special colors, overcome difficulties in the processing of reflective materials, and provides designers with product design consultation and recommendations.

Combining safety and fashion

While the EU’s brightness standard for reflective materials is 350 units, Microlite has achieved 552 units after overcoming technological bottlenecks, and its products also meet EU toxic substance, hot lamination and water washing requirements. Ideally, reflective materials should look fashionable during the daytime, while providing protective visibility at night. CEO Hsiao noted that apart from their function

of enhancing safety by increasing visibility, reflective materials provide plenty of room for design improvement, and have been used in fashion clothing and accessories during the last few years, where they also serve to increase safety. Microlite’s design philosophy is therefore “combining safety and fashion.”

Microlite completes all procedures in its own plant, allowing it to control processes from beginning to end. It is also the only company of its type to offer customization, which enables it to meet the needs of large manufacturers’ production lines. All raw materials and parts used by Microlite come from its main plant in Taiwan, and production quality and delivery times are the best in the business. And of course, Microlite’s quality control is superb!

Huang Chieh: An Alloy Specialist

Text & Photo: Editorial Dept.

Founded in 1981, Huang Chieh (herein after called "Huang") specialize in the production of special magnesium alloy, aluminum alloy, steel, and metal composite strip. Huang has business offices in Taipei, Guangzhou, and Jiangsu, and its services include custom materials design, materials production and processing, and sale of magnesium alloy and high-strength aluminum alloy materials.

According to President Hank Wang, Huang started out as a special steel strip distributor consisting of only five people and with annual sales of only US\$800,000. Today, Huang has slitting, rolling, heat treatment and cold rolling plants providing various kinds of stainless steel strip, carbon steel and hardware tools. Nowadays, it has 260 employees and annual sales of US\$90 million. Huang hopes that its professional quality and service will make it the world's leading vendor of special metals.

On bicycles, a metallic composite consisting of copper and aluminum offers excellent heat dispersal ability, which is




▲ Brake pads made by aluminum-copper alloy.



▲ Brake pads made from aluminum-copper alloy.

thanks to copper's good heat conduction and aluminum's good heat dissipation rate. This composite material is very well-suited for use in high-efficiency cooling fins, and can enhance the efficiency of high-purity aluminum cooling fins. In addition, Huang can also coat surfaces with a ceramic layer giving them electrical conduction, heat conduction, heat dispersal, and insulating functions.

Huang can also produce

customized multilayer composite metallic materials, such as stainless steel/aluminum/stainless steel, copper, aluminum and copper multilayer metallic composites. The company has also developed brake discs that take advantage of the abrasion resistance of stainless steel and the light weight and high heat dispersal of aluminum. These brake discs can boost braking performance when used on bicycles and motorcycles. 

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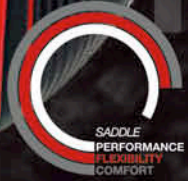
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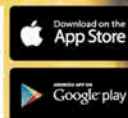
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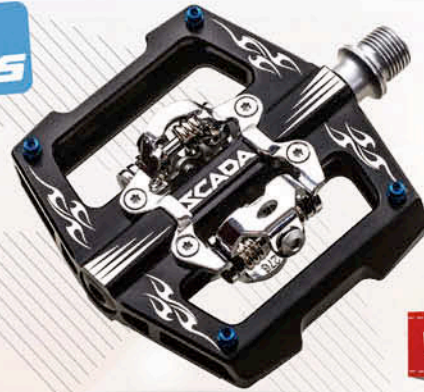


FRONT



REAR

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NEW

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SC-CC823

BMX SERIES



NEW

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CHAIN GUIDE



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φ 18 x 30mmL
 φ 20 x 30mmL

HS-RA-108-2

Material	ALLOY
Width	500.520.540mm
Drop	110mm
Bar bore	25.4、26、31.8mm



φ 22.2 or 23.8mm

HS-RA-125-2

Material	ALLOY, STEEL
Bar bore	25.4、26mm
Width	390-440mm
Drop	125mm
Reach	80mm



φ 22.2 or 23.8mm

HS-RA-105-2U

Material	Alloy
Bar bore	25.4、26、31.8mm
Drop	125mm
Width	390-420mm



HS-RA-02-10

Material	ALLOY,STEEL CR-MO
Bar bore	25.4、26mm
Width	390 - 500mm



HS-878

Material	Crmo 11 or 13
Butted DB heat-treatment	
PG	Steel,Crmo,Alloy
Width	680、712、720mm
Raise	203、209、216mm
Back sweep	12°



HS-BE-2

Material	Crmo
Bar bore	22.2 or 23.8mm
Height	150mm



HS-801-WAR HS-801-WA

Material	Wood, Alloy clamp
Width	340mm until 420mm
Bar bore	25.4mm
EIV	ISO 4210



HS-807A-19

Material	Alloy, Steel
Width	400 until 480mm
Raise	35 or 60mm
Center	19mm
Bar bore	25.4mm



