

TAIPEI CYCLE SHOW DAILY

FRIDAY

ENGLISH

中文



DISCOVER
MORE AT
THE SHOW

INSIDE TODAY'S SHOW DAILY:

EXHIBITOR REPORTS | PRODUCT HIGHLIGHTS | MISSION TO MARS
TAISPO REPORT | EU GREEN REGULATIONS | OP-ED: US BICYCLE MARKET
MARKET REPORTS VIETNAM & INDIA | NIGHTLIFE GUIDE PART II

PRODUCT ROUNDUPS: **DRIVETRAIN COMPONENTS** | **TPU INNER TUBES** | **FRAMES** | **PEDALS** | **GRIPS & BAR TAPES**

Miranda

The European Bike Fundamentals.

Ride Green with Miranda Bike Parts

Sustainability is at the core of Miranda Bike Parts. We are committed to reducing our environmental impact through innovative practices and eco-friendly materials. Our packaging is 100% recyclable, and we continuously strive to minimize waste and optimize energy use. By choosing Miranda Bike Parts, you are not only investing in top-quality cycling components but also supporting a greener future.



ENVIRONMENT



Suppliers within 100 Km **90%***



Energy from renewable sources **86.4%***



Recycled content in aluminum components **83.4%***



Waste recovered **71%***

*values referring to the year 2023

**From
Portugal
to the World**

mirandabikeparts.com

Cofinanciado por:



Unmatched Strength and Durability: Zedler-Approved Folding Pedal



Our folding pedal has passed the rigorous Zedler Advanced Plus XXL 180kg test, proving its superior strength, durability, and our commitment to engineering excellence.

Engineered for Safety, Designed for Sustainability



- **PFAS-Free**

Free from harmful chemicals, ensuring safety for both users and the environment.

- **Antimicrobial Protection**

Built-in defense against bacteria for added hygiene.



K0806

TAIPEI CYCLE

MARCH 26 — 29. 2025

Show Profile

Organizer 主辦單位	TAIWAN EXTERNAL TRADE DEVELOPMENT COUNCIL 財團法人中華民國對外貿易發展協會
Co-Organizer 協辦單位	TAIWAN BICYCLE ASSOCIATION 臺灣自行車輸出業同業公會
Show Hour 展出時間	Mar. 26 to 28, 2025 09:00 - 18:00 Mar. 29, 2025 09:00 - 15:00
Exhibition Scale 展出規模	980 exhibitors ; Exhibit over 80,000 sqm 980 參展商; 展出逾80,000平方公尺

Themes
展覽主題

RIDE THE REVOLUTION

INNOVATION DRIVE 創新動能 # d&i awards # Bike Vision # Bike Demo	CYCLING ECOSYSTEM 騎行生態圈 # Bike Tourism # Workshop # Forum- 「Beyond Biking」
GREEN FORWARD 永續前行 # ESG # Green Map # Workshop	SMART CYCLING 智慧騎乘 # E-Cycling # Virtual Criterium Challenge

Theme Pavilion
主題專區

- 創新設計獎專館 d&i awards Pavilion @ Booth J2011
- 歐洲聯合館 European Pavilion
- 日本館 Japan Pavilion
- 智慧虛擬自行車專館 E-Cycling Pavilion @ Booth R0427
- TAIWAN SELECT Hospitality Lounge @ Booth L2002
- TAIPEI CYCLE x THULE快閃店Pop-up Store @ Booth N0515
- TAIWAN EXCELLENCE台灣精品館 @ Booth L2009

Show Events
展會活動

- 自行車論壇 TAIPEI CYCLE Forum- 「Beyond Biking」 @ Conference Room 401
- 自行車試乘會 Bike Demo@TaiNEX ②, 4F
- 創新設計頒獎典禮 • d&i awards Ceremony @ TaiNEX ①, 4F Event Stage
- 虛擬挑戰賽 E-Cycling Challenge @ Booth L0427
- 創新活動 Bike Vision Pitch & Demo, Salon @ Booth L0118
- 自行車工作坊 TAIPEI CYCLE Workshop @ Booth R0714
- 主題導覽 Guided Tour
- TAIPEI CYCLE x LEVA Forum @ TaiNEX ①, 4F Event Stage

Buyer Service * RSVP Sport Night Party@TaiNEX ②, 7F
買主服務 * Bike Café @ Booth L0225

Event Schedule

26 (Wed)	09:00 - 18:00	Bike Demo Bike Demo 試乘會	Bike Demo Area, 4F, TaiNEX ② 南港二館4樓 Bike Demo Area
	10:00 - 11:00	Opening Ceremony 聯合開幕典禮	Stage, Area P, 1F, TaiNEX ② 南港二館1樓·P區舞台
	11:00 - 12:00	Cycling Paradise: savEARTH Declaration Cycling Paradise 愛地球宣言	Room 402, 4F, TaiNEX ① 南港一館4樓 402會議室
	14:00 - 16:00	Peddalling Towards Net Zero: Cycling Advocacy and the Industry's Role for a Sustainable Future	Room 401, 4F, TaiNEX ① 南港一館4樓 401會議室
	15:00 - 18:00	Bike Vision Pitch & Demo	Booth L0118, 4F, TaiNEX ① 南港一館4樓·Bike Vision創新與新創展區·攤位號:L0118
27 (Thu)	09:00 - 18:00	Bike Demo Bike Demo 試乘會	Bike Demo Area, 4F, TaiNEX ② 南港二館4樓 Bike Demo Area
	09:00 - 12:00	2025 Bicycling Alliance for Sustainability (BAS) ESG Initiative Forum 2025 BAS中華自行車永續聯盟協會ESG倡議論壇	Room 402, 4F, TaiNEX ① 南港一館4樓 402會議室
	10:30 - 14:10	TAIPEI CYCLE Workshop TAIPEI CYCLE 工作坊	Booth R0714, 4F, TaiNEX ② 南港二館4樓·攤位號:R0714
	13:00 - 17:30	TAIPEI CYCLE Forum Beyond Biking TAIPEI CYCLE Forum Beyond Biking 出騎制勝	Room 401, 4F, TaiNEX ① 南港一館4樓 401會議室
	13:00 - 15:00	Bike Vision Salon Bike Vision 國際創新沙龍	Booth L0118, 4F, TaiNEX ① 南港一館4樓·Bike Vision創新與新創展區·攤位號:L0118
28 (Fri)	09:00 - 18:00	Bike Demo Bike Demo 試乘會	Bike Demo Area, 4F, TaiNEX ② 南港二館4樓 Bike Demo Area
	10:00 - 14:40	Smart Cycling x Electronics: A Cross-Industry Roundtable by invitation 「智行未來:自行車與電子科技的共創啟航」, 跨業圓桌會議 邀請制	Room 402, 4F, TaiNEX ① 南港一館4樓 402會議室
	10:00 - 14:40	TAIPEI CYCLE Workshop TAIPEI CYCLE 工作坊	Booth R0714, 4F, TaiNEX ② 南港二館4樓·攤位號:R0714
	09:00 - 15:00	Bike Demo Bike Demo 試乘會	Bike Demo Area, 4F, TaiNEX ② 南港二館4樓 Bike Demo Area
29 (Sat)	10:00 - 12:40	TAIPEI CYCLE Workshop TAIPEI CYCLE 工作坊	Booth R0714, 4F, TaiNEX ② 南港二館4樓·攤位號:R0714
	10:00 - 11:00	E-Cycling Challenge E-Cycling 虛擬挑戰賽	Booth R0427, 4F, TaiNEX ② 南港二館4樓·攤位號:R0427

TAIPEI CYCLE

MARCH 26 — 29. 2025

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TaiNEX ①

台北南港展覽館1館
TAIPEI NANGANG EXHIBITION CENTER, HALL 1



1st Floor:

Area I, J, K
Parts & Components, Cycling Accessories, Cycling Apparel

4th Floor:

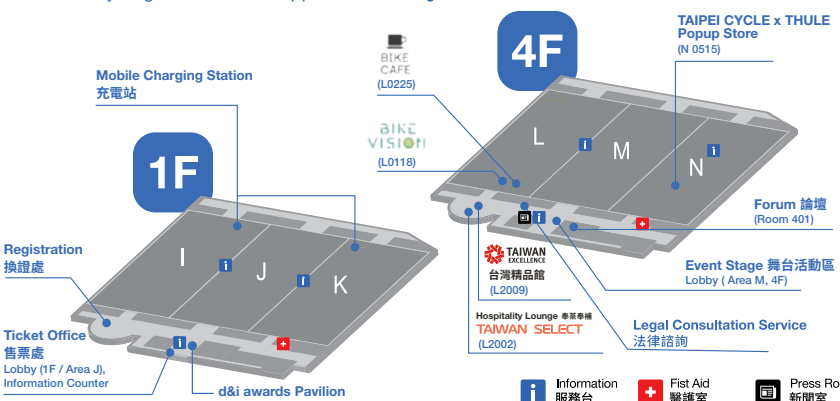
Area L, M, N
Complete Bicycles, Overseas Brands & Country Pavilions, Parts & Components, Bike Vision & Start-ups, Cycling Accessories & Apparel

一樓展區

I, J, K 區
自行車零組件、自行車配件及人身部品

四樓展區

L, M, N 區:
自行車整車、海外品牌及國家館
Bike Vision及新創企業、自行車零組件
自行車配件及人身部品



TaiNEX ②

台北南港展覽館2館
TAIPEI NANGANG EXHIBITION CENTER, HALL 2



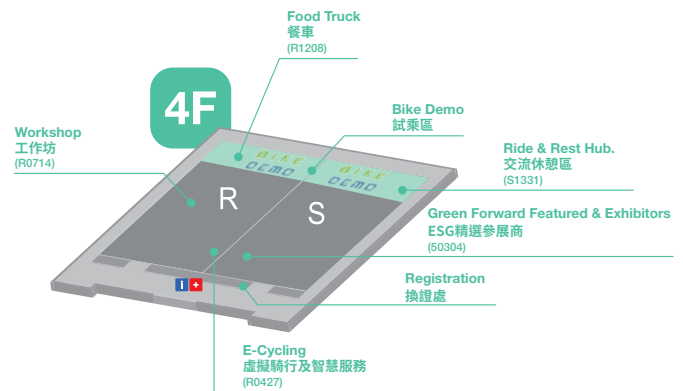
TAIPEI CYCLE *T-IsPO*
台北國際自行車展覽會
台灣國際運動及健身展
聯合展館

4th Floor:

Area R, S
E-Bikes & Drive units, Overseas Brands, Parts & Components, Cycling Accessories & Apparel, E-Cycling, Bike Demo

四樓展區

R, S 區
電動輔助自行車及電機系統、海外品牌
自行車零組件、自行車配件及人身部品、
虛擬騎行及智慧服務專館、Bike Demo試乘區



Website 官方網站
www.taipeicycle.com.tw

Information 服務台, First Aid 醫護室, Press Ro. 新聞室

TODAY
March 28
TAIPEI
21°C
 CLOUDY

TONIGHT
 14°C
 CLOUDY

TOMORROW
 17°C
 CLOUDY



THINGS ARE LOOKING...CUTE

The soft toys at many booths in Taipei won't solve the economic crisis—but they remind everyone that even in a struggling industry, there's still room for smiles, silliness, and a few gentle reminders not to take it all too seriously.

GOT NEWS FOR US?

Drop into our production office in Hall 1, 5F, room 521 or email tom@showdaily.net



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<https://www.linkedin.com/company/show-daily/>



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ENGLISH



新一代中置驅動解決方案

Delta e-Bike Turnkey Solution

台達與生態系夥伴合作，
整合電池、HMI
和更多附件功能，
提供全面的解決方案



Delta collaborates with ecosystem partners to offer a comprehensive solution, integrating batteries, HMIs, and more accessories.

Contact

Email: IAMKT@deltaww.com

For more news and updates, follow us on social media platforms and visit our website.

Hall 2 / 4F / R0624



Watch Video



VOX POP

WHAT'S YOUR IMPRESSION OF THIS YEAR'S SHOW?



Braxton Kuipers
Serfas
USA
Being from the U.S., the big question everybody asks me is about the tariffs and what I think is going to happen with that. Who knows? I heard there's more coming. But it's starting to get busier, and everybody is looking forward to better times after the last couple of years.



Mike Shu
Wow-Say
Taiwan
It's my first time here, so I'm interested in everything. I'm looking for road bikes and new technologies. I just joined my company this year—before that I was a tattoo artist. I changed jobs because I love cycling, and my friend invited me to his company in Kaohsiung. It's a challenge for me to learn about all these new things.



Vivian Chou
Giant
Taiwan
I haven't been here for six years, it was a long time ago, but it has not changed a lot. I'm an analyst at Giant, checking the numbers and the sales, so I'm not really into products—I'm not focusing on anything particular. I'm looking around, maybe for trends, checking if I see anything interesting, but nothing has caught my eye yet.



Gerhard Wanninger
Remarque
Taiwan
People are not very enthusiastic about recent developments, because the business is not going very well. After Covid-19, there is all this stock and new products are very difficult to sell. I have been living in Taiwan for 30 years, and occasionally I come here. Two or three years ago it was much more active. I talked to some people and they're not very upbeat at all. There's still a lot of uncertainty in the market.



Mario Peraza
Mapebike, A la montaña
Mexico
I import bicycles and accessories. I think the show is a good way to see what's new on the market, to see how e-bikes are still growing. I'm more specialized in city bikes and cargo bikes, to move people around in cities like Mexico City. It's a very big city and very crowded, so it's important to have a nice option to move around with less time and less gasoline. It's a very interesting show with many new products. Everything is moving to electric, and that's what I'm looking at.



Céline Pasche
Bike Family Nomads
Switzerland
We enjoy it. We met very good people, it's always very friendly in Taiwan. It's so easy to connect with Taiwanese people. We're doing a talk on Saturday, because we're a family cycling around the world for the last 15 years. Last time I was here I was pregnant, with a daughter who is seven years old now. A big difference is e-bikes. There's a lot more than before, so we can see the evolution of cycling, bikepacking too. Brands are also trying to make a step towards something more ecological, which is good.



Dominik Raza
Honest Bikes
Poland/ Taiwan
The industry is going through a tough period. But I think everybody has hope and just wants to get over the difficult times. Overall, I think everybody is happy to be here and looking forward to the future. I work for my own company, Honest Bikes—I just launched the brand recently. I see the development of the e-bike business. It's growing and growing - and you can see more and more coming.



Nirdesh Agrawal
Nasa Sports
India
The organisers are saving money. They're not spending on the show. The last time I came, there was carpet and now there's no carpet. The lights are also very low compared to last year. The visitors are optimistic, but compared to last year it's a smaller crowd. I import accessories into India. The market is growing, and now e-bikes are growing—from a very low base.



GREEN COMPANIES

One of the key sustainability initiatives at this year's Taipei Cycle Show was the Green Forward programme, a collaboration between TAITRA and SGS Taiwan that highlighted 35 exhibitors demonstrating strong ESG practices. The result of this partnership was the Green Forward Sustainability Tour Map—a curated guide directing industry professionals and visitors to some of the green innovators at the show (available online at www.greenforward.timedia.tw). Designed to promote transparency, innovation, and climate responsibility, the initiative showcased a wide range of companies that are setting benchmarks in sustainable design, manufacturing, and corporate responsibility. Several of these companies also participated in guided sustainability tours—offered in both Chinese and English—allowing them to present their environmentally conscious products directly to media representatives and trade visitors.