HS-720

Material	Crmo
EXT.	80-100mm
Bar bore	25.4、26mm
Diam	22.2、25.4mm
Length	160mm
Weld	Smooth



HS-27D

Material	Steel,Crmo
EXT.	80-120mm
Bar bore	25.4、26mm
Diam	22.2mm
Length	150mm
Angle	-5°,-10°
Weld	Smooth



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C.Pro-G764EP-LE

E.Pro-F766EP-LE

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L: 125mm



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L: 125mm



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L: 125mm

M: 105mm



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L: 150mm

S: 130mm



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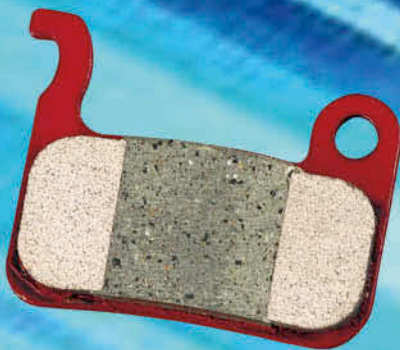
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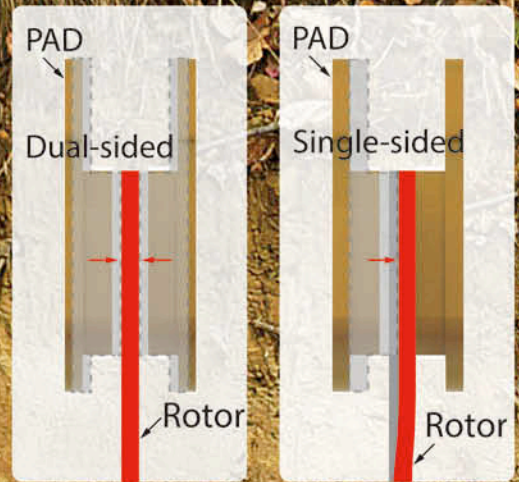


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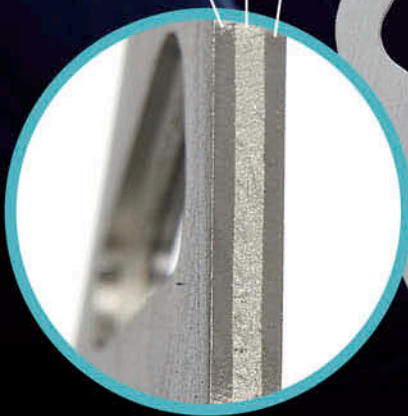


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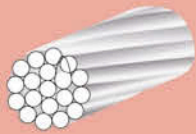
Cable Housing & Wire

● **BRAKE Outer Housing: 2P 5mm**

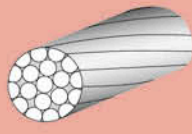
● **GEAR Outer Housing: SP 4mm**



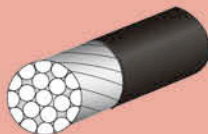
● Inner Wires Specifications



GAR (Galvanized steel)
STR (Stainless steel)



GAS (Slick-galvanized)
STS (Slick-Stainless)



PTF-GAS (Teflon Slick-galvanized)
PTF-STS (Teflon Slick-Stainless)

Inner Wire A/M set 100PCS / BOX



Outer Cable And Inner Wire A/M Set



YZ-A40-Z6

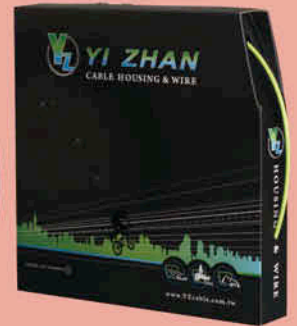


YZ-E2-Z6



PTF-STS/RED YZ-10563
1.5mm X 2100mm 7X7 & 6X9 2PCS / BOX

Outer Cable A/M set 50M / BOX



● End Cap



YZ-14303 14304 14305 14306 14307

▶ End Cap L : 23mm



5mm YZ-15501 15502 YZ-15508 15509

▶ Gear Sealed End Cap L:15mm



YZ-154315 YZ-154325

▶ Gear End Cap L : 13mm



YZ-13431 YZ-13432

▶ Brake End Cap L : 15mm



YZ-15576 YZ-15575

▶ In-Line Adjuster



YZ-082805-R YZ-082805

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	Weight
Ordinary Housing	9.5 g
AL-SP Housing	6.5 g



Kenstone Inaugurate New Kunshan Plant

Text & Photos: Editorial Dept.

Kenstone (KS) chiefly produces bicycles, electric-assist bicycles, wheelchairs, and medical equipment. Kenstone's products are sold throughout Europe, North America, South America, and Australia, and the company owns America's well-known Haro brand and Italy's prominent Masi brand. Since 2006, Kenstone has provided a cumulative total of more than 1 million mid-/high-end bicycles and electrically-assisted bicycles to Japan's famous CBA and AGEO companies. In order to expand production capacity and meet high efficiency and environmental protection needs,



▲ Kenstone President, Jay Yang is full of confidence in the new plant's prospects.

while strengthening cooperation with mid-/downstream parts and accessories suppliers, being better positioned to develop



▲ Norco CEO, Dave Overgaard looks forward to deepening cooperation with Kenstone.

markets and served its large customer base, Kenstone has had to consider establishing a new plant.

Kenstone's new plant was built with investment of RMB 200 million, and its investment in environmental protection features alone totaled RMB 14.9 million. The plant occupies a 93,053 m² site, of which buildings occupy 59,106 m². The plant has a projected maximum annual capacity of 1.3 million bicycles, 20,000 electric-assist bicycles, and 30,000 wheelchairs. According to Kenstone, it will move all operations to the new plant by early next year, at which time corporate production value is expected to reach RMB 1.1 billion each year.



▲ From left: Kenda supervisor, Lin Tzung-chi; Kenstone GM, Jayu Yang; Kenstone President, Jay Yang; Kenda Vice President, Jimmy Yang; Kenlight GM, Yang Chia-ling and Ourland International GM, Chen Chao-ching, who were on hand to bear witness to the completion of Kenstone's new plant.

Looking ahead to a new future

On the morning of June 8, Kenstone President, Jay Yang, Kenlight GM, Yang Chia-ling, and Kenstone GM, Jayu Yang hosted a ceremony to mark the completion of Kenstone's mod-

ern new plant. In a speech given in three languages (Chinese, English, and Japanese), Jay Yang shared with the many distinguished guests the story of how he and his two younger brothers established Kenstone. Yang also expressed his expectations for



▲ Kenstone's customers from around the world were on hand to celebrate the completion of the company's new plant. Among those present were Kenstone GM, Jayu Yang (left, front row); Velo President, Stella Yu (center, front row); Norco CEO, Dave Overgaard (fifth from the right, rear row); Bianchi CEO, Bob Ippolito (fourth from the right, rear row) and Shimano (Shanghai) GM, Muto Hiroji (first on right, rear row).



▲ Kenstone's modern new plant.




▲ The new plant includes a materials staging area, frame production area, painting area, and parts warehouse, which are designed to facilitate integrated production processes.

the new plant: "It is thanks to the steadfast assistance of Kenda President, Ying Ming Yang and Vice President, Jimmy Yang, as well as the more than 20 years of support from our customers, that we have been able to build our

new plant. I hope very much that my successors Jayu Yang and sister Yang Chia-ling will work as a team and achieve new successes."

Afterwards, Kenstone customers Norco CEO, Dave Over-

gaard and Bianchi CEO, Bob Ippolito gave speeches in which they congratulated Kenstone on its new plant and expressed their hope that their companies would continue to cooperate with Kenstone in the future. 

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Lizhixin: Maintaining Focus on Quality

Text & Photos: Editorial Dept.


Located in Shenzhen, Lizhixin chiefly produces forks for MTBs and trekking bikes, which are marketed in 27 countries worldwide (60% exports). According to General Manager, LiJun Dai: Lizhixin was established 7 years ago, and has seen the Chinese bicycle market make a rapid shift from high-speed growth to contraction during the last two years, forcing Lizhixin to bolster its corporate constitution. The company pursued fast growth during its early years, but was a bit relaxed when it came to quality, and had a high product return rate. Afterwards, motivated by integrity and a more responsible attitude, it devoted itself to making amends, and focused heavily on improving quality. Lizhixin's quality campaign included the acquisition of a full set of front fork testing equipment from Taiwan, which greatly boosted product quality, and led to the company earning new-found respect from customers in Europe and South America.

While many bicycle companies jockeyed to share the riches

following the explosive emergence of shared bicycles in 2016, Lizhixin made it clear that it would serve the high-end market, and it has maintained its intense dedication to the development of high-/mid-end products, market development and excellent service to every customer. Lizhixin has also further expanded its product line to a full range of types, and also offers customized products, ensuring that customers obtain the greatest possible satisfaction. Looking ahead to the future, Lizhixin will continue to



▲ General Manager, LiJun Dai.

develop new products, maintain the highest quality, and pursue sustainable management. 



01 Lizhixin's 580 Air TA, an air sprung fork with remote lock out and adjustable rebound.

02 355 Air TA20 has magnesium alloy lower tubes.

03 320 Air 20 offers coil suspension with mechanic lock out or without lock out.

Ming Lun's New Huai'an Plant Completed

Text & Photos: Editorial Dept.