Among the featured companies were Astro Tech (Taiwan), Herrmans (Finland), Schwalbe (Germany), reTyre (Norway), Fairly Bike Manufacturing (Taiwan), and Vittoria (Italy). These brands presented a broad spectrum of solutions, ranging from circular economy tire concepts to low-emission production technologies. The photo shows Trym Fagerhaug, Global Event & PR Manager at reTyre, presenting the company's latest tire innovations—underscoring reTyre's ongoing focus on recyclability and reducing environmental impact. ■ WMS

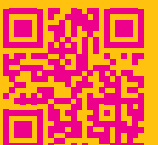
● ● Eurobike

Hello Future

Join the global platform for cycling and ecomobility

June 25–29, 2025
Messe Frankfurt, Germany
EUROBIKE Festival: June 28–29

Tickets now available

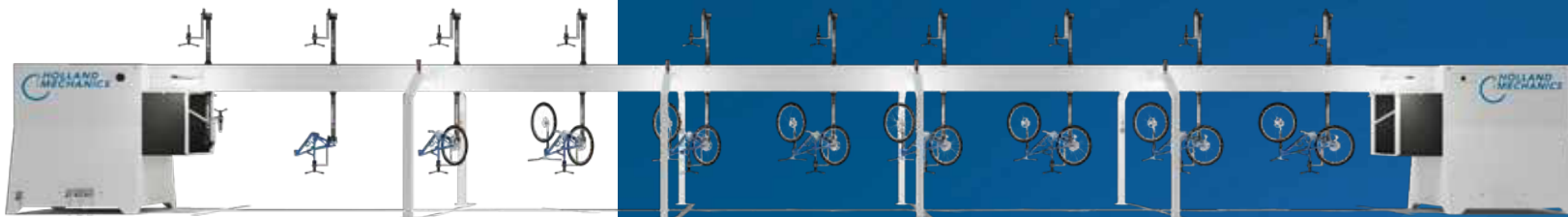


AIRLINE
BY HOLLAND MECHANICS

ASSEMBLY CONVEYOR

VISIT HOLLAND MECHANICS AT TAPEI CYCLE SHOW - BOOTH 4F-L1223

BUILD BETTER BIKES



- ▶ AVERAGE OF 2 YEARS ROI
- ▶ + 20 % EFFICIENCY
- ▶ + 30 % LOGISTICS IMPROVEMENT

The Holland Mechanics Airline redefines bicycle assembly with a motor-powered conveyor designed for efficiency and flexibility. Unlike rigid traditional lines, its modular length and adjustable speeds fit any factory layout without structural changes. Operators benefit from ergonomic freedom with Axial and Radial bike rotation, as well as seamless loading and unloading. Its open design enhances component logistics and allows more workers per station—boosting production capacity in less space.

Want to know more?
Visit us at Booth: 4F-L1223
Contact us: sales@hollandmechanics.com



INLINE LACER FOR CARBON SPOKES

With the upgraded version of Holland Mechanics' Lacing machine, wheel manufacturers can now efficiently process carbon spokes. These spokes have recently become a hot trend in the cycling world, with high demand but no efficient way to mass-produce such high-end wheels. The new Holland Mechanics Lacer upgrade expands its capabilities to include carbon spoked wheels, making it a highly versatile machine within the high-end segment.



**HOLLAND
MECHANICS**

CARBON & ALUMINIUM

BY GLORY WHEEL

HIGH-END WHEEL LINE

VISIT GLORY WHEEL AT
TAPEI CYCLE SHOW
BOOTH 4F-M1320, HALL 1

GW

Glory Wheel (GW), a leading supplier of high-performance bicycle components, specializes in wheelsets, hubs, headsets, and thru axles. 30% of bicycles from the world's top 10 bicycle brands are equipped with GW components.

Exceptional Production Agility

With over 150 high-end CNC machines and in-house anodizing, laser engraving, assembly, and customization capabilities, GW can quickly adapt to changing demands, scale production, and ensure on-time delivery.

Strategic Global Service Hubs

With advanced facilities in Taiwan, Italy, the USA, and Vietnam, GW operates global service hubs that support key markets in Europe and the U.S., strengthening client relationships and providing real-time assistance.

Mutually Beneficial Business Model

With a service-driven business model, GW continues to grow by fostering win-win partnerships. Centered on mutual benefit, we meet core customer needs while ensuring shared success and long-term collaboration.

At GW, we are committed to delivering solutions that set new standards in the bicycle industry. We're not just addressing today's challenges—we're engineering the future.

Challenge Accepted!





WHEEL TRUING MADE EASY

Known for its PolyLite spokes, **Berd Technology [at Leechee, Hall 1 / K1321]** is showing the revolutionary Trudi system that trues wheels in just one round in a one quarter of the usual time and with less effort. With five simple steps, Trudi's algorithm calculates the right amount of turns for each spoke and then lets the driver do its work. According to Berd's CEO Charlie Spanjers Trudi combines precision, efficiency and ease of use for bike shops, wheel builders and manufacturers alike.



Renowned for its vibrant selection of bar tapes and grips, **Supacaz [Hall 2 Bike Demo / P0128]** is expanding its product lineup with the launch of Galactic, a full range of high-performance cycling eyewear. Designed for optimal clarity and comfort, the glasses feature vented lenses and LAZER lens technology for enhanced contrast. Riders can choose from 16 frame colors and 16 lens options, including clear and photochromic variants, allowing for unlimited customization and adaptability across various riding conditions.



FULCHEE RAPILOCK QUIK

Taiwanese company **Fulchee [Hall 2 / S0624]** is unveiling its latest innovation, the RapiLock QUIK—a true quick-release axle designed for efficiency and ease of use. Featuring a unique design, one side of the axle is threaded to attach securely to the dropout, while an integrated locking mechanism enables instant engagement without the need for screwing. The RapiLock QUIK is available in four different lengths, ranging from 118mm to 176mm, with two options each for front and rear axles.



FOLDING DELUXE MILE-EATER

Folding bikes have a cult following in Asia. The Ultra Light of **Helix [at Thermal-Take, Hall 1 / M0120]** is one of a kind. Its titanium frame, one-bladed fork and top-tier components firmly position it in the premium segment. Thanks to its 24-inch wheels it offers excellent handling and can take on long distances with aplomb. It folds as compactly as some bikes built around 16-inch or 20-inch wheels, and Helix has developed a wheeled case to take it on flights as well.



EasyMotors [Hall 2 Bike Demo / R1133] is showing its latest innovation in human-powered energy generation at the Demo Bike area. The system replaces the bottom bracket with a dynamo-style generator that efficiently channels power to two motors—one for each front wheel—through a single drive unit. The system generates power even when riding downhill, storing excess energy in a battery. Additionally, a built-in switch allows the system to operate in reverse.



CLEAN ALUMINUM

Taiwan's demand for "clean" aluminum produced using hydro-power or recycling far exceeds available supply. VP Components brand Modus has now started to supply other companies in the industry with this hot commodity. To showcase this effort, **VP Components [Hall 1, K0806]** has decorated its booth with extrusion bits and scraps in the shape of Taiwan's main island.

FROM IDEAS TO SHELF TAILORED FOR YOU

Visit us @ Taipei Cycle 2025 · Stand J1018, Hall 1, TWTC

FPD
YOUR PARTNER IN PRODUCTION

BAS ESG GLOBAL INITIATIVE FORUM

A STRONGER, GREENER ALLIANCE

On day two of Taipei Cycle 2025, the Bicycling Alliance for Sustainability (BAS) gathered industry leaders from around the world. The Show Daily attended the event.

Sustainability is a key topic in the bicycle industry these days — a fact clearly reflected at this year’s Taipei Cycle Show. After the World Bicycle Industry Association’s forum on day one focused heavily on the topic, the second day began with the ESG Global Initiative Forum, hosted by the Taiwanese organization Bicycling Alliance for Sustainability (BAS). The forum gathered leading voices from the global cycling industry to showcase progress, share best practices, and introduce new tools for driving environmental and social responsibility. Held for the second time, the event saw 150 attendees — up from 100 in 2024.

“The Bicycling Alliance for Sustainability has now existed for just over two years and already achieved several milestones,” said Giant Group Chairman Young Liu in his opening speech. The forum’s data underlined BAS’s rising impact. Membership has risen to 82 companies (from 78 in 2024 and 58 in 2023). Of these, 88 percent have measured or started measuring their carbon footprint — a crucial step toward science-based targets. BAS members also completed 90 hours of ESG training last year.

Giant reported strong results from its own climate strategy. “We’ve achieved a 17 percent carbon reduc-



tion in the first year and another 5 percent in the second year,” Liu said. “That’s a total reduction of 22 percent in just two years.” Other BAS members also shared their initiatives. Glory Wheel has embraced circular economy practices, integrating recycled materials and designing for reuse. Token introduced a 2.5-day weekend to promote work-life balance. Kenda strengthened its risk management to improve resilience and supply chain accountability. Overall, BAS members have cut their CO₂ footprint by 8.2% over the past two years.

A key highlight was the presentation of the new Human Rights Code of Conduct — a milestone document guiding members in fulfilling corporate social responsibilities. It outlines the Taiwanese bicycle industry’s shared commitment to human and labour rights and serves as a framework for ethical business practices. All BAS members have pledged to comply and ensure fair and dignified treatment of workers and stakeholders.

The forum strongly called for action and a clear vision for the future. “The goal of BAS is to lead the bicycle

industry in becoming a sustainability leader,” said BAS Chairman Charlie Liu. He outlined future goals: broadening the Human Rights Code of Conduct beyond current members and developing methodologies for various bicycle and parts categories to improve CO₂ measurement accuracy. The event drew high-profile guests from leading organizations, underlining its influence. Among the key speakers was Minister Chin-Ching Liu from the National Development Council, who praised the industry’s support of Taiwan’s broader sustainability goals. ■ WMS

METRON RS45-60



- **FULL CARBON STRUCTURE**
The first full-carbon wheelset, fully designed, produced, and assembled in-house for complete quality control.
- **LIGHTER AND FASTER**
Aerodynamic supremacy of Metron 45-60 RS being 10% faster than Metron SL.
- **NEW PRS HUB DESIGN**
Upgraded PRS hub system with 72 teeth for optimal power transfer, and ceramic bearings ensuring maximum smoothness.



VISIONTECHUSA.COM - ENGINEERING BEYOND THE LIMITS

PRO-TEAMS



TAISPO 2025**SMART FITNESS TECH, PICKLEBALL AND PILATES ON TREND AT TAISPO**

From connected strength training to pickleball and Pilates, equipment for some of the trendiest activities are on display in Taipei this week.



Paul Yang with a Conti pickleball paddle.

Fitness gear makers again occupy the largest area at TaiSPO, but the sports and fitness show brings together suppliers covering a wider range of popular activities, from diving to outdoor camping and racquet sports.

Aligned with growing demand in Taiwan, a pickleball court was installed behind the **Conti** and **Sporting King [Hall 1 / P0508]** booths. It has been constantly busy, with players of all ages trying the convivial sport with paddles from the Conti brand.

Continental Chemical Industries has long specialized in quality balls for team sports such as basketball and volleyball. But three years ago, Paul Yang decided to add pickleball paddles. He followed his coach's advice to focus on quality products, getting them approved by Pickleball USA.

"Pickleball is played in many multisport centers in Taiwan," said Yang. "People just use the badminton courts to play pickleball. It's easy to learn and to have fun, even when you're just starting."

An entire section of the show is dedicated to water sports, with leading international diving brands such as **Mares [Hall 1 / P0514]** and **Scuba Pro [Hall 1 / P0624]**, along with **Aropec [Hall 1 / P0632]** and other specialist suppliers from Taiwan.

Dennis Chiu estimates that over 30,000 people were certified by the Professional Association of Diving Instructors (PADI) **[Hall 1 / P0714]** in Taiwan last year. Chiu is assistant regional manager for PADI Greater China, the regional arm of the organization that provides courses and certifications for diving.

"We think there is still a lot of potential here, because it's easy to access the ocean in Taiwan," said Chiu. "We're also trying to teach people about the environment."

By far the largest share of certifications relates to scuba diving and free

diving, but Chiu has also seen interest in "mermaid" courses.

When it comes to fitness, Pilates is one of the key trends identified for the Asian market by Sean Tan, director for Asia Pacific at the Health & Fitness Association, the former IHRSA.

He was speaking yesterday at the international Fitness For All forum, which discussed trends and smart players around the Asian market.

Tan highlighted trends such as pickleball and Hyrox, as well as strength exercise programs to make up for the potential effects of weight loss drugs. Recovery has gained plenty of traction, with products such as cold plunges and air compression pants. Operators were encouraged to tap into the wider market for "wellness."

Catherine Kang, project manager at **Fonv's [Hall 1 / Q0401]** head office in Seoul, said that Pilates is increasing in popularity in Asian markets. The South Korean brand has set up its own education center for instructors in Taipei. "We have seen that there is a balance in Taiwan, between fitness training and activities such as Pilates," said Kang.

Robert Sawhney, who heads up Watson Gym Equipment in Asia Pacific, pointed out at the forum that gym members are also becoming increasingly knowledgeable. It's no longer unusual for customers to walk into a club and pointedly ask if there is a glute bridge machine or a pendulum squat.

Smart equipment and technology help to accompany the progress of such gym members, for community-building and entertainment.

Digital technology is on display at **Dyaco International [Hall 1 / Q0514]**, where a recumbent bicycle is connected with Fit Immersion. This French system, owned by Kinomap, provides immersive training environments with virtual reality goggles.

Johnson Health Tech **[Hall 1 / Q0524]**, the fast-growing fitness



Virtual reality with Fit Immersion at Dyaco's booth.

equipment maker from Taichung, is showing its Onyx range of high-end cardio equipment as well as its first treadmill under the Bowflex brand.

The Taiwanese company behind Matrix Fitness, Horizon, Vision and other brands purchased the Bowflex group's assets last year. The move enabled Johnson Health Tech to expand its offering of home fitness products under the Bowflex and Schwinn brands.

The group is in celebration mode due to its continued growth as well its 50th anniversary. Jean Hung, vice president of HQ sales at Johnson Health Tech, is on hand to reminisce about the early days. Hung said she was the first employee appointed by Peter Lo, who created the company in 1975.

Lo started off as a small manufacturer, Johnson Metals, but went on to establish his own brands for the home and commercial fitness equipment markets.

Under the executive leadership of Jason Lo, Peter's son, the group operates seven manufacturing entities and 43 subsidiaries to serve international markets. Intensified investments in Vietnamese production in the last years turned out to be judicious. Johnson has also built up a network of 342 retail stores.

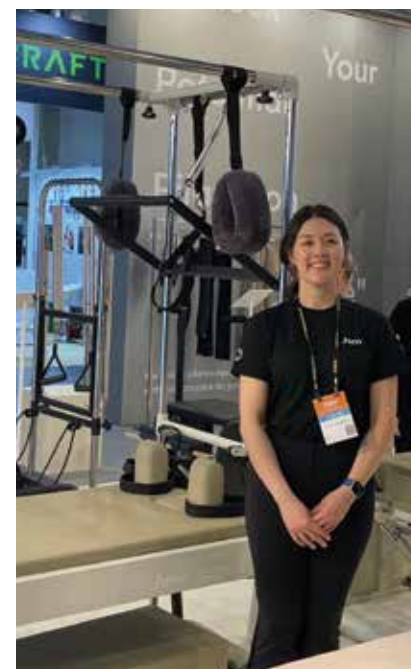
The TaiSPO show itself turned 50 this year. The first edition was so small that it could be held in a hotel, with stands lining up the entrance hall and corridors. But over the years, the event has grown and diversified together with Taiwan's innovative sports and fitness industry.

It quickly outgrew the Grand Hotel and moved to the Taiwan World Trade Center. For the last years, TaiSPO has been held at Nangang Exhibition Center in conjunction with Taipei Cycle.

This year's edition brought together 220 exhibitors occupying 750 booths and split into seven sports zones. They provide sportswear and equipment as well as sports nutrition and services, such as software for fitness apps. ■ **BS**



Scuba diving, free diving and "mermaid" courses.



Catherine Kang from Fonv.

HYENA E-BIKE SYSTEMS STREAMLINED SERVICE

Bicycle shops that offer repairs face new challenges with the popularity of electric bikes.