Ming Lun held an inaugural ceremony for its new Huai'an plant and KT brand's 70th anniversary gratitude assembly on the morning of May 9. The KT hub brand was established by late President K. T. Chen in 1947, and expanded from Taiwan to Southeast Asia and the United States, and eventually to Europe. The company's second-generation leaders have maintained K. T. Chen's business philosophy, emphasizing customer satisfaction and service, offering highly



▲Ming Lun President, Eric Chen has placed high hopes in the new plant.

innovative products, streamlining factory operations, and treating their employees generously. As a consequence, the company has successfully marketed its products around the world and laid a strong and lasting foundation. With the coming of a third generation of managers, the KT team looks forward to passing new milestones.

Ming Lun was established in Shenzhen in 1999. After 18 years of intensive efforts, the plant has relied on its confidence and constant search for innovation to overcome numerous difficulties, lay a solid foundation in China, and achieved today's large-scale operations. As a result, the company decided to break ground on its new Huai'an plant in 2014. The Ming Lun (Huai'an) plant occupies a 47,000 m² site and has over 700 employees; 60% of the products are exported, and 40% are sold on the domestic Chinese market. Apart from hubs, the plant will also be used for R&D, production, and sales of a wider range of products in the future.

Development of diversified products

Ming Lun's products are currently chiefly sold to the US and European markets on an OEM basis, and are also widely sold on the Chinese domestic market. The company's brands include KT (steel hubs), Quando (loose-ball bearing hubs), Quanta



▲ Ming Lun's second-generation leaders and staff are very young, boldly innovative, and full of vitality.



▲ Ming Lun's new plant is located opposite the UCC's plant. So after the ceremony visitors could easily go to another ceremony at UCC.

(OEM bearing hubs), and Kuztm (high-end OEM and aftermarket bearing hubs), and it will continue to use all these brands in the future. Apart from hubs and foot brakes, Ming Lun is currently developing products for use in exercise equipment, and hopes that its R&D efforts will lead to a transformational breakthrough.

According to Ming Lun President, Eric Chen, in response to the rising price of materials and labor in China, the company will increase its automation and product diversity. The completion of the new Huai'an plant will lend renewed impetus to Ming Lun's development and enhance the company's customer service and efficiency. 🌀



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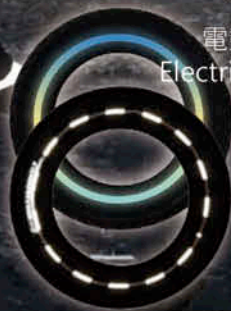
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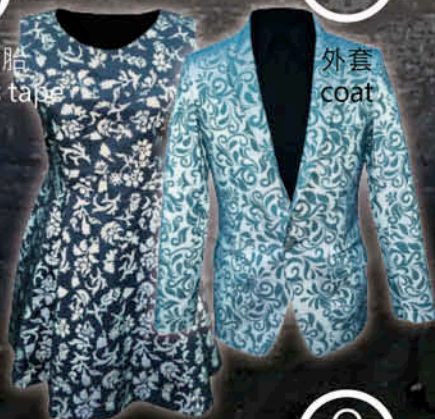
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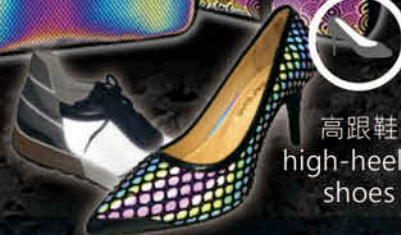
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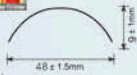
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CC#939-48



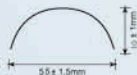
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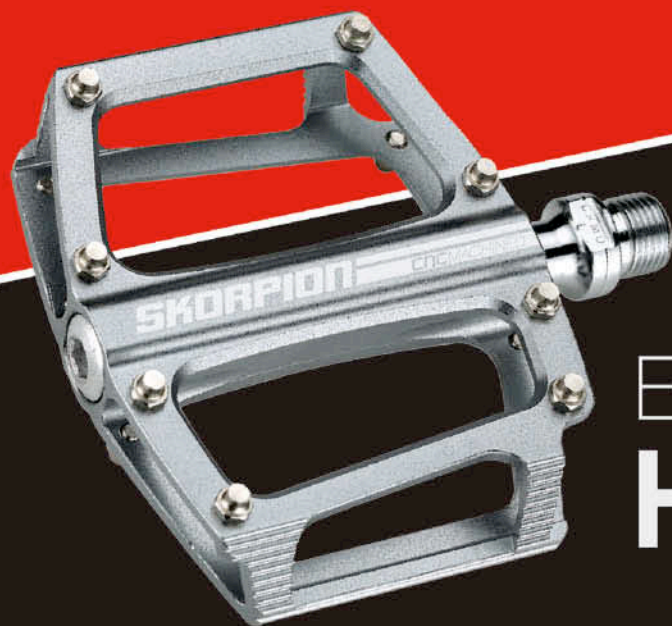


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HW-049P9W
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/T25/flat/PH2