In response, **Hyena E-Bike Systems [Hall 2 / S0318]** has recently launched a new Dealer Portal that integrates diagnostic software, warranty management, spare parts ordering, and technical support resources into a single interface. The portal offers an upgraded diagnostic tool that guides mechanics through step-by-step checks, enabling them to swiftly identify and resolve technical issues.

Speaking to the Show Daily at Taipei Cycle Tuesday, Hyena marketing director Shawn Lin said “The primary goal was to provide dealers with quick access to all resources related to Hyena’s drive systems.” Lin also revealed that the new Dealer Portal has already gained significant traction since its initial launch, with more than 10,000 bike shops worldwide currently using the platform. Additionally, the portal simplifies warranty claims and parts ordering by connecting dealers directly with Hyena’s regional service centers in Europe, North America, Japan, and Taiwan. Lin said the platform is part of Hyena’s broader “Digi-Ecosystem,” a digital infrastructure designed to enhance traceability and reliability from production through



Hyena is presenting a new Dealer Portal at this year's Taipei Cycle Show.

to after-sales service.

Hyena believes that improving dealer efficiency will help bicycle retailers adapt more quickly to the rapidly evolving e-bike market. “Servicing e-bikes no longer needs to be daunting for mechanics accustomed to traditional bicycles,” Lin emphasized. “We’ll continue to refine the platform to ensure even better support, efficiency, and usability for our dealer network worldwide,” he added. ■ **WMS**

PREVIEWING 3D-PRINTED SADDLE PROLOGO GOES GREEN



Brand Manager Salvatore Truglio at the Prologo booth.

A preview of a new 3D-printed saddle model, a large-scale recycling initiative, and the presentation of ambitious goals – that’s how Italian saddle specialist **Prologo [Hall 1 / J0718]** is making its mark at the 2025 Taipei Cycle Show. “We are presenting the Scratch M5 3D as a preview before its full launch at the upcoming Sea Otter Classic,” said Brand Manager Salvatore Truglio during our conversation at the booth. Alongside innovation, Prologo is clearly shifting gears toward sustainability. “One effort we’re making now is to increase the amount of recycled components

in our saddles – not just in the padding, but also in the saddle rails,” Truglio explained. This green initiative extends to models in the Proxim range, Prologo’s dedicated line-up for gravity and commuting. “We are making many, many efforts to make our saddles more sustainable – and that will continue,” Truglio emphasized, noting that these ambitions also include the high-end models used by UCI WorldTour teams. Looking ahead, Truglio doesn’t lack vision: “In five years’ time, I would like to win the Tour de France with a recycled saddle.” ■ **WMS**

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TITAN SUPER BOND'S 3D PRINTING TI HOT OFF THE PRESS



TSB CEO Sean Shi has over 30 years' experience in building titanium bicycle frames and parts.

Carbon may dominate the premium road segment, but there still is a stable niche for frames and parts made of titanium. Chinese supplier **Titan Super Bond [Hall 1 / I1111]** specializes in exactly that, relying on more than 30 years of experience and increasingly on 3D printing.

During mountain biking's heyday in the early 90s titanium frames were in high demand. At that time CEO Sean Shi was working for a Chinese company that supplied titanium frames to US bike brands. He founded Titan Super Bond (TSB) in 2009 in Xi'an, Shaanxi province. "We are mainly an OE supplier of titanium frames and parts, working with brands in the United States and Europe," he explained at the company's

Taipei Cycle booth. "For the domestic Chinese market, we have launched Laget as our aftermarket brand."

In 2023 TSB invested heavily, upping its game with 3D printing of titanium and thus offering more flexibility and lower tooling costs. This is key since the production volumes for titanium parts and frames are typically low. At Taipei Cycle TSB is showcasing the full array of its manufacturing capabilities. Its parts line-up ranges from crankarms to seatposts, intricate one-piece stem and handlebar combos and brake levers. You will also find various small frame parts such as lugs or dropouts on display – and complete road and gravel bike frames with a seamless look that rely on 3D printed lugs and dropouts. ■ **LVR**

TAIWAN EXCELLENCE FRIENDLY BEAR

A friendly Formosa Taiwan black bear mascot, the beloved symbol of Taiwan, is walking the halls of Taipei Cycle Show, proudly representing the Taiwan Excellence initiative.

The Taiwan Excellence Awards are annual awards given out by the Ministry of Economic Affairs (MOEA) and the Taiwan External Trade Development Council (TAITRA) to encourage Taiwanese companies to incorporate innovation and value into their products.



ALL DATA, NO DISTRACTION

With its all-in-one bicycle computer The One, Dutch company **Absolute Cycling [at Bike Vision's Start-up Area, Hall 1 / L0118]** aims to optimize the experience of performance-oriented cyclists. "The One's simple UX belies a large number of internal sensors used to cross verify incline, speed, turns and more; which delivers precise on-screen data. With its sleek shape, The One is also appealing to design-conscious riders," Phillip Lucas of Absolute Cycling explained. The company is looking for investors to finalize software integrations for launch.

VOODOO CYCLES MISSION TO MARS

At this year's Taipei Cycle Show, one company dares to look far beyond Earth: Voodoo Cycles is presenting its "Cycle to Mars" campaign. The Show Daily spoke with CEO Deana Lam.

If there's one marketing campaign standing out at this year's Taipei Cycle Show, it's undoubtedly Voodoo Cycles' visionary "Cycle to Mars" campaign. The bold messaging, featuring bicycles as part of humanity's interplanetary future, has drawn curiosity from industry visitors. At the core of the idea is a belief that bicycles will continue to play a role in human survival and adaptation—even in the event of a possible colonization of Mars by humanity in the future, as Voodoo Cycles CEO Deana Lam explained during our visit to the **Voodoo Cycles [Hall 2 / R1121]** booth. "Humanity will one day leave Earth. And when that time comes, we want bikes to still play a part in that future. We want to be the first bicycle brand on Mars," she said. What might sound like a crazy idea at first is actually the metaphorical expression of a holistic company philosophy, Lam pointed out.

Founded in the 1990s, Voodoo Cycles has always had its roots in Taiwan. Today, the Taipei-based company operates as a small but

globally connected brand, with a distribution network spanning over 600 stores and approximately 20 distributors worldwide, with Europe and the United States as the most important markets. However, Lam's vision extends far beyond conventional geographic boundaries. "Most brands are doing the same thing they've done for the past 40 years—sponsoring riders, chasing trends," Lam notes. "That's not the future." Instead, she seeks to position the brand within a broader narrative of exploration and transformation, aligning with industries beyond cycling, including space technology and mental health, as well as tapping into broader themes of mental health and philosophy. "For example, we see cycling as an activity that is closely connected to nature and a type of moving meditation," the CEO explained.

Skepticism is inevitable when a bicycle company talks about interplanetary ambitions. Lam acknowledges that her ideas are not universally accepted within the industry. "Seventy



The key visual of the Voodoo Cycles "Cycle to Mars" campaign.

percent of people react positively, but thirty percent are skeptical," she admits. For her, the Mars vision is both literal and symbolic—an invitation for the entire industry to think bigger, to look beyond the next product cycle or market report. The success at Taipei Cycle Show proves Lam and her team right. Over the last few days, the unusual mix of cosmic philosophy and business pragmatism has become a talking point at the exhibition. ■ **WMS**



Voodoo Cycles CEO Deana Lam

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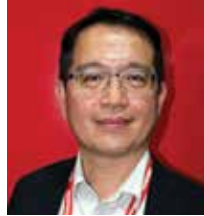
Tanzi facility under construction

SRAM [Hall 1 / M0612] is building a new facility in Taichung's Tanzi district. The groundbreaking took place in 2023 with local authorities attending, and the foundations were cast in August 2024. "Up to now SRAM has been operating five facilities in the Taichung area. By moving all operations into the new facility, we can offer a one-stop service for our customers in the future. Green certifications are likely both locally and globally, as we improve efficiency and reduce transport requirements," SRAM Asia General Manager Bob Chen told the Show Daily.

With a total footprint of 105,780 square meters over four floors, the Tanzi facility is going to add 30 percent to SRAM's available factory space. "Thanks to this, we'll be able to manufacture bicycle chains in Taiwan, and as drivetrains and suspension components are getting interconnected, producing

all the products at a single site offers even more advantages," he added. While solar panels may be an easy way to lower the eco footprint of production, SRAM Asia also aims to save energy and encourage its staff to commute by public transport or bike rather than by car or scooter. A YouBike share bike station will be installed right in front of the new facility.

To maintain production continuity, the move from the company's other factories to the Tanzi facility will happen gradually, and production is scheduled to start in January 2027. Which may turn out to be a perfect timing to cover a rise in demand. ■ **LvR**



SRAM Asia General Manager Bob Chen

XDS CARBON TECH



China is seeing a growing number of aftermarket brands, mostly focused on the large domestic market. Starting this year Shenzhen-based XDS Carbon Tech has entered the top ranks of professional cycling: it has become a co-sponsor of the XDS Astana Team, supplying its premium X-Lab road bikes. See the X-Lab models at the booth of **SY Bicycle [Hall 1 / M0513]**.

SMALL BIKE, SMALLER ECO FOOTPRINT

At last year's Taipei Cycle **Giant [Hall 1 / M0820]** showcased the improved carbon footprint of its flagship TCR road bike. This year Taiwan's biggest bicycle manufacturer is presenting its Pre rCarbon balance bike made entirely of recycled carbon fibre, cutting its eco footprint by 50 percent. Apart from the frame, the tri-spoke wheels, handlebar, stem and fork are all built from the same material, keeping the weight and the carbon footprint low.



-50%
Carbon Footprint

TERN'S TAIWAN HOMECOMING THE URBAN MOBILITY BRAND EXPLORES DOMESTIC SALES

Last April, Taiwan-based urban mobility specialist Tern announced that it would start selling the Vectron and Quick Haul Bosch mid-drive-motor models through select bicycle dealers in Taiwan.

The Show Daily sat down with Tern's Team Captain Josh Hon to see if it's off to a good start.

SD: When did the first Bosch-powered Tern bicycles get delivered to IBDs in Taiwan?

JH: The first Bosch-powered Tern bicycles were delivered to IBDs in Taiwan in June 2024.

SD: What has been the feedback from IBDs and consumers in Taiwan? Has it been vastly different from the feedback in other countries?

JH: Bosch is a well-known and trusted brand in Taiwan, recognized for the quality and reliability of its home appliances. That reputation carries over to e-bikes, giving many consumers added confidence in their purchase. Dealers also appreciate Bosch's strong service and support, such as its diagnostic system, while both customers and dealers value Tern's extensive ecosystem of accessories. As in other markets, Bosch-powered e-bikes are positioned as premium products, and customers do take note of the price.

SD: How do you estimate the market potential of Bosch-powered Tern models in Taiwan?

JH: Taiwan is a relatively small



Tern's Quick Haul on display in a Taiwanese bike shop.

market. And Bosch bikes are priced on the premium side of things so we don't see it turning into a big market for us. And there are many cheap, illegal, and unsafe e-bikes available in the market. I'd guess that two-thirds of the e-bikes I see on the streets are of the illegal variety. It's kind of confusing for us because it's a ton of work getting our e-bikes certified to sell in Taiwan legally, yet it seems so easy for people to import illegal e-bikes. We'd love to see the government ideally adopt

the EU safety standards and open the market up, making it easy for everybody, or alternatively work harder to keep illegal e-bikes out of the market.

SD: Ten months in would you be ready to give a first assessment on the success of entering Taiwan's domestic market?

JH: Sales have met expectations so far. But as usual, there's much more that we can do to educate consumers and build awareness of Bosch/Tern quality. We are finding demand for our larger cargo models as well so that is something that



Tern's Team Captain Josh Hon.

we're thinking to add in the future.

Also, I'd add that the bicycle revolution only happens one customer at a time. Although the total number of e-bike customers in Taiwan is relatively small so far, we know that those who have our bikes are really happy and they are replacing many car trips with bike trips. And every happy kid on the back of our bike is a future cyclist. ■ **LvR**

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Q & A: STEFAN REISINGER

THE EUROBIKE CEO PREVIEWS PLANS FOR THE 2025 SHOW

This year's Eurobike will take place on the grounds of Messe Frankfurt from Wednesday, June 25th to Sunday, June 29th. The Show Daily spoke with Eurobike CEO Stefan Reisinger about the upcoming show.

Mr. Reisinger, the bicycle industry is currently going through a challenging period. How is this reflected in the preparations for Eurobike 2025?

Stefan Reisinger: It is no secret that the industry is facing headwinds, and some companies are carefully considering their participation in upcoming trade shows, including Eurobike. There are always market rumors about who will or won't attend, but we want to focus on facts rather than speculation. As of now, we expect roughly 1,400 companies, including many leading market players, to exhibit at Eurobike 2025.

Some brands are reconsidering their exhibition presence. What impact does this have on the structure of the show?

Reisinger: We are in the final phase of the registration process, and over 90 percent of the booths are booked. Given the current market conditions, we expect additional exhibitors to commit in the coming weeks as business confidence improves. Global attendance is even higher than in previous years.

A crucial reason why companies choose not to attend trade fairs is the high cost of travel. Given the economically challenging times in the bicycle industry, is this reflected in any way in the bookings for Eurobike 2025?

Reisinger: We can already reveal that Eurobike is becoming more international and diverse than ever before. While participation levels vary in different regions, the show remains a key industry gathering, attracting a highly global audience. Even brands that do not have their own booths will be present with large teams, demonstrating that Eurobike remains a crucial networking platform—it's the must-attend event in the bicycle industry.

Eurobike has traditionally been a B2B event. How are you developing the consumer-facing aspects of the show?

Reisinger: While B2B remains at the core of Eurobike, we are continuing to expand our B2C presence, particularly over the weekend. We have seen positive trends in recent years, with more

visitors from Frankfurt and the broader Rhine-Main region attending the show. In 2025, Eurobike will coincide with the Ironman European Championship, which presents an exciting opportunity to engage with triathlon and endurance sports enthusiasts.

Are there any new thematic areas or trends that will play a bigger role at Eurobike 2025?

Reisinger: One area that continues to grow is adventure cycling. The Adventure Area at Eurobike will expand in 2025 to reflect the increasing interest in gravel biking, bikepacking and cycling tourism. The demand for reliable, high-performance equipment for long-distance travel is growing, and we see strong engagement from both exhibitors and visitors in this segment.

Will you attend Taipei Cycle Show?

Reisinger: Yes, I will personally attend Taipei Cycle Show. I've been a guest at this event already several times. It is an important platform for us to maintain existing relationships and forge connections with Taiwan's bike and light electric mobility industry. ■ **WMS**



Stefan Reisinger is the Managing Director of Eurobike organizer Fairnamic GmbH, and CEO of Eurobike.

A PRECISE PAIRING

DT SWISS AND SHUTTER PRECISION TEAM UP ON A NEW DYNAMO HUB AIMED AT LONG-DISTANCE RIDERS

The growing demand for power supply and light led the two companies to put their heads together on a dynamo option for the performance market.

Most cycling enthusiasts opt for the daylight hours to enjoy their riding hobby or workout. But for some the riding does not stop when the sun sets. While the market offers a wide selection of LED lights with batteries, the most reliable source of power for lights on a bicycle is a dynamo hub. After all, myriad commuter bicycles rely on this solution that produces power as the wheels turn, only adding minimal drag. So why not adapt this concept to performance cycling needs?

"We see a growing demand for power supply and light during activities such as bikepacking, commuting and other long-distance challenges and rides within the gravel category. So we decided to develop and implement a dynamo hub and wheels built around it according to DT Swiss specifications," said DT Swiss' Road Marketing Manager Ralf Eggert. After one-and-a-half years of development, the Swiss wheel specialists presented the 350 SP PL-7 front hub in November 2024. With its flangeless shell built to accept straight-pull aero spokes,

a Centerlock disc mount and a thru-axle, this hub is easily recognizable as a **DT Swiss [Hall 1/ L1029]** product and relies on many stock spare parts and the proven service network of the Swiss supplier.