MC-04
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spoke wrench 14/15/16G/Mavic spline
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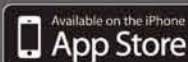


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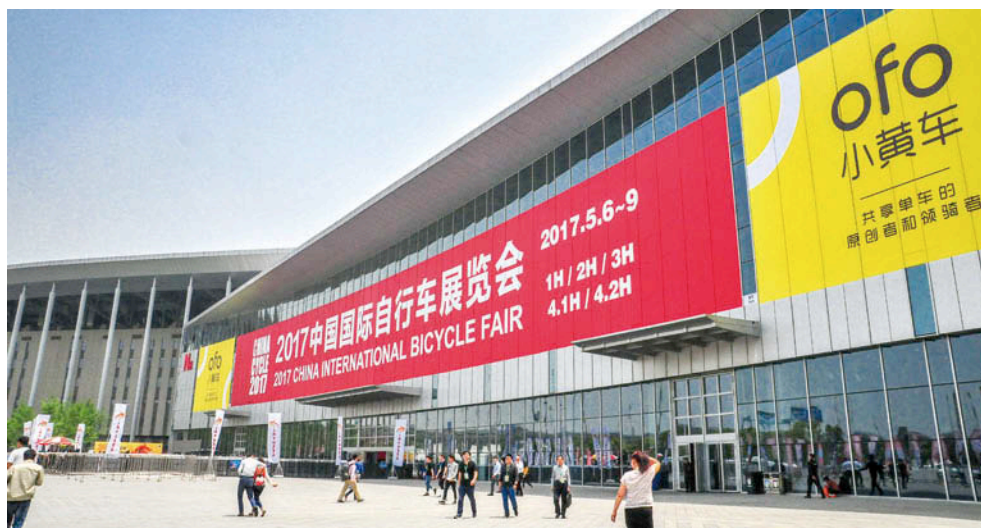
▲ Representatives of Asian Bicycle Federation members and various leaders and distinguished guests jointly celebrated the start of the 27th China International Cycle Show.

Innovation, Intelligence, Interaction

2017 Shanghai Show Focus on Shared Bicycles

Text & Photos: Editorial Dept.

The 2017 China International Cycle Show (Shanghai show) was held May 6-9 at the Shanghai National Exhibition and Convention Centre. The show attracted 1,228 exhibitors from over 20 countries, had an area of hundred 50,000 m², and had the theme of “innovation, intelligence, interaction.” The main focus of this year’s show, and a major topic of discussion, was shared bicycles. Starting





▲ CBA Chairman, Ma Zhong Chao, (left) and Fuji-Ta Group CEO, Jiansheng Xin (right) jointly establish the CBA's Shared Bicycle Professional Committee.



▲ Before the opening ceremony, distinguished guests gathered in the VIP lounge for conversation; center: Zhang Chonghe, Head of the China National Light Industry Council, first on left: Alex Rims and CHC President, Alex Chen. 2nd from left: Giant (China) General Manager, Barton Cheng. 2nd from right: CBA Chairman, Ma Zhong Chao. First on right: TBA Director and Merida President, Michael Tseng.



▲ From the left: Kenda Deputy General Manager, Jimmy Yang. Flying Pigeon Special Assistant to the General Manager, Liu Yu. Flying Pigeon GM, Zhang Jinying. Kenda President, Ying Ming Yang and JHT Group General Manager, Polly Sha.



▲ Cheng Shin China has a strong lineup.

last year, shared bicycles have spread like wildfire through China's first- and second-line cities. In order to promote the healthy development of China's bicycle industry, the China Bicycle Association (CBA) established the "Shared Bicycle Professional Committee" on May 7. The CBA hopes that the industry

can handle demand for shared bicycles in a rational manner, and ensure that the development of shared bicycles proceed smoothly. In addition, apart from offering various very informative bicycle forums and various activities, the Shanghai show also promoted the shared bicycle concept as a form of green

transportation. During the show, Phoenix and Ofo jointly hosted a "shared bicycle 3-km simulated demonstration area," and provided 1,200 bicycles that the participating vendors and visitors could use to take short excursions. This was a particularly notable highlight of the show.



▲ From left: Giant China HQ Brand Promotion, Zhang Hai Jun; Giant President, Bonnie Tu; Giant China HQ Sales Manager, Kevin Zhu and Giant (Kunshan) Assistant of Manager of East China, Shen Ai Guo .



▲ Ming has produced numerous shared bicycles on an OEM basis. From the left: Ming Vice President, Chen Hung-jen. Changzhou plant General Manager, Kun Huang Hung. President, Tai Shan Chang and Taiwan plant General Manager, Albert Chen.



▲ Mobike had a particularly lively booth design.



▲ The strategic alliance between Ofo and Phoenix was a key element of the opening conference at the Shanghai show. Left: Ofo CEO, Dai Wei. Center: CBA Chairman, Ma Zhong Chao. Right: Phoenix President, Wang Chaoyang.