As for the internals of the hub, DT Swiss teamed up with Taichung-based dynamo hub specialist **Shutter Precision [Hall 1/ K0614]**, a natural pairing given both companies cater



The 350 SP PL-7 dynamo hub blends Shutter Precision's internals with premium DT Swiss hub technology.

to the premium market. They have joined forces on other projects in the past and are located near each in Taichung's well-known bicycle industry cluster. The president of Shutter Precision, Borjou Lin, had worked with DT Swiss before and happily joined the project. "We have had requests for straight-pull dynamo hubs and wheelsets from the market for a while. However, our capability is not sufficient to support this request. This cooperation project finally combines SP's unique dynamo technology and DT Swiss's hub craft, creating the best straight-pull dynamo hub and wheelset."

Apart from adding to the revenue and reputation, this cooperation has also given Shutter Precision an opportunity to learn from DT Swiss in terms of quality management and hub craft. This is all the more welcome as the company is expanding its capacity to meet the increasing demand for premium-level dynamo hubs. With its 6V3W rating, the 350 SP PL-7 hub has been built to work with a wide



DT Swiss' Road Marketing Manager Ralf Eggert.

selection of both head and rear lights. When combined with a converter it can also be used to charge various USB-powered electronic devices, a needed feature since GPS navigation tends to drain batteries quickly. Apart from the dynamo front hub, DT Swiss also offers two front wheels for gravel applications with alloy rims built around this hub: the GR 1600 Spline Dyn and the G 1800 Spline Dyn. ■ **LVR**

EU TO SIMPLIFY GREEN REGULATIONS WILL EUROPE'S GREEN RULES SUPPORT THE BIKE INDUSTRY?

European industry leaders are urging suppliers to continue working on sustainability efforts, after the new European Commission made it a priority to combine the green transition with efficient business and industrial strength.

The Green Deal pushed in recent years entailed a slew of regulations prioritizing climate neutrality by 2050. But the new Commission, appointed in December, has made it clear that it wants to streamline environmental rules in support of economic growth. This was laid out in the "competitiveness compass" issued earlier this year and in a spate of more recent proposals.

Massimo Panzeri, president of Confederation of the European Bicycle Industry (CONEBI), has been awaiting the Clean Industrial Deal, for which the Commission set out its proposals in February. It should provide financial incentives, regulatory support and policy to accelerate decarbonization in European manufacturing.

"For the bicycle, e-bike and components industries, it could mean access to funding for low-carbon production technologies, stricter sustainability requirements and greater encouragement for localized supply chains," Panzeri said.

Cycling Industries Europe (CIE) supports the aims of the proposed Clean Industrial Deal. But it adds that a stronger commitment to cycling in this plan would mean "faster, more cost-effective and less resource-intensive progress toward Europe's green goals."

The CIE wants more specific measures for the cycling industry, including an investment of €100b in clean manufacturing. "Directing a fair share of these funds to bike and component manufacturers would strengthen EU-based supply chains and reduce dependency on imports," the CIE adds.

Another closely watched initiative is the Affordable Energy Action Plan. Efforts to reduce energy costs could lower production expenses for manufacturers, making European-made bicycles and components more competitive, Panzeri said.

Led by Ursula von der Leyen, the new Commission has also moved to simplify some of the EU's regulations on sustainability reporting. These have come under criticism for their complexity and the related costs.

"Omnibus regulations" published in February should take off some of the pressure from the corporate sustainability reporting directive (CSRD), the corporate sustainability due diligence directive (CSDDD) and EU Taxonomy.

The proposed adjustments either delay the reporting obligations or increase the size of companies that have to fulfill them in the initial phase. Only companies of more than 1,000 employees would have to report under the CSRD, the number of data points would be reduced and a value chain cap would protect small companies from a deluge of reporting requests. Companies would have until 2028 to comply with the CSDDD, one year later than planned, and there would be



The CIE-CONEBI expert group on sustainability.

fewer sustainability data requests from partners with under 500 employees.

"But we are advising our members not to lean back because the regulations could change again, and you should be prepared to fall in the scope in the mid-term anyway," said Anke Schäffner, chief policy and advocacy officer at ZIV, the German industry organization.

She adds that a few bicycle companies operating in the EU are large enough to have to fulfill the upcoming reporting obligations. "They can then ask their component manufacturers for the data," said Schäffner, adding that financial institutions and consumers are also increasingly interested in sustainability data.

This means that environmental standards remain highly topical for the industry. There had been talks about setting up a technical secretariat to agree on methods to measure the environmental impact of products in the bicycle industry, based on lifecycle assessments. CIE said it decided to wait because the Commission is updating the relevant regulations and its database, and there may be more funding and support from the EU when they publish the new call around the end of this year.

Yet another set of proposed changes relates to the Carbon Border Adjustment Mechanism (CBAM), to make it simpler and more effective. The threshold has been raised to 50 tons, meaning that small importers should be exempted. For those who still have to comply with obligations, that should be easier.

The legislative proposals of the last weeks will be submitted to the European Parliament and the European Council. This should lead to much discussion because some stakeholders fear that the drive to simplify will water down the EU's green project. Schäffner anticipates that the plans will be finalized with amendments after the summer.

As the co-chair of the expert group

for CSR and sustainability led by CIE and CONEBI, Schäffner is in Taipei to inform partners about European changes. The industry's interests tie

in with many other EU discussions on mobility devices, the circular economy and several others for apparel and footwear. ■ BS

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TRACKAP CONNECTS E-BIKES

FRENCH FIRM EQUIPS BICYCLES WITH TAILORED TRACKING TECH

Alexandre Luternauer was invited to spend a month at the Taiwan Tech Arena a few years ago to learn about Taiwanese technology. He's returning to Taiwan this week with Trackap, which has turned into one of the leading French players in digital solutions for electric bicycles.

"We work with component makers to ensure that bicycles are connected or connectable, so that they can be tracked in case of loss, they can be connected to your phone or assessed when there is an issue," explained Luternauer, chief operating officer of **Trackap [Hall 1 / M1411a]**. "The system also enables companies or local authorities to manage their bicycle fleet."

Luternauer created the business at the end of his studies in an incubator in Lille, France, with Gabriele Marsili, Trackap's chief technology officer. He spent the subsequent weeks in Taipei establishing contacts with manufacturers.

The French team works directly with component makers, which insert Trackap into the bicycle during assembly. The system operates with 4G, GPS and Bluetooth, connecting with a phone app and other tools.

About 25,000 bikes have been equipped with Trackap, Luternauer said. The firm already works with some well-known bike manufacturers in Europe, but over half of its sales come from other international partners. They lean on the French firm for its technology as well as ability

to create interfaces that are intuitive and culturally relevant for European dealers and end customers.

Luternauer said Trackap has built up capacity to develop solutions together with Asian manufacturers, and it's often appreciated for its flexible approach. "We have a minimum order of one," said the co-founder. "If brands are hesitant, they can test the product with a few trusted customers and work with us to customize the product. The goal is to have a connected kit off the shelf for the clients."

The brand is taking part in the Taipei Cycle Show for the first time to try and forge relationships with yet more component makers. The approach is to create "demonstrators," which enable potential partners to visualize all the available functions.

Another purpose

is to attain more brand recognition for Trackap.

The solution works with an electronic card attached to the electrical harness, and a companion app. It's often backed up by an extra battery and an alarm hidden in the bicycle, to make sure the tracking function continues to work if thieves remove the main battery.

Trackap has turned up in Taipei with a new interface for dealers to quickly diagnose issues with e-bike motors. Another novelty is a beacon that can be used as a key ring, for owners to start their e-bike as they approach, and to make sure it's switched off as they walk away.

Unlike some other suppliers, Trackap provides both hardware and software.

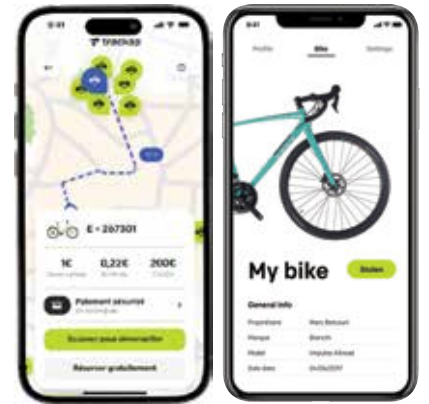
As Luternauer explains, this means it can also integrate its software with electronic cards from other suppliers. ■ **BS**



The Trackap hardware.



Alexandre Luternauer and Gabriele Marsili



Tracking with Trackap.

RUDY PROJECT

THE ITALIAN BRAND GAINS WATTS WITH SMART HELMET DESIGN

With its integrated lens and streamlined design, the Wingdream by Rudy Project could double as an accessory in a slick science fiction movie. The new futuristic helmet from Rudy Project targets triathletes and time trial specialists who want to optimize air penetration.

According to Simone Barbazza, marketing manager of **Rudy Project [Hall 1/K0331]**, the Italian company spent nearly three years working on a design that considers the rider and their bike as a single entity. The aim was to direct the air flow so that it would ensure consistent aerodynamic performance, even in strong crosswinds.

"We started from studies around the shoulders, and we came up with the idea to create a straight flow from the head to the shoulders," Barbazza explained.

Rudy Project's wind tunnel tests found that the Wingdream could help riders save more than one minute over the 180 kms of an Ironman event – compared with its predecessor, the Wing time trial helmet. Compared with a "traditional" road helmet, Rudy Project quantified the potential gain at 306 seconds over the same distance at a constant power output of 200W.



Rudy Project's Wingdream is now reality.

Other tests were conducted around air flow in the helmet. "We needed to place ventilation strategically, so it has a very low effect on aerodynamics but good effect to keep the head cool," Barbazza explained. Even more tests were performed to check linear and rotational impacts.

Taipei Cycle is the first trade show where the Wingdream is on full display. It was launched a few weeks ago, after extensive development and tests in partnership with Team Bahrain Victorious.

Another novelty shown by Rudy Project's distributor IKS Action Eyewear is the Astral Sphere.

These snazzy glasses use a wraparound spherical lens for a wide view, with photochromic or polarized lenses. Rudy Project said the lightweight, durable and versatile Astral Sphere is suitable for a range of sports.

Such projects lean on



The Wingdream in action.

about four decades of insights by Rudy Project, which was launched in Treviso in 1985 by Rudy Barbazza, father of Simone and Cristiano, who is now the company's CEO.

Simone Barbazza explains that the company's purpose is to work on performance around the athlete's head. It started off with sports eyewear and later added helmets. While glasses are made in the Veneto region, helmets are assembled in China.

This work includes the Ride to Zero project, with initiatives to reduce Rudy Project's environmental impact. It's working on the use of recycled and sustainable materials, reducing emissions in all production and logistical phases, and supporting global initiatives for environmental protection. Rudy Project's eyewear frames use Rilsan, a high-performance polymer produced from castor oil. ■ **BS**

L-TWOO

THE DRIVETRAIN SUPPLIER REFINES AND EXPANDS ITS LINE

China's L-Twoo launches its first electronic drivetrain for mountain bikes and looks to expand into the e-bike, utility and triathlon segments.

When SRAM moved its China-based operations from Zhuhai City in Guangdong Province to Kunshan close to Shanghai in 2013, mechanical engineer Liu Chungsheng decided not to follow suit and instead quit his job so he and his family could stay in Zhuhai. This marked the beginning of **L-Twoo [Hall 1 / M0504]** as one of China's most prominent suppliers of drivetrain components. Over the past 12 years the company has grown to become a big player on China's domestic market, but it aims to open up additional markets and find OE customers as well. So far, its flagship products have been firmly positioned in sports-oriented segments, including the eTX electronic one-by MTB drivetrain that can be set to work with 10 to 12 gears. The clutch-equipped rear derailleur is said to change gears in as little as 100 to 150 milliseconds.

L-Twoo has launched two other electronic drivetrains in past years: The electronic eRX drivetrain for road bikes and the eGR groupset for gravel bikes. Both are designed to work with cassettes with 10 to 12 gears, and an app available for both Android and iOS

facilitates the initial set-up, adjustment and fine-tuning. With the main battery sitting in the seat post and the levers and shifters run by cell batteries communicating by Bluetooth, L-Twoo's eGR is a semi-wireless system, marking a milestone for L-Twoo as it was the company's first full groupset rather than just a drivetrain. Thus, it also includes hydraulic disc brakes designed to fit the flat mount standard and rotors ranging from 140 mm to 180 mm in diameter.

This year L-Twoo expands its business into e-drive systems for e-bikes. With a weight of just 1.38kg and a maximum efficiency of 85 percent, its compact rear hub motor aims at the light-support segment. Thanks to its slim shape, the battery easily fits in the frame's downtube, and the low noise level of the motor also helps to hide the electric support and make for lightweight e-bikes that look like conventional bicycles. Another interesting new product marks L-Twoo's first real foray into the utility segment. The novel 5-speed internal gear hubs are built for durability and to shift well in combination with mid-motors.



Founder Liu Chungsheng is the mastermind behind many of L-Twoo's products.



The headquarters of L-Twoo are located in the city of Zhuhai.

Apart from a mechanical version with a twist shifter, L-Twoo also offers an electronic version with a matching, compact thumb shifter.

But there's more: With the new eTT groupset, L-Twoo takes aim at the triathlon and time trial market. To match state-of-the-art framesets,

this groupset combines hydraulic disc brakes and semi-wireless electronic shifting with a central battery unit feeding both front and rear derailleur. The shifters put control over the entire drivetrains in both of your hands and the brake levers have been designed to be convertible. ■ LVR



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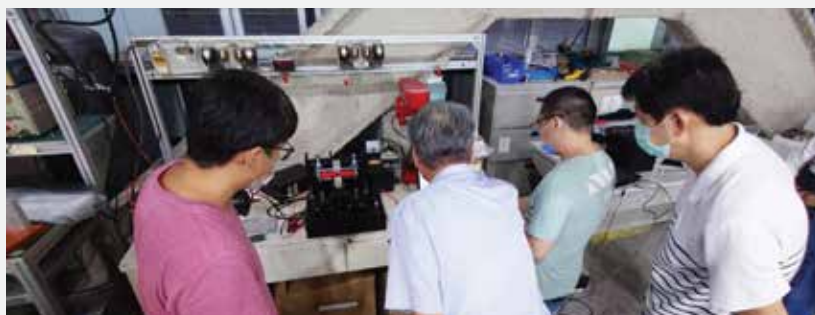
Since its founding in 2009, Velorooft Electronic Co., Ltd. has been at the forefront of e-bike technology, specializing in battery management systems (BMS) and electric bicycle controllers. The Show Daily spoke with Product Manager & Sales Manager Eric Mai about what's next.

For more than two decades, the e-bike has been the driving force of the bicycle industry. While leading motor manufacturers and bicycle brands often take the spotlight in this electrification movement, many hidden champions operate behind the scenes. One of them is **Velorooft Electronic [Hall 2 / R0610]**. "We are a technology-driven company specializing in the development of hardware and software solutions for electric bicycle controllers and battery management systems. As one of the few companies in Taiwan with expertise in both electric bicycle controllers and battery systems, Velorooft possesses full 0-to-1 development capabilities, enabling us to create comprehensive and customized solutions for our customers," explains Mai of the Taipei-based firm.

Indeed, Velorooft's expertise spans a wide range of smart energy solutions for e-bikes, energy storage, and industrial applications. The company develops customized battery management systems, motor controllers

and integrated power solutions that enhance the performance, efficiency and safety of electric bicycles. In addition to e-bike power systems, Velorooft provides backup battery units (BBU), uninterruptible power supply (UPS) systems, and energy storage solutions (ESS) for large-scale industrial and data center applications. "Beyond product development, we support our customers with system integration, regulatory certification and after-sales service, ensuring a seamless experience from design to implementation," Mai adds.

Velorooft's global reach extends to Taiwan, Europe and Japan, where the company collaborates with a diverse range of clients, from e-bike manufacturers and bicycle assembly plants to trading companies and industrial partners. According to Mai, the company has built strong relationships with OEMs and system integrators. "Our expertise allows us to support both established manufacturers and emerging brands, delivering solutions that align with regional regulations and performance



Velorooft is an electronics specialist with a high expertise in battery management systems (BMS) and electric bicycle controllers.

demands," he says. With Europe being a key market for e-cargo and city e-bikes, Velorooft continues to expand its footprint by customizing power solutions to meet specific local needs.

At Taipei Cycle 2025, Velorooft is showcasing its latest advancements in e-bike power solutions. The company is focusing on three core innovations: next-generation e-bike controllers with AI integration, AI-powered BMS solutions for BBU, UPS, and ESS

applications in large-scale data centers and USB-PD integrated battery packs. "We want to demonstrate how our technology is shaping the next generation of e-bike power systems," says Mai who also aims to connect with e-bike brands, OEMs, and assembly plant managers looking for power solutions. "Our goal is to shape the future of e-bike power systems with intelligent, high-performance solutions," Mai emphasizes. ■ **WMS**

WOHO BIKE

TAIWAN'S BIKEPACKING PIONEER GROWS ITS PRODUCT LINE

While the gravel bike category is experiencing a sustained boom in North America and Europe, growth in Taiwan is comparatively slow. WOHO Bike, a company based in Taipei, aims to change that.

Numerous Taiwanese companies have recently introduced gravel innovations or are doing so at this year's Taipei Cycle Show. Nevertheless, the huge gravel trend, which is clearly visible at international expos such as Velofollies in Belgium, Cyclingworld Europe and Eurobike in Germany, is nowhere to be seen at the Taipei Cycle Show. **WOHO Bike [Hall 1 / N0001]** is one of the few notable exceptions.

WOHO Bike was founded in 2008 out of a passion for adventure cycling, as General Manager Samuel Chang explains. "WOHO Bike is driven by a diverse team of MTB, road and touring enthusiasts. Our mixed riding experiences spark fresh ideas, and being based in Taiwan—the perfect place to turn ideas into reality—defines the essence of WOHO Bike," he says, adding that "from its inception, the company's mission has been clear: to develop lightweight, durable, and modular bikepacking equipment that enhances the riding experience."

WOHO Bike's product portfolio reflects its commitment to adventure cycling, offering saddlebags, frame bags, handlebar bags and toptube bags under the "XTouring" series, designed to be lightweight, durable, and waterproof.

The "Double Ace Ti" gravel bike is a titanium frame model built for endurance and rough terrain. The company also develops components like the "Anti-Sway Stabilizer," which minimizes movement in loaded setups, and modular handlebar systems for increased versatility.

Despite Taiwan's gravel bike market being relatively small, WOHO has found significant success internationally. The company's primary customer base includes adventure cyclists, endurance riders and bikepacking enthusiasts across Europe, North America and Asia. While exact distribution figures remain fluid, approximately 35 percent of WOHO's sales come from Europe, 30 percent from North America and 30 percent from Asia. The brand's ability to cater to diverse cycling cultures highlights its adaptability and commitment to meeting the needs of different rider segments.

"At Taipei Cycle, we will be showcasing a new handlebar system that aims to enhance the bikepacking experience by providing greater versatility and durability," Chang says. Additionally, the WOHO Bike team views Taipei Cycle as a key platform for business expansion. "Our main objectives include expanding



WOHO Bike products were showcased at Taipei Cycle 2023 and 2024. (Photo: Werner Müller-Schell)

into new markets, strengthening relationships with existing partners, and showcasing our latest innovations to a broader audience," Chang notes. The brand is particularly keen to connect with distributors in Europe, where demand for bikepacking gear has surged in the post-pandemic era.

"Our long-term goal is to continue pushing the boundaries of bikepacking gear innovation while expanding our

global presence. We aim to become a leading name in the industry, offering products that empower cyclists to explore the world with confidence," Chang says, emphasizing that while Taiwan's gravel bike market remains niche, WOHO Bike is proving that innovation and a global outlook can bridge the gap between local cycling culture and the international bikepacking boom. ■ **WMS**

HUMPERT PUSHES OE ERGOTEC MELTS CRAFTSMANSHIP AND CUSTOMIZATION

Humpert aims to grow Ergotec's OE business, banking on its German-made pedigree and a high degree of customization.

Founded in 1918 in Germany's industrial heartland known as the Ruhr Valley, **Humpert [Hall 1, I0810]** has become a well-reputed specialist for quality bicycle parts. From handlebars as its core product, the company has extended its offerings to stems, pedals, saddles and seat posts, including a dropper variety. More than a century into its existence, the company currently counts a staff of about 100 and has been under the 4th-generation leadership of Wilhelm and Ralf Humpert since 1998. The current annual production capacity for handlebars alone stands at more than 2 million units. Skilled craftsmanship is at the core of the company that still operates from the same town of Wickede, where it started. With its Ergotec brand, Humpert has been focusing on ergonomics and safety.

Humpert has developed its own Safety Level system that is based on expected dynamic loads and resulting forces when in use, taking the weight of the rider and pannier bags into account and relying on stringent in-house testing. This strong emphasis on safety has paid dividends for Ergotec as electrification and trends such as cargo bikes have



Fourth-generation leaders Wilhelm (left) and Ralf Humpert with Dennis Humpert (center) as the Business Development Manager, representing the 5th generation.

caused the weight of bicycles go up significantly. To further grow its appeal to product managers and its OE business, Humpert has launched its "Customized Platform by Ergotec" at last year's Taichung Bike Week and now aims to follow up on the initial push at this year's Taipei Cycle Show. This platform builds on proven elements such as in-house state-of-the-art testing and production facilities that have seen constant investments and updates in recent years.

With Humpert's Asia office located in downtown Taipei, this supplier also has a solid sourcing and quality



To remain competitive on the global market Humpert has been investing substantially in automation.

control interface in place and can offer logistics solutions needed for just-in-time deliveries. Humpert Asia also is in charge of distribution activities outside of Europe. Ergotec's catalogue features complex products, such as stems with an adjustable angle and a neatly integrated cradle for Bosch's compact Kiox display. This is just one example for what Humpert's experienced R&D project team, which operates from a separate office near Stuttgart, can achieve in close cooperation with partners.

As more companies are working on detailed sustainability reports as part of their ESG-related efforts, Humpert



Humpert heavily relies on stringent in-house testing for its proprietary Safety Level system.

has been assessing the carbon footprint for all Ergotec products made in Germany to find ways for further improvements. A prime example for this is the phasing-out of Chrome 6 in the company's galvanizing department used for chrome-plating of steel parts. In close cooperation with a leading expert for galvanizing processes, Humpert found a way to replace this carcinogenic substance in 2018 with Chrome 3, which works just as reliably. Last November, Humpert published its first comprehensive sustainability report that shows both impressive achievements and ambitious goals for the future. ■ **LvR**

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FOUR BRUTAL TRUTHS OF THE U.S. BICYCLE MARKET

TARIFFS, SAFETY, REGULATION AND TRADE STAND TO STYMIE GROWTH IN '25

The American bicycle and e-bike market faces another tough road in 2025, coming off a difficult 2024 when all channels of trade struggled in the post-pandemic retail landscape.



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The COVID-driven changes in the American consumer's buying habits resulted in reduced foot-traffic at bike shops, high inventory and the impact of Section 301 punitive tariffs imposed on imports from China. In addition, American brands and large retailers have found it very difficult to de-couple from Chinese sourcing, and by the end of 2024 87 percent of all U.S. bicycle and e-bike imports originated in China, despite the punitive tariff.

On February 4th of this year, the new administration in Washington D.C. imposed an additional 10 percent import tariff on bicycles and e-bikes originating in China, then announced an additional 10 percent a month later. There is also the threat of reciprocal tariffs on or about April 4.

Whether any or all of the threatened tariffs actually happen is part of

the uncertainty that hangs over the American bicycle business

This is the first of the four Brutal Truths: Tariffs, Safety, Regulation and Trade the bicycle industry will be facing in the American market in 2025.

Tariffs

Tariffs have left the American bicycle business without needed protection, care or support. In other words, our industry has been abandoned by our politicians. Import tariffs are taxes paid by the importer of record, and they are part of the cost of products used to calculate the retail price paid by consumers. Re-shoring U.S. bicycle manufacturing is only going to happen if the U.S. bicycle business joins forces to lobby the U.S. government at the federal, state and local levels to provide low interest loans, tax forgiveness and wave

import tariffs on componentry for five to 10 years to make it financially attractive. That's the only way for the people that know how to make it happen to invest in the U.S. and are reasonably assured of a financial payback.

Safety

Safety was a solid mainstay of the American bicycle business before 2000. Bike shops conducted safe riding courses and bicycle companies produced or provided funding for production of bicycle safety training and education films from studios like Disney. After 2000, when the American industry made the decision to focus on and promote bicycling as a sport, general rider safety has not been a priority, nor has it been considered a marketing or promotional asset. The Brutal Truth: In this vacuum, bicycle and e-bike rider and related

pedestrian safety has become a highly visible issue in many communities and is too often cited as a reason consumers are no longer riding bicycles or e-bikes. Young riders ignoring speed limits, common courtesy and the rules of the road has resulted in a backlash against bicycle and e-bikes and the retailers that sell them—and that is only the on-road part of the safety problem. While bicycling facilities are certainly part of the solution, they do not represent a magic bullet that can replace a solid safety platform that includes education, common sense regulation and meaningful and practical enforcement of courteous, safe riding practices. The U.S. bicycle business has a large opportunity to bring back a solid safety platform that can be marketed and promoted to reassure consumers that bicycle and e-bike riding is a safe means

BOOM AND BUST

During the first and only American Bicycle Boom between 1971 and 1974, the Taiwanese bicycle manufacturing industry was born when West Coast Cycle went to Taiwan searching for competitively priced replacements for Japanese OEMs.

After the bicycle boom ended in 1975, Schwinn Bicycle Company looked to Taiwan to replace Japanese OEMs and started working with the newly founded Giant Bicycle Company, introducing that company to the first of the Brutal Truths when Schwinn's unfounded distrust of labor unions started an era that saw the end of all U.S. domestic bicycle manufacturing by 1995.

Over the next three decades, the United States became import-dependent and the primary source country migrated from Taiwan to mainland China, starting a new era of Taiwan

owning or controlling the majority of China's bicycle-related export business.

During the first Trump Administration (2016-2020), Section 301 punitive tariffs were imposed and some bicycle manufacturing was shifted to Vietnam, Cambodia and other Asian countries, with Taiwan maintaining a high percentage of ownership and control and a dependency on Chinese-sourced componentry and subassemblies.

The e-bike was introduced to the U.S. market in the early 2000s and by 2013 estimated import quantities were over 100,000 units. By 2021 the COVID pandemic era descended like a dark cloud and 19,903,557 pedal-only bicycles and an estimated 804,000 e-bikes were imported into the U.S. market from primarily China and Taiwan, along with quantities from elsewhere in Asia for a grand total of an estimated 20.1 million bicycles and

e-bikes imported in one year.

This pandemic era was what some pundits called the second bike boom. But by 2022 the estimated grand total for all bicycle and e-bike imports had declined to 14 million units because inventories held by brands and retailers had ballooned and were choking distribution channels as the pandemic era was winding down.

By 2023 the post-pandemic era started, and the inventory shake out in the bicycle and e-bike business in the U.S. evolved into a price-war to move inventory clogging up all distribution channels. The grand total that year was an estimated 10.4 million bicycle and e-bike imports.

2024 was considered post-pandemic and all channels of trade struggled with the COVID-driven changes in the American consumer's buying habits, resulting in reduced foot traffic and

shopping at bike shops, alarmingly high and aging inventory and the final impact of 25 percent Section 301 punitive tariffs imposed on imports from China. That was on top of the regular 5.5- to 11-percent tariffs on bicycles depending wheel size and "0" on e-bikes. The American brands had found it very difficult to de-couple from Chinese sourcing and by the end of the year 87 percent of all U.S. bicycle and e-bike imports originated in China.

The post-pandemic era continues into 2025, along with the second Trump Administration in Washington D.C., which imposed an additional 10-percent import tariff on bicycles and e-bikes originating in China, with and additional 10 percent expected. This is the first of the four Brutal Truths the Taiwanese bicycle industry will be facing in the post-pandemic era in the American market in 2025.

of fitness, recreation, and practical transportation.

Regulation

Regulation of bicycles and e-bikes is as important as safety. The mandatory federal bicycle safety regulation is desperately in need of updating, and e-bikes have introduced a whole new category of heavier and technologically more sophisticated electrically powered e-bikes and batteries that require regulation. The product regulations required to consistently and reliably bring safe e-bike products to the public are much more technologically complex because of the lithium-ion batteries used as the power source and the electronics that are employed. On December 15, 2022 ANSI and UL published UL 2849 for e-bike's and UL 2271 for lithium-ion batteries for e-bikes. Both voluntary standards were developed by a committee that included the bicycle industry. Both UL 2849 and UL 2271 have been recommended by the U.S. Consumer Product Safety Commission (CPSC) for voluntary industry compliance until CPSC publishes a mandatory federal regulation. The Brutal Truth is the opportunity for uniform regulation by way of a U.S. industry voluntary standard or complete political support for UL 2849 and UL 2271 has been compromised by lobbying efforts to follow the path of least resistance. This has resulted in conflicting local ordinances and state laws that create a potential problem for retailers and brands going forward.

Trade

Trade is the last of the four Brutal Truths. The decision-making for the global bicycle industry has been

consolidated in Europe and Asia. The American bicycle-e-bike market has been relegated to third-world status: a consumer market with no manufacturing and dependent on imports with no real voice in its future.

The four Brutal Truths are intertwined, and Trade is bound to Tariffs. As we have already seen, imposition of tariffs drives up the landed cost of goods, resulting in inflationary retail pricing that will drive down overall market consumption.

At Human Powered Solutions, we are concerned that 2024 is the leading edge of the U.S. bicycle-e-bike market being stuck at 12 million or less total unit imports, resulting in the lowest apparent market consumption in decades. That will also continue to drive down average unit values just as the inventory glut is cleared out of the distribution pipelines. **Jay Townley, Partner and Resident Futurist, Human Powered Solutions**



SUCCESS ELECTRICAL JACKAL'S FAST LANE TO E-BIKES

With a background in chip design, Jackal Wen is not your typical bicycle industry manager.

He first encountered e-bikes when he worked with a supplier of cables and connectors. Due to the technical nature of e-bikes Wen saw the need to coordinate the efforts of suppliers of motors, batteries, HMIs and software solutions in order to get the best results, leading him to found Success Electrical Technology and now Yep Electrical Technology.

As an e-bike and pedelec solution provider, Wen specializes in connecting China-based component suppliers with brands who want to develop e-bikes. At Taipei Cycle some of his customers are exhibiting side by side, such as motor supplier **Lofandi [at Yun Ray, Hall 2 / R0208]**, battery maker **LN Energy [at RPC, Hall 2 / R0210]** and IoT software provider **Cloud Drive [Hall 2, R0211a]** that also produces controllers and sensors for torque and speed.

Wen says he has been involved in the development of e-bikes from around 20 brands exhibiting at Taipei Cycle. Wen sees theft as a big issue, and hence a demand for tracking. "Since tracking solutions



Jackal Wen (left) and Cloud Drive's owner Jim Jin pose at Cloud Drive's booth in hall 2.

based on eSim cards create costs, an Airtag-style solution is cheaper. I have helped **Take-e [at CT Green Tech, Hall 1 / I0122]** develop a solution that is being launched at Taipei Cycle." ■ LVR



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VIETNAM OVERVIEW**TAIWAN'S BICYCLE INDUSTRY DEEPENS COMMITMENT TO VIETNAM**

Due to high salaries and a lack of blue-collar factory workers, Taiwan's bicycle industry has been moving the bulk of its production abroad for 25 years. As China has lost much of its appeal, Vietnam has become a new hot spot to build bicycles. The Show Daily traveled there to have a look at some of the investments.



Multiple gravity casting stations have been installed in A-Forge's Vietnamese factory.