China Cycle 2017 Innovative Product Selection

In the 7th “China Cycle 2017 Innovative Product Selection” activity, which was jointly hosted by the CBA and the China Int’l Cycle Show Organizing Committee, the experts comprising

the judging committee selected the most innovative products on the basis of design, function, market, materials, and innovativeness, as well as the results of online voting. A total of 10

products received the gold award, and 37 products received the innovation award. Four Taiwanese companies (Giant, Merida, KMC, and Gigantex) received the gold award.





▲Giant's TCR Advanced Pro Disc is a competition-grade road bike with a perfection balance of lightness and rigidity.



▲The finish of the Merida Scultura Disc team version gives the bike a tough, hardcore image.

Products receiving the gold award

	Brand	Award-winning product
1	GIANT	TCR road bike
2	MERIDA	Scultura team road bike with disc brakes
3	Jaunty	Carbon fiber folding bicycle
4	Pardus	All-carbon triathlon/time trial road bike
5	Giro	Ultra-light road bike shoes
6	Equinox	All carbon fiber spokes, disc brakes, and wheels
7	KMC	New 11-speed high-end ultra-light chain
8	Livall	Smark cycling helmet
9	Cateye	Rapid X2 Kinetic safety warning light
10	Lanxi Wheel	Electronic bicycle derailleur



▲The Cateye Rapid X2 Kinetic safety warning light possesses 16 LEDs in conjunction with Cateye's mirror technology.



▲Lanxi Wheel's electronics derailleurs were awarded the gold award for innovation.



▲KMC's new 11s ultra-light chain, which employs an interlocking thick rectangular tooth and rectangular square tooth design, won a gold award.



▲ Guangzhou Leonis' mid motor frame, can be equipped with a belt drive system.



▲ XDS exhibited city e-bikes with lithium batteries at the show.



▲ Chaoyang claim its high elasticity tires will not get a puncture, even on technical surfaces.



▲ Satori introduction this year of an innovative suspension seat post attracted many industry onlookers.



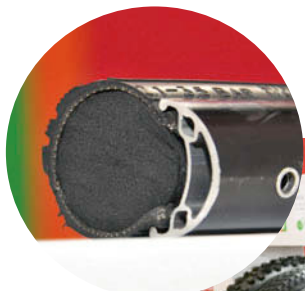
▲ Chiih Chinn launched the Rove system comprising of a Neco3 power system and Neco4 dynamo hub.



▲ DDK's e-bike saddle boasts streamlined modeling, ergonomic design, and full compliance with European EN testing standards.



▲ KS showed a series of dropper seatposts, of which the carbon fiber LEV Ci with bluetooth & ANT+ connectivity was the most eye-catching.



▲ All kinds of tires from HFR are readily available, but in response to the popularity of bike-sharing, it has now also supplying solid tires.



▲ Aifeit showcased many new saddles.



▲ DNM's popular HQS-R dropper seat posts, features a unique method of preventing rotation.



▲ Whole Man's MPX12-36T-TT four point crankset maintains rigidity and has an ergonomic, simple and lightweight design. The use of new forging technology enhances its strength.



▲ Alex showed its range of Bear Pawls hub series in a boutique-like presentation display cabinet.



▲ Wellgo brought interaction to its booth by allowing visitors to experience its pedals.



▲ Novatec carbon fiber R3 Disc wheel set features a special formula braking surface to increase heat dissipation.



▲ Shuz Tung Sales Manager, Joy Huang (left) knows the India and Bangladesh markets very well. Picture shown on the right: Shuz Tung Salesperson, Daniel Wang.



▲ Bafang's shaft drive shift showcased a possible future direction for e-bikes.



▲ From the beginning of June Golden wheel became the official agent for 3T in China, Hong Kong and Macau. The picture shows a variety of 3T handlebars, and seat tubes.



▲ SR Suntour President, Daisuke Kobayashi (right) and La Bicycle President, Surasith Tiayavacharapong (left) pause for a photo at Shanghai show.



▲ Fuji-Ta Group has many talents throughout its subsidiaries. Fuji-Ta General Manager Machel (left); Fuji-Ta Deputy GM, Jing Tsai (center) and Fuji-Ta Deputy GM Jing Yi Long (right).



▲ Indonesia's PDI President, Dehsiang Chen (right) and Golden Wheel General Manager, Yufeng Yang (right).



▲ From left: Russia's Velomotors Taiwan Branch, Vital Triumph General Manager, Ilya Semenov; Velomotors President, Nachevkin Alexander and Chiih Chinn President, Neco Wang.



▲ For many years, Magura have had much success in China. The picture shows Magura Asia President, Bernd Herrmann (right) and General Manager, Lily Kuo (left).



▲ Gineyea General Manager, Zhang Yong (left) and Motachie Manager, Wu Feng Hua (right).