A rendering of Astro Tech's new factory set to start production in 2026.

In a bid to improve their margins, profits and competitiveness, globally operating industries are constantly weighing their options on where to produce. Political stability, the availability of blue-collar workers and plots of land on which to build factories, traffic and power infrastructure, salary levels and tariffs for exported goods are all key factors to take into consideration. Due to the relative geographical proximity and the familiarity with migrant workers from that country, Vietnam became a focus for Taiwanese manufacturers early on. Around the turn of the millennium companies such as Asama, Dragon Bicycles (a subsidiary of MT Racing), **Astro Tech [Hall 1 / N0802]**, **Alhonga [Hall 1 / J0330]** and **DDK Group [Hall 1 / J0308]** followed the example of pioneering assembly specialist **Strongman [Hall 1 / N0816]** and set up factories in the north of Ho Chi Minh City.

This first push for investments from Taiwanese companies in Vietnam continued well into 2005, but the EU's decision to enact anti-dumping tariffs on made-in-Vietnam bicycles for five years put a serious spanner in the works starting in 2006. Just when those tariffs were dropped and investments were starting to pick up again, a number of Taiwanese-owned factories were torched in anti-Chinese riots that shook Vietnam in May 2014. But the tide started to turn in Vietnam's favor again soon after, as first the United States and then the European Union granted very favorable tariffs on bicycle exports, representing two key export markets for quality bicycles. These tariffs were more favorable than those imposed on exports from China and still a bit lower than when exporting straight from Taiwan.

To shorten distances and speed up lead times, more Taiwanese companies such as **SR Suntour [Hall 1 /**



Velo's CEO Ann Chen in front of the saddle maker's Vietnam factory.

K0515], **A-Pro [Hall 1 / I0610]** and **Kalloy Industrial [Hall 1 / J0130]** decided to set up shop in Binh Duong province, as did **KTM Fahrrad [Hall 1 / L0828]**. The Covid-induced peak in demand for bicycles further added to the capital Taiwanese companies were investing in Vietnam, but closed borders, strict quarantine rules and increasing red tape slowed down more recent investments from the likes of **Velo Enterprise [Hall 1 / J0618]** and **A-Forge [Hall 2 / S1012]**. Both factories were still under construction or setting up machinery when the Show Daily visited Vietnam on a research trip in March 2024. As demand still was low by then, the delays were not as big of a deal as in times when parts are rare and lead times are high.

"Since last year our production has gradually got on track and started producing on a larger scale," Velo Enterprise's CEO Ann Chen explains. "Velo has gradually transferred the production to Velo Vietnam for Southeast Asia assembly demands."



Yarn specialist Formosa Taffeta is running not one, but two factories in the South of Vietnam.

As for A-Forge, the construction of a second factory hall got finished in late 2024 on a plot of land measuring 24,000 square meters in the Vietnam Singapore Industrial Park IIA. According to Kenith Chang, who's responsible for planning and coordinating this investment as A-Forge Vietnam's general manager, an impressive array of additional machines has been installed: "While the machinery in the first hall is more tailored for manipulating and shaping alloy tubes, the second hall will mainly be used for gravity casting, involving larger tooling, machinery and workpieces."

Rather than just waiting for the situation to improve, Astro Tech has decided to make the best of the current situation with low demand and forge ahead with the construction of a new factory that is set to replace its original, 25-year-old frame production facility. "Covering a total area of 42,000 square meters, Astro Tech's new facility in Vietnam has been planned based on ESG principles, featuring plenty of solar panels on its roofs and state-of-the-art automated equipment integrated with MES, ERP and QCS



Vietnam has no shortage of work force and DDK Group makes good use of that.

systems", Samuel Hu explains. Mass production in Astro Tech's new plant is due to begin in the second half of 2026. The production capacity for aluminum frames, carbon fiber frames and painting is ready to be expanded to meet anticipated market demands during a recovery.

As a response to the growing demand for EUR1 trade agreements from European buyers, Astro Tech is actively cultivating a robust network of reliable local suppliers to strengthen supply chain resilience and boost localized production capabilities. The fact that large Taiwanese companies such as **Giant Manufacturing [Hall 1 / M0820]** and **Fritz Jou Manufacturing [Hall 1 / M0520]** have been investing heavily in Vietnam as of late adds to this momentum. Due to their size and peer-like status within Taiwan's bicycle industry, these moves are likely to further amplify the dynamics of investing in Southern Vietnam. Do not be surprised by news of more component, parts and frame suppliers announcing substantial investments to get the supply chain in Vietnam ready so it can react swiftly to any pending

PERFORMANCE

RIM

R301-C30CL RACE DISC

<i>Rim Material</i>	Carbon Fiber , High Toughness Resin System
<i>Rim Construction</i>	Clincher , Tubeless Ready
<i>Rim Size</i>	700c
<i>Rim Width</i>	Internal 22mm External 29 mm
<i>Rim Depth</i>	30 mm
<i>Rim Weight</i>	392g (24H)
<i>Hole Count</i>	24
<i>Tire Pressure</i>	110 psi
<i>Wheel weight</i>	(F)682g

G301-C30HL GRAVEL DISC

<i>Rim Material</i>	Carbon Fiber , High Toughness Resin System
<i>Rim Construction</i>	Hookless , Tubeless Ready
<i>Rim Size</i>	700c
<i>Rim Width</i>	Internal 23 mm / External 29 mm
<i>Rim Depth</i>	30 mm
<i>Rim Weight</i>	411g (24H)
<i>Hole Count</i>	24 / 28
<i>Tire Pressure</i>	75 psi
<i>Wheel weight</i>	(R)784g

M601-C36HL AM

<i>Rim Material</i>	Carbon Fiber , High Toughness Resin System
<i>Rim Construction</i>	Hookless , Tubeless Ready
<i>Rim Size</i>	29"
<i>Rim Width</i>	Internal 30 mm / External 36 mm
<i>Rim Depth</i>	26 mm
<i>Rim Weight</i>	445g (32H)
<i>Hole Count</i>	28 / 32
<i>Tire Pressure</i>	50 psi
<i>Wheel weight</i>	(F)727g

Booth No. : I 0610



OVERVIEW: DRIVETRAIN COMPONENTS**FROM NICHE BRANDS TO BIG NAMES, DRIVETRAIN DEVELOPMENTS ABOUND**

While the push toward electronic drivetrains continues, there still is plenty of demand for mechanical drivetrains. And, of course, the ongoing electrification of bicycles and gravel bikes are two major trends reflected in new drivetrain products on display at this year's Taipei Cycle Show.



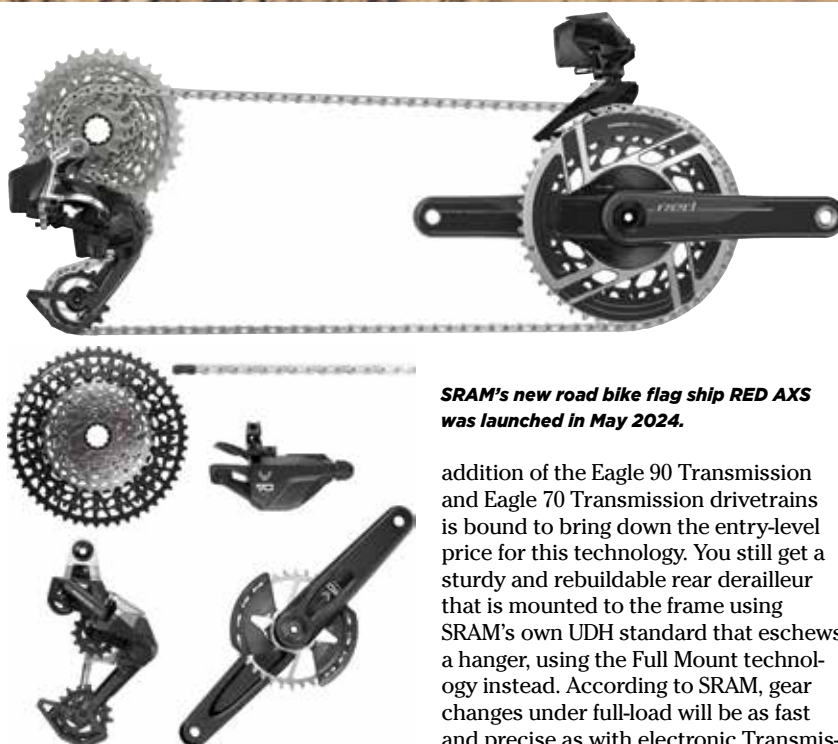
One of the big trends in drivetrains has been the ongoing conversion from cable-actuated mechanics to wireless electronics. Sure, the gear changes are impressively effortless and fast. But more importantly this renders shifting cables as a wear and tear part on a bicycle obsolete, facilitates a clean integration of cockpits and speeds up the assembly of bicycles on an industrial scale. The downside of course is the cost, as this technology typically still is limited to upper price segments. Even so, a sizable number of new electronic drivetrains are on display at this year's show.

Because of the cost barrier associated with electronics, there still remains plenty of market volume for good old mechanical drivetrain solutions, and reasons to innovate in this field and trickle down some of the features of the top-tier groupsets to lower price points. Another trend has been the optimization of drivetrain components for e-drive systems. This can range from reducing the number of gears and relying on longer-lasting but heavier cassettes, to sophisticated electronic drivetrains that synchronize

gear changes with the amount of support dished out by the e-drive system. The features of Bosch eDrive System's e-shift function or Shimano's Auto and Free Shift options are examples.

Gravel bikes have been one of the few segments that have been relatively unaffected by the slump in demand. So, seeing some fresh drivetrain solutions for this segment does not come as a surprise. More surprising is that these new drivetrains are not only from SRAM and Shimano but also from TRP as a relatively new player in this field. And while cranks may only be one part of a drivetrain, the OE market has seen a clear shift toward shorter crank-arms. While the main reason for this with eMTBs is ground clearance, advanced sports ergonomics come into play with road bikes.

With its new factory under construction in Taichung's Tanzi district, **SRAM [Hall 1 / M0612]** has put a serious bet on Taiwan to manufacture most of its components. The big news at this year's Taipei Cycle Show is the launch of mechanical versions of the company's novel, hugely successful Transmission drivetrains for mountain bikes. The



SRAM's new road bike flag ship RED AXS was launched in May 2024.

SRAM brings its Transmission technology to lower price levels with mechanical Eagle drivetrains.

addition of the Eagle 90 Transmission and Eagle 70 Transmission drivetrains is bound to bring down the entry-level price for this technology. You still get a sturdy and rebuildable rear derailleur that is mounted to the frame using SRAM's own UDH standard that eschews a hanger, using the Full Mount technology instead. According to SRAM, gear changes under full-load will be as fast and precise as with electronic Transmission drivetrains, with the mounting and initial set-up being almost as simple.

SRAM's big news for dropbar bikes



As the brand's top gravel offering, Shimano's GRX825 Di2 now shifts electronically.

is the latest iteration of the electronic RED AXS groupset. This has seen a lot of improvements, starting with refined ergonomics of the hoods and the shift and brake levers. Both the front and the rear derailleur have been reworked for enhanced shifting performance, and the lighter carbon crankset comes with an integrated power meter. To further feed data-hungry cycling enthusiasts, SRAM has also advanced the integration of the Hammerhead head unit to log everything from routes to power output and gear selection. The brakes set a new standard for disc brakes on road bikes, putting impressive power and fine modulation at your fingertips. Weighing in at 2,496 grams for the two-by version, the new RED AXS is the lightest electronic groupset currently in the market.

About three months after the RED AXS introduction, SRAM launched the RED XPLR AXS as its new flagship wireless groupset for gravel bikes. Since the rear derailleur has been modified to fit UDH dropouts using the Full Mount interface, it is well protected in case of a crash. The omission of a derailleur hanger also adds to the speed and precision of gear changes while the new thread-mount chainrings with integrated power meter help shed some weight. The biggest novelty of the RED XPLR AXS is that its cassette covers an impressive range of 460 percent—or from 10 teeth to 46 teeth—and is SRAM's first-ever cassette with 13 speeds rather than 12. Of course gravel bike riders also get to enjoy the increased power and fine modulation of the new disc brakes, making for a truly performing package.

As the other major supplier of bicycle components, Shimano [Hall 1, M0812] has also launched an electronic version of its top-tier gravel groupset with the GRX 825 Di2. The latest generation of Shimano's Di2 technology is a semi-wireless system, relying on a central battery connected to the front and rear derailleur and small CR1632 cell batteries in the shift and brake levers. The shape of these levers has been optimized for the use of flared handlebars typical on gravel bikes, with the larger hoods offering

a safer grip in bumpy sections. To create additional space for wide tires, Shimano has moved the chainline of the crankset 2.5 mm outboard. For maximum bandwidth, the Japanese component maker sticks to a two-by set up with a front derailleur.

Shimano has also released a selection of dropbar options for value-oriented builds. These shift and brake levers are designed to work with brakes and derailleurs from the CUES and ESSA groupsets, respectively. The more upscale CUES option works with 10- or 11-speed drivetrains and hydraulic disc brakes. It includes a double-chaining crankset with proper gravel gearing and a matching front derailleur, with an 11-speed one-by option added for good measure. A more value-oriented version works with 9- or 10-speed drivetrains. And there is an even more affordable option that works with 8-speed ESSA derailleurs. Lastly, Shimano has released a short-cage CUES rear derailleur with a friction damper for 20-inch-wheeled kids bikes.

In March 2023, TRP [Hall 1 / K0108] launched its second drivetrain generation for mountain bikes, boldly positioning its mechanical EVO 12 drivetrain in the premium segment. In Summer 2024, TRP doubled down with two new drivetrains launched at Eurobike. For eMTBs, TRP presented the E.A.S.I. A12 as a semi-wireless 12-speed drivetrain. Thanks to the cooperation with Bosch eBike Systems, the E.A.S.I. A12 is the first premium derailleur-based drivetrain that can make use of the e-shift mode and change gears automatically. Thus, the rider can keep a consistent cadence and focus entirely on braking and picking lines rather than changing to the right gear. Of course, you also can shift through the 12 gears manually.

As a one-by solution for dropbar bikes offered with matching chainrings and cassettes for road bikes and gravel bikes, the Vistar is TRP's wireless electronic drivetrain. It relies on the Bluetooth protocol and changes gears smoothly and quickly with minimal effort. Since only one of the two shift paddles is textured, they are easy to



TRP's E.A.S.I. A12 drivetrain is the first 12-speed derailleur-based drivetrain to work with Bosch's eShift function.

distinguish, with the brake and shift levers offering proper comfort and ergonomics. While TRP decided to develop a one-by drivetrain only, you can double the gears by combining the Vistar drivetrain with Classified's Powershift rear hub. This opens up the Quantum Shift mode, making the derailleur and planetary hub work in unison to offer 16 evenly spaced gears (15 in the gravel set-up) controlled by the right hand only.

China's prime drivetrain manufacturer L-Two [Hall 1 / M0504] has been expanding its offerings into hydraulic disc brakes as of late and has been gradually electrifying its line-up. Following the eRX and more affordable eR9 drivetrains for road bikes, the company has launched the eGR for gravel bikes and now here at the show launches the eTX as its first electronic drivetrain for mountain bikes. Capable of handling cassettes with up to 46 or 52 teeth depending on cage length, the rear derailleur of the



With the wireless, one-by Vistar TRP has launched a first drivetrain for road bikes and gravel bikes.

eTX can be configured by app to work with cassettes with 10 to 12 speeds. It also comes with a clutch mechanism to keep the chain under tension and from derailing. As for the lever, L-Two relies on a compact thumb shift lever.

With its sturdy, novel 5-speed internal gear hubs, L-Two also shows ambitions to enter the OE market for utility bikes. With a total gear ratio of 230 percent, the FX hub has been designed for urban e-bikes with classic bicycle chains and belt drives alike. A four-bolt pattern is used to mount the disc rotor. The electronic version of the new internal gear hub can be



When opting for the shortest cage, Shimano's CUES derailleur offers plenty of ground clearance on kids' bikes.