▲ Her Jiunn Cheng Factory Director, Huang Ching Hsiang.



▲ Golden Wheel Sales Director, Lee Zhengqun (first from left) is pictured with their French and Portugal clients as well as an Ofo Director.



▲ Leading German parts supplier, Thun has set up an office and warehouse in China. From second on left: General Manager, Christian Alfred Thun; Thun Asia General Manager, Catherine Hsu and Sales Manager Mario Stauber.



▲ President, Richard Tsai(left) and General Manager, Jack Tsai(right) of DDK launched a variety of new and innovative saddles.



▲ Format GM, Ye Ping (left) and Magnesium Metal GM, Feng Jian Ping (right) discuss product development.



▲ Bafang Electric's share of the European market has increased year by year. The picture shows General Manager, Wang Qing Hua.



▲ Hangzhou Joykie has been authorized to produce Volkswagen branded bicycles for 4 years and is responsible for the global sales (except for the Japanese market). By 2020 it is expected to sell 500,000 units. Golden Wheel Group, President Yufeng Yang (fourth from left); Joykie President, Li Zheng (third from left); Cycle Force Group Chairman, Nyle (second from left) and Baizhong Sports President, Hu Tzefeng (first on left) and others attend the VW bicycle launch ceremony.



▲ India's TI Cycles. From the left: TI Cycles Vice President K. C. Ramamoorthy; TI Cycles Business Head K. R. Chandrasekaran and CSGAAsia Pacific Senior Manager Attie Slabbert.



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▲ Velo President, Stella Yu is celebrating the 40th anniversary of Velo's founding with a tour around Taiwan.

Velo Rides Anniversary Tour of Taiwan

Text & Photos: Editorial Dept.



▲ The famous Chao-Tian Temple in Beigang is nearly 300-years-old and attracts many religious visitors.

Renowned saddle manufacturer, Velo will be commemorating the 40th anniversary of its founding next year. Getting a headstart on the celebrations the company held a special cycling tour of Taiwan. A keen cycling enthusiast, Velo President, Stella Yu has twice before completed cycling tours of Taiwan, and has now led a group of family members and employees on the first of a two part ride. Starting on June 10, 2017, the Velo group spent 5 days cycling around the southern half of Taiwan. The second stage around the north of Taiwan will



▲ The riders stop for a group picture at Kenting's famed wind-blown sand dunes, Fengchuisha.



▲ The riders bravely striving to climb one slope after another in all weather, reflects Velo's business philosophy.



▲ President Stella Yu's joy is in riding, which also enables her to stave off aging.



▲ Velo underboss Ann Chen is very good at riding!

begin next year to coincide with both Velo's 40th anniversary and Stella Yu's 70th birthday.

Speaking of her original intentions for holding a cycling tour, Stella Yu explained that she has received many benefits from cycling over the last ten years. She has gained not just from the pure joy of cycling, but also from a sense of accomplishment. Additionally, her cycling has given her a greater understanding of the company's own products and a better grasp of consumer product demands and expectations. Now President Yu hopes to share the joy of riding around Taiwan with the company employees.

Setting off from Velo headquarters in Taichung on June 10th, the group rode south through Tainan and Kenting on Taiwan's tip before cycling north on the eastern coast through Taitung and finishing this year's part of the tour in Hualien. Throughout the 528 km of the five-day journey, the riders maintained

high spirits and great enthusiasm despite having to put up with some strong headwinds and high temperatures.

Stella Yu noted that the previous two occasions that she cycled around Taiwan, she was with a group led by others, but this time, as she was leading both family members and employees, the pressure was greater, and by the end she felt relieved of the burdens of leading the tour. "While riding around Taiwan we met heat, headwinds, tailwinds, rain and steep slopes, not always easy conditions, just like the last 39 years of business for Velo have not always been easy. However, with perseverance and hard work the difficult days pass by and we get to ride in fine weather again," said President Yu. "These five days were short, but I hope they have left a profound and memorable mark in the hearts of those that took part. Next year we move on to the Northern half of Taiwan." 🌀



▲ After getting soaked in the rain on the ride to the Tropic of Cancer at Feng Bing, everyone cheered happily.



▲ The unbeatable views over the sea at Kenting Syuhai—just one of the unforgettable memories for the riders.