L-Two launches the eTX as its first electronic drivetrain for mountain bikes.



With this 5-speed internal gear hub, L-Two is taking aim at the utility segment.



Wheeltop's new EDS OX 2.0 derailleur can be set up to shift cassettes with 7 to 14 speeds.



Built with longevity in mind, the U-Series drivetrains of SunRace are a good choice for e-bikes.

tuned to work in sync with an e-drive system and relies on a thumb shift lever whereas the mechanical version works with a twist shifter. L-Twoo also has a keen eye on niche markets and therefore has developed the eTT groupset. Built around an electronic drivetrain and hydraulic brakes, the eTT has been designed to improve the ergonomics on TT and triathlon bikes.

Chinese drivetrain maker **Wheeltop [Hall 1 / N1310]** made headlines at last year's Taichung Bike Week when it announced its investment in Spanish brand Rotor Components. Accordingly, Wheeltop will soon be able to upgrade its crankset offerings and include power meter options. The big news at Taipei Cycle Show however is the EDS OX 2.0 Wireless drivetrain for mountain bikes, consisting of a rear derailleur with an integrated damper and a built-in 800mAh battery and an electronic thumb shifter. The latter is powered by a CR2032 cell battery and uses Bluetooth protocol to connect to the derailleur. These components can be combined with disc brakes, cranksets, chains and cassettes of one's own choice with 10 to 52 teeth when using the longest derailleur cage.

Through Wheeltop's own app, the rear derailleur can be configured to work with 3 to 14 speeds, so it is future-proof but it can also be made to work with low-cost 8-speed cassettes, which is a pretty unique feature on the market. The app also comes with a fine-tuning function and the drivetrain can connect to bike computers that use the ANT+ protocol to display the derailleur's charging status and the gear that's currently in use. With the existing EDS TX Wireless for road bikes and the EDS GeX Wireless for gravel bikes, Wheeltop already has complete groupsets in its line-up that come with cranksets and hydraulic disc brakes, including two-piston calipers built to work with the flat-mount standard.

The U-Series of **Sunrace [Hall 1 / J1318]** specifically designed for the use on e-bikes consisted of a selection of cassettes and a reinforced chain so far. The cassettes have been engineered to provide increased durability, reduced maintenance and smooth shifting performance. According to Sunrace, they are compatible with Shimano's CUES drivetrain relying on Linkglide technology. For 2025 the U-Series is going to be expanding substantially, evolving into a full drivetrain offering. While the U9 drivetrain can shift



MicroShift brings one-by technology to entry-level price points with the Estes drivetrain.

through nine gears, the US version comes with 10 gears and the top-tier UX version with 11 gears. A stabilizer built into the rear derailleur and specifically shaped teeth of the cogs keep the chain safely on track when things get bumpy. For less experienced riders the dual-lever shifter comes with a simple gear indicator.

Despite some recent ventures into electronic shifting, **Microshift [Hall 1 / J1313]** is firmly rooted in the value-oriented volume segment. Fittingly, the Taiwanese drivetrain specialist has updated its Estes drivetrain offering for 2025, bringing one-by technology to the entry-level. As for the rear derailleur there are options with a medium or long cage and versions that can deal with modern wide-range cassettes with 7 to 9 speeds. Microshift builds those with 12-to-40 and 11-to-42 teeth, resulting in what the supplier claims to be the most affordable one-by drivetrain on the market. Additionally, there is one version with a short cage built for



Croder builds its new carbon crankset as short as 145 mm.



Put some bling on your bike with ORA Engineerings' titanium cranks.

kids bikes, compatible with 7-speed cassettes with a reduced range and offering additional ground clearance. You can choose from either thumb or twist shifters to change gears, each with built-in gear indicators.

While cranksets are part of the drivetrains of major suppliers they are a popular aftermarket item as well, whether to customize the look of a bicycle or to improve its ergonomics. One trend that has been ongoing for some years now is the push for shorter crank-arms, and not just for short people. Since the electric motor adds a lot of torque, short crank-arms make much sense on eMTBs as they increase the ground clearance and allow for pedaling through rocky, technical sections without those nasty impacts. This is all the more true as modern geometries have seen bottom brackets getting lower and lower. While many brands put 165 mm crank-arms on their eMTBs, small boutique brands already go as low as 155 mm. **Hope [at Biketech Co., hall 1 / L0112]** produces reinforced alloy cranks for e-bikes in 155 mm and 165 mm lengths, and SRAM builds its Eagle 90 Transmission e-bike crank-arms as short as 150 mm.

A similar trend can be seen with road bike cranks, but for different reasons as **FSA-Vision's [Hall 1 / M1212]** Global Vice President Claudio Marra explains. "With most professional riders the center of gravity on road bikes has moved forward due to steeper seat angles and longer stems. Under these circumstances shorter crank-arms offer some significant biomechanical advantages and namely reduce blood flow issues with the Iliac artery that are pretty common in the pro ranks." According to Marra, this can be seen in the OE orders as well, with 170 mm crank-arms growing their share of orders from 20 percent to 60 percent and demand for 165 mm or 167.5 mm crank-arms on the rise. FSA sells its top-of-the-line Powerbox Team Edition

crankset with hollow carbon crank-arms measuring from 150 mm to 180 mm in increments of 2.5 mm.

The two major components suppliers SRAM and Shimano go down to 160 mm for the crank-arms of their respective top-tier road bike groupsets. Another supplier that has picked up on the trend towards short crank-arms is **Croder [Hall 2 / S0723]**. This manufacturer is launching its modular Spirit crankset made of carbon here at Taipei Cycle Show. Spinning on a 30 mm axle, the crank-arms and spindle weigh in at just 350 g – and those crank-arms are available in lengths from 145 mm to 165 mm. If you are more into titanium than carbon, visit the booth of **ORA Engineering [Hall 1 / I0910]**. This Taichung-based specialist for metalcraft has been producing fine titanium cranks for other companies for many years and now launches cranks for all-road and mountain bike applications under the ORA Engineering brand, with the shortest crankarm length available being 165 mm.

Another product that deserves some attention is the Crank Gear from **Contavelo [Hall 1 / L0628]**. This crankset from South Korea relies on an integrated planetary transmission rather than a front derailleur and a set-up with two chainrings. The gear ratio of the planetary transmission mimics the ratio proven on road bikes. Apart from clean looks, this solution also promises to be low on maintenance while keeping one constant chain line, and at 550 g it is surprisingly light weight as well. ■ **LVR**



The Crank Gear may look like a normal crankset, but Contavelo has packed a 2-gear transmission into it.

INDIA OVERVIEW

INDIA'S INDUSTRY EYES INTERNATIONAL GROWTH

India has overtaken China as the world's most populous country and sent a probe to the moon. Much of its bicycle industry focuses on the domestic or Southeast Asian markets, but some companies are showing more ambition. Tariffs with key export markets may be favorable, but there are also plenty of challenges.



The joint venture of Hero Cycles and Yamaha was announced in September 2019.



As Director of Amar Wheels, Karan Aggarwal has gained deep insights in India's bicycle industry.

The footprint of India's bicycle industry at the Taipei Cycle Show is still pretty modest, with only Metro Tyres and Amar Wheels showing up on the list of exhibitors. Things looked differently at last year's Eurobike, however, with significantly more exhibitors from India. At that show, some assembly specialists pointed out that they offered an easy way to avoid those anti-dumping tariffs that the EU had slapped on made-in-China e-bikes and may extend to conventional bicycles as well. This, the availability of raw materials such as steel and aluminum, and the country's large and young population are strong assets that India brings to the table.

The sheer volume of India's domestic bicycle market is impressive. With a large population residing in rural areas, bicycles are a popular mode of transportation due to their affordability and accessibility. According to a report from the United Nations Industry Development Organisation (Unido) dating from 2019, the annual domestic production of bicycles exceeded 15 million units, accounting for 10 percent of the global production. But only 5 percent of this production were medium- to high-end bicycles and the rest were simple singlespeed and low-cost utility and kids bikes. The number of bicycles sold annually in India is estimated to be at roughly 10 million units. The Indian government's initiatives to promote eco-friendly transportation have further boosted the demand for bicycles.

But there are plenty of obstacles and challenges to overcome as well, as the Director of **Amar Wheels** [Hall

1 / L0425a] Karan Aggarwal readily admits: "By and large the bicycles produced for India's domestic market are still very old-school. For that reason, only a handful of suppliers and assemblers are fit and ready to produce for export markets, and an export-worthy component industry in India is still in the development phase, so most of it needs to be imported. Since neither government support nor incentives are available as they are in China, it is not a level playing field. The infrastructure is a challenge too, but that is actually improving rapidly."

With a staff of 300, Amar Wheels is specializing in lightweight cranksets, handlebars and chainrings made of aluminum. "We have invested in technology and have bought international bicycle parts manufacturing plants from Europe and installed them in India. As for the future, we are open for acquisitions, international investments or joint ventures," Aggarwal explains. Since Amar Wheels can run small batches on short notice, has fast development capabilities and offers a high level of customization, it has become a preferred supplier for various makers of light-weight kid bikes, raising the share of exports on its overall turnover to 70 percent.

The fact that Amar Wheels is operating from the city of Ludhiana in Punjab is no coincidence according to Aggarwal: "Within India Ludhiana is the hub of bicycle parts and bicycle assembly, machines tools, machines, metal work and hosiery too. There are several automotive

ancillaries as well." Probably the most prominent manufacturer producing in Ludhiana is Hero Cycles as the largest bicycle manufacturer in India. To make inroads into the e-bike segment, the company has been following a strategy of cooperation, with a joint venture with Yamaha to produce hub motors in India under the HYM Drive Systems brand as a prime example.

The strategic goal of Hero Cycles is to manufacture affordable and sturdy e-bikes for both the domestic and regional markets. Do not expect sleek integration and mid-drive motors, as the focus is on affordability and repairability. At 2023's Eurobike, a HYM Drive hub motor could be seen happily spinning submerged in an aquarium for three days, showing the specific requirements India's domestic market comes with particularly in monsoon season. With its Lectro e-bike brand, Hero Cycles has more ambitious goals, as the flagship model EHX20 with its Yamaha mid-drive motor goes to show. When this model was first presented in September 2019, Lectro claimed it

was India's first e-bike with a mid-drive motor. However, as a sturdy longtail cargo e-bike with racks in the front and in the back and a hub motor, the Muv-E may have more appeal on the domestic market.

Chennai-based TVS Motor, another Indian two-wheeler heavyweight, has opted for acquisitions instead. Its first moves came in Switzerland where they first bought a lifestyle-oriented e-bike brand with EGO Movements, before taking over the Swiss E-Mobility Group (SEMG) that owns and operates brands such as Cilo, Allegro, Simpel and Zenith. With the acquisition of Ebco, TVS Group found a way into the United Kingdom as well. Other prominent bicycle brands within India include the likes of Ti Cycles, Atlas Cycles, Avon Cycles, La Sovereign and Firefox, which got acquired by Hero Cycles in 2015.

Given the massive size of India's domestic market for wheeled vehicles of all kinds and sizes and the availability of rubber, it's no surprise that various tire manufacturers have flourished within the country. Apollo Tyres made headlines when it acquired

Dutch competitor Vredestein, with Ralson, Metro Tyres and Hartex Rubber as other offerings from India. ■ LVR



Lectro's Muv-E might be the kind of affordable e-bike that clicks plenty of boxes for Asian markets.

TPU TUBES ON THE RISE ARE TPU INNER TUBES TURNING THE TIDE ON TUBELESS?

Tubeless set-ups have taken over the sportive segments of cycling. But this technology comes with complications such as handling sealant. One alternative that is easier to deal with for consumers and assembly factories are lightweight TPU inner tubes.



Whether they're riding off-road or on, most professional racers have made the switch to tubeless builds. This set-up offers improved traction, enhanced comfort, lower rolling resistance and higher puncture protection. With foam

inserts, run-flat properties are added at the expense of more weight. But the initial set-up of tubeless tires and the procedure to fix flats can be both tricky and messy. TPU inner tubes offer a tempting compromise of both

mounting ease and riding performance. Compared to classic butyl units, TPU inner tubes weigh a lot less, roll easier and still offer good puncture protection. And when used as a spare, TPU inner tubes pack compact as well. In terms of sustainability, there are more advantages in terms of producing and disposing of these inner tubes.

But the pros and cons for consumers are only one side of the story. Another relevant aspect is the sheer practicality of mounting tires on an industrial scale. For assembly specialists, every saved minute equals either more profit or better competitiveness through cost cuttings. For this reason, these companies prefer not having to deal with sealant when building up premium sports bicycles. TPU inner tubes are a welcome alternative that is less messy and more predictable. When a pair of tubeless valves and some air-tight rim tape are added upon delivery, bicycle dealers can easily do a tubeless conversion if a customer asks for it. And hand over the bike with two TPU inner tubes as compact spares for emergencies.

Two pioneers of TPU inner tubes



For maximum flat protection Tannus combines Eclipse's lightweight TPU inner tube with its own foam inserts.

are exhibiting at Taipei Cycle Show: **Foss Worldwide [Hall 1 / N0019]** has mainly marketed its inner tubes that have been on the market since 2010 as eco-friendly, and the weight of these inner tubes is not that impressive. **Eclipse [at Tannus, Hall 1 / M1308]** hit the market around the same time, but went out of business for a couple

xpēdo

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The TPU used for inner tubes can come in different colors - or be entirely transparent as with Schwalbe's

of years. Now the brand returns under new ownership, offering its TPU inner tubes separately in three quality levels: Ultra, Performance and Gran Turismo and covering wheel diameters from 16 inch to 29 inch. For added puncture protection in utility use, a downsized version of Eclipse's TPU inner tubes can be combined with a Tannus foam insert.

Schwalbe [Hall 1 / M0313] also has a wide range of TPU inner tubes with its Aerothan Tube line-up covering wheel sizes from 16 inch to 29 inch and Race, MTB and



Swiss brand Eclipse was one of the pioneers in TPU inner tubes and is being relaunched now.

Allround varieties catering to different needs and tire widths. For utility bicycles and e-bikes the Aerothan Plus Tube adds more puncture protection at the sacrifice of some addi-

tional weight. According to Schwalbe, demand for the Aerothan tubes has been growing steadily since they were launched four years ago, both on the aftermarket and from OE customers. Up to this point, the TPU inner tubes of **Continental [Hall 1 / M0803]** have come with Presta valves with a stem length of 60 mm in off-road versions for 27.5-inch and 29-inch wheels and a road bike version. As a latest addition, the road bike versions are also made available with valve stem lengths of 40 mm, 80 mm and 100 mm.

Chinese manufacturer **Ride Now [Hall 1 / L0008]** supplies its TPU inner tubes to major bicycle manufacturers and assemblers. According to founder and CEO Eric Fu, Ride Now's TPU inner tubes are available in widths matching tire sizes ranging from 18c to 5-inch fat bike tires. Any wheel diameter can be matched since the inner tubes are produced by cutting tubes according to the circumference of the wheel and then welding. **RTI Sports [Hall 1 / M0604]**, a specialist for parts and accessories, launched its Aeron brand for TPU inner tubes at last year's

Eurobike show. The premium-level version of these inner tubes comes with aluminum valves that feature a replaceable valve core and can also be combined with valve extenders for all those riding deep-section aero wheels. More affordable versions with plastic valves are forthcoming.

The Nano Air TPU inner tubes of **WTB [Hall 1 / L0818]** are built for both on- and off-road use. For mountain bikes, WTB offers four versions, two of which are widths that fit either 29-inch or 27.5-inch wheel diameters. The gravel bike variety comes with a valve stem length of 48 mm while the Nano Air TPU inner tubes for road bikes come with longer valve stems measuring 65 mm and 85mm, respectively, to match deep-section aero rims. **Vittoria [Hall 1 / F0429]** offers less choice, with its Ultra Lite Speed TPU inner tubes available in a size that fits the needs of most road bikes. But you get to choose from Presta valves with stem lengths of 40 mm, 60 mm or 80 mm, and a new size that is currently under development with its launch scheduled for Summer. ■ Lvr



For 2025 Continental Tires is adding more stem lengths to its offering of TPU inner tubes.