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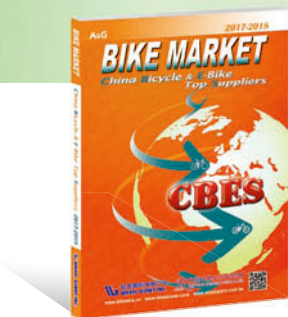
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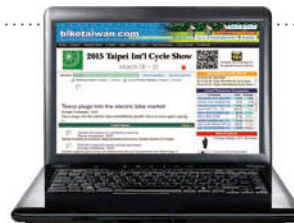


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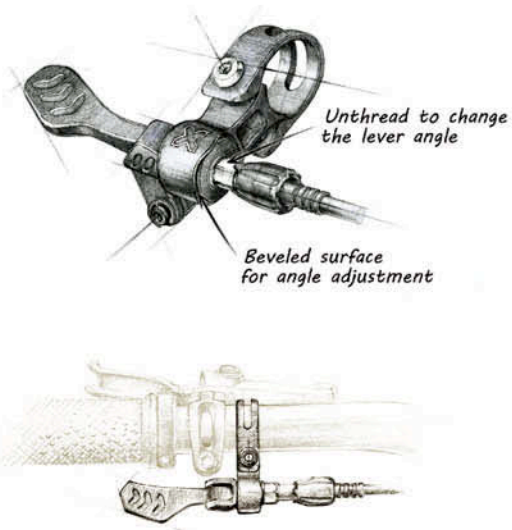
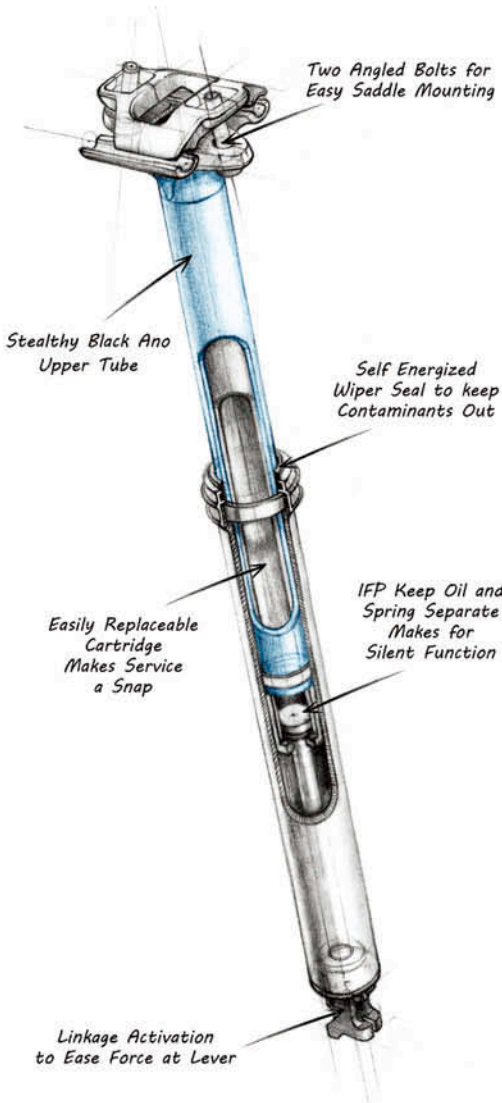
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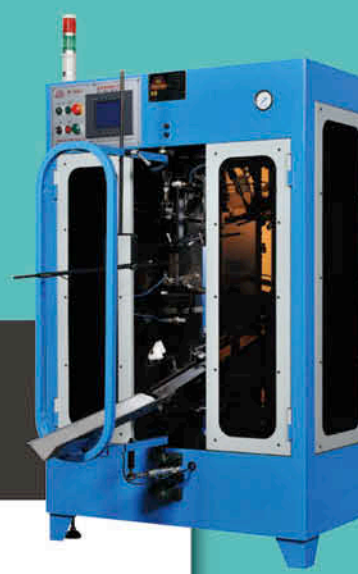
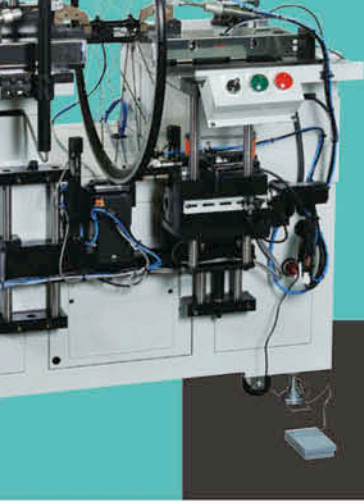
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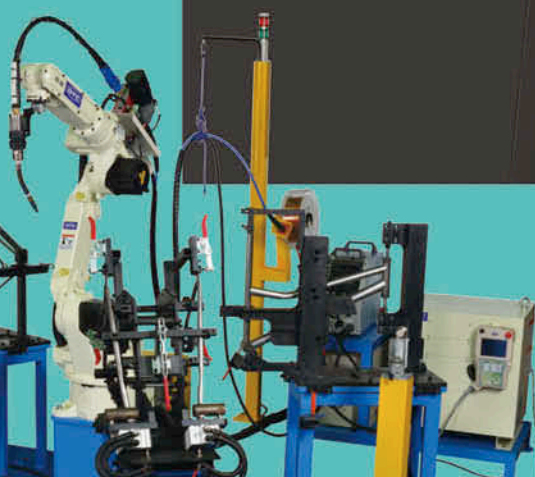
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