The TPU inner tubes of Aeron come with alloy valve stems that allow for the use of extensions.



Ride Now is already selling its made-in-China TPU inner tubes to various large assembly factories.



WTB's Nano Air inner tubes come with specific self-adhesive patches to fix smaller damages.



Pumping up tyres is so easy today with



ENGLISH

OVERVIEW: FRAME MAKERS

CRAFTING THE FOUNDATION OF EVERY RIDE

Long gone is the time when a bicycle was made of a single wooden beam—there are now a plethora of bike frame types and materials readily available on the market, each one with its own benefits. But to meet the demand and keep pace with evolving technologies, manufacturers continuously need to innovate, refining materials and production techniques to enhance durability, aerodynamics and rider comfort.

Ballistic (Bixetec) [Hall 1/ N1115]

is a Taiwanese manufacturer that has been making e-bike frames since 2006. Dedicated to innovation, the company is unveiling several new frames at the show, compatible with Bosch, Panasonic and Shimano e-systems. The frames feature an innovative three-function dropout design that supports derailleurs, hub gears and belts, allowing bike assemblers to streamline inventory and reduce SKUs. Since last year, Ballistic has also utilized Gravity Casting to produce the downtube holding the battery, creating a seamless one-piece motor bracket and downtube. This year, Ballistic also introduces its latest hydroforming one-

Ballistic's new frame adopts a three-function dropout design that supports derailleurs, hub gears and belts.



piece design, further reducing weight and enhancing e-bike performance.

With more than 30 years of experience in frame welding technology in the industry, **Forever Machine Industrial [Hall 1/ N0501]** specializes in aluminum and chromoly steel frames. Recognizing the rise of demand for green energy transportation solutions, Forever is showcasing more mainstream e-cargo bike frames, along with several urban commuters and other models. As such, the FE-AF3Z05 is an e-longtail/e-cargo bike frame designed for Bosch and Shimano systems. Made entirely of alloy, it features a 20x450 size and weighs approximately 6kg without the front and rear racks. Available for OEM and ODM, this model offers a durable and versatile solution for e-cargo bike manufacturers.



The FE-AF3Z05 from Forever is design from both Bosch and Shimano systems.



Pro Lite benefits from its complete end-to-end production facilities.

Pro-Lite International

[Hall 1/ L0415] has built its reputation on one core value: listening to its customers. Originally rooted in road, track and MTB disciplines— thanks to the practical expertise of retired professional cyclist Steve Fenton—the company has expanded into emerging segments like cargo and e-bikes, helping create new niches as they develop into new industry trends. Its broad experience is demonstrated through its complete end-to-end production facilities, including everything from carbon fiber vacuum forming machines to alloy extrusion, with advanced techniques and both T4 and T6 heat treatments. The company operates with low MOQs, minimal lead times and a strong emphasis on direct, one-on-one communication with its customers.

Also closely listening and collaborating with its customers, for well over 20 years, **Cycle Chris/Kunshan Joyland Technology [Hall 2/ R0229]** has expanded its reach from focusing on private exclusive molds for top global brands to collaborating with OEM clients across the U.S. and Europe, gaining the flexibility to develop custom product lines. As the company believes the market is shifting away from low-cost products toward high-performance designs, Cycle Chris remains committed to innovation and strong client relationships. Its latest full suspension e-bike frame, designed for cycling enthusiasts seeking a thrilling downhill experience, is made from 6061 aluminum alloy and features a SRAM TDA04L shock absorber to handle rough terrain impacts. Compatible with Shimano E-series and Bafang M200 motors, the frame supports 29-inch wheels and

comes in 17-, 19-, and 21-inch sizes.

Aluminum alloy has also long been a key strength for **Kinesis [Hall 1/ K0505]**, which has spent years perfecting lightweight, high-performance frame manufacturing. Utilizing advanced materials and proprietary production techniques, the company employs special-



The latest full-suspension frame from Joyland is compatible with Shimano E-series and Bafang M200 motors.

ized fixtures, heat treatment ovens and precision manufacturing tools to minimize deformation in 6061 aluminum, while maintaining rigorous EN testing standards for quality control. At the show, Kinesis is introducing its latest innovation: the TT680 700C Aero



The TT680 700C Aero from Kinesis is a high-performance road frame.



TONJIN specializes in high-quality handcrafted steel frames.

Road Frame. This high-performance frame features a streamlined tube design, made possible through the company's SPF special process technology, a metalworking technique that stretches and inflates metal at high temperatures to achieve precise aerodynamic shaping. Its fully internal headset cable routing creates a sleek, minimalist aesthetic, while the hidden disc brake design enhances chainstay rigidity for improved performance.

Established in 2005 in Dajia, Taichung, **TONJIN [Hall 1/ I1010]** specializes in high-quality metal frame design and welding, offering 360-degree OEM/ODM services from design to delivery. With a strong emphasis on stringent quality control and deep expertise in all types of welding and brazing techniques, the company primarily focuses on Cr-Mo frames while also expanding into

OVERVIEW: PEDALS

RIDER DEMANDS PUSH PEDALS TO BE MORE DIVERSE

Both in and out of competition, bicycle pedals can have a dramatic impact on the rider's experience. Pedals serve as the vital link between cyclists and their bikes by offering control, stability and pedaling efficiency, but now more diverse riding styles are influencing pedal designs.

Platform pedals are rapidly gaining in popularity, perhaps forcing some brands to jump on the flat-pedal bandwagon. Pedals for cyclists who seek enhanced performance and comfort will always be around, now some manufacturers are helping riders measure that performance with pedal-compatible power meters. This variety of pedals show how rider preferences dictate design in a broad range of pedals that cater to riders' ever-evolving needs.

Pedals for performance continue to demonstrate the demand for high-quality pedals for training and racing in pursuit of podiums and highly coveted marginal gains.

The ultimate measure of pedaling performance comes from **Wellgo [Hall 1 / J0518]**. The Xpedo Omni System is a pedal-compatible power meter that measures individual left/right power data. Wellgo argues that "many current power meters measure output further away from where direct contact takes place (like in cranks, hubs and bottom brackets)." By measuring power at the pedal, the Xpedo Omni system captures

The ultimate measure of pedaling performance, Wellgo's Xpedo Omni System.



data at the point of power transfer. The system runs on a CR2032 battery and measures power, balance and cadence. The Xpedo Omni System is compatible with Wellgo pedal models CXR, Baldwin, M-Force 8, Thrust NXS and Sonik.

Leatt [Hall 1 / N1202] has come out with two high-end mountain bike pedals: the CeraMAG AllMtn 8.0 flat narrow pedal and the CeraMAG Endurance 8.0 Ti Clip-in pedal. Both pedals

feature a CNC-machined, ceramic-coated magnesium (CeraMAG) pedal body and a fully serviceable triple-bearings system consisting of a LSL self-lubricating bushing and a needle bearing. The differences start with the bearings, where the clip-in pedal features an industrial roller bearing, while the flat pedal features sealed bearings. Of course, each pedal's intended use makes them beyond comparison. The AllMtn 8.0 flat pedal platform measures 114mm x 107mm and has been designed with a concave body and 10 pins per side to keep feet firmly planted, while the pin position allows for some float for better foot placement.



Leatt's high-end, lightweight dual-sided 8.0 Ti Clip-in race pedal

This all-mountain pedal is tested and certified to EFBE EPAC Gravity TRI-TEST® standard (category 5).

Described as a high-end super lightweight race pedal with a titanium option, the dual-sided 8.0 Ti Clip-in system features a Grade-5 titanium axle to keep the weight low at only 298 grams per pair, or 149 grams per pedal. Compatible with classic SPD cleats, the retention system has an adjustable spring tension to fine tune entry and release, while offering five degrees of free float. This pedal is tested and certified to EFBE EPAC XC TRI-TEST® standard (category 3).

It's in the name for **Jet Rider [Hall 1 / M1004]** brand, Funn, yet it's not all fun and games in the serious business of creating cutting-edge components that can withstand elite racer abuse, but at a price that's within reach of the rest of us. Or, they bundle two pedals in one, like they've done with the new Ripper2 pedals, which have been designed to excel on aggressive enduro and downhill terrain, yet remain lightweight for versatile

Continued on page overleaf

stainless steel and aluminum alloy. At the show, TONJIN is bringing two different steel tube frames, featuring subtle copper welding technology that

The latest JS-351 from BIC CASA offers 150mm of travel with a 205 x 60mm shock.



highlights both durability and artistry, and is also unveiling new aluminum alloy frame samples, including long-tail cargo e-bike and gravel models.

With headquarters in Taiwan and a factory in China, **BICI CASA / JOY TAI INT'L [Hall 1/I1110]** remains committed to producing high-quality aluminum frames that balance performance, versatility and value. As the bicycle frame industry undergoes major shifts driven by technology, market demand and policy changes, the company sees new opportunities for growth and emphasizes the need for continuous innovation and adaptation to meet consumer expectations for eco-friendly, intelligent and customizable designs. At the show, BICI CASA

is unveiling two new 29-inch models, both featuring integrated gravity casting powertube technology, designed for Bosch Performance CX line with PT600/PT800 in-tube batteries. The JS-351 offers 150mm of travel with a 205 x 60mm shock, while the JS-352 features 160mm of travel with a 230 x 65mm shock.

Shine Wheel Ind. Corp. [Hall 1 / K1107], under its ITEK brand, specializes in OEM and ODM manufacturing of alloy and carbon frames, using sustainable materials and advanced engineering for lightweight, high-performance designs. This year, the company is showcasing three new models: two alloy frames and one carbon. The 25 BS XC AL1 and 25 ZF TKK AL2 support Bosch's latest drive systems (BDU38/34+PT600/800, BDU34/33 with Semi-IG PP batteries) and



Shine Wheels' new 25 Race CB1 carbon road frame weighs just 670g.

feature hydroformed down tubes or one-piece DT/IF designs crafted with automotive-grade gravity and low-pressure casting. Meanwhile, the 25 Race CB1, a full monocoque carbon road frame, weighs just 670g and integrates rear triangle full suspension for enhanced stiffness and durability.

Jean-Christophe "JC" Charrier, founder of Cheng Xing Industrial / **Goblin Cycles [Hall 1 / N1325a]**, has been a key figure in cycling for decades, starting with MTB racing in his native France, before moving into journalism, marketing, frame design and sourcing under the company Jaycee's. Collaboration with brands like Bos Suspension and Tange brought him back to Taiwan where the idea of manufacturing modern steel frames under the brand Goblin Bikes grew. First made in France, the latest iteration of the GB02 presented at the show is now made in Taiwan where JC finally settled in 2020, closely followed by the creation of the Taiwanese company. The GB02 is designed for both road endurance and gravel, as it allows multiple bike configurations thanks to its flip-flop rear dropout system and a choice of two different Ritchey forks. JC calls it a "Groadvel".

ORA Engineering [Hall 1 / I0910] continues to push innovation in titanium



The latest iteration of the GB02 is cleverly named the "Groadvel."

bike components, unveiling two key developments at the show. The second-generation 3/25 titanium gravel fork (FC010) has been refined based on customer feedback, featuring optimized dropouts, flat mount integration, improved aerodynamics and a welded front mount configuration, all while enhancing cost efficiency without sacrificing performance.

Additionally, ORA introduces the Titanium Anodizing Color System, offering 15 precisely calibrated color options. This system includes a physical color kit, a digital color guide for designers and a technical article for deeper design insight.

■ MW



ORA's Titanium Anodizing Color System offers 15 precisely calibrated color options.



It's in the name, FUNN presents the Ripper2 for enduro or trail riding.

trail riding. The 90mm x 100mm CNC-machined and forged pedal spins on a chromoly axle with cartridge bearing and DU bushing and features an SPD-compatible angular engagement mechanism that tilts up to 15 degrees to ensure smooth cleat engagement. The concave, aluminum alloy outer cage provides superior support and comfort underfoot. The Ripper2 offers either double-sided clips (505g) for consistent engagement or single-sided clips (428g) with a flat platform.

First came the PR-350 from **FLR [Hall 1 / L1111]**, which got promoted as an ideal pedal for road racing. Now FLR has presented a slightly less expensive alternative (by a difference of only about \$3.50): the PR-250. A modestly lightweight pedal at 334 grams for a pair, FLR designed the pedal for endurance road cycling. The aluminum alloy pedal body has a squarish design, perhaps to provide more surface area to avoid hot spots during long-distance rides. Despite its chunkier profile, the comfort from a wider platform often results in improved performance and an overall better ride experience. FLR boasts that "these pedals can handle thousands of rotations," thanks to their sealed bearings and chromoly axle, which yield smooth, consistent pedaling. The pedal's material composition falls in line with routine claims related to its durability, like it's "tough enough to withstand the roughest rides," which has yet to be disputed. All products in FLR's collection are designed, engineered and tested at its headquarters in Bulgaria.

In some ways, mountain bike pedals have transcended pure performance to accommodate riders with more diverse riding styles. For them, there are more pedal options that deliver stability and comfort without an additional shoe investment.

Despite its 50+ year history, **Ritchey [Hall 1 / L1324]** has so far managed to overcome labels like "classic" and "vintage" by constantly introducing modern components that fit with Tom Ritchey's own logic. In a first for Ritchey, the Northern California brand is introducing the Comp Bigfoot pedal, a flat-ish pedal crafted from reinforced nylon that's durable as well as affordable. Chromoly steel axles and a broad,



FLR's PR-250 pedal for endurance road cycling.

concave 105 x 108.5mm platform with an 18.5mm depth provide strength and stability, while nine replaceable and adjustable anti-slip pins on each pedal face guarantee the best grip. A bushing inner bearing and a sealed cartridge outer bearing protect the internals from contaminants. Weighing in at a modest (compared to other pedals featured here) 360 grams per pair, the Comp Bigfoot can hold its own against



Ritchey stomps into the flat pedal category with the Comp Bigfoot.

heavier anodized aluminum cousins. **FPD Industry Corp. [Hall 1 / J1018]** produces all or most of its products in-house under the name Fasten Products. As an example of its production capacity in Taiwan alone, FPD manufactures 80,000 pairs of ped-



The new NW-608B specifically designed for mountain biking by FPD.

als per month, like the new NW-608B. Specifically designed for mountain biking, this nylon flat pedal offers riders a large platform (105 x 115mm) for more grip and stability, as well as a comfortable riding experience.

Pedals are still a component that offers some personalized styling as a form of self-expression. When **by,schulz [Hall 1 / M0104]** introduced its M.1 View platform pedal for trekking bikes, e-bikes and cargo bikes, what stood out was its low 19mm overall height. Now, by,schulz has evolved the series with the M.2 View CNC pedal, which has done away with conventional 3M grip tape, and instead features numerous hexagonal studs at varying heights to ensure excellent grip and secure footing. The reason for this upgrade was to enhance rider safety. The high-quality, conical axle and

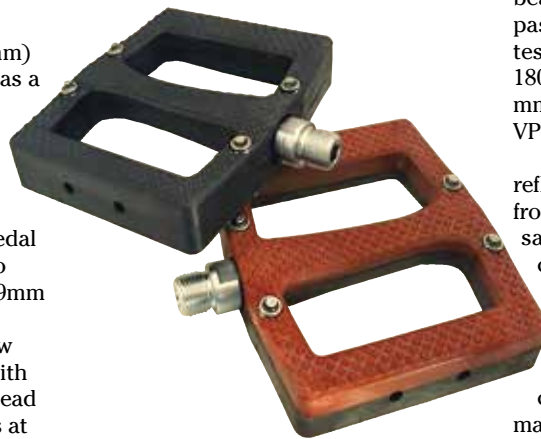


The M.2 View CNC pedal by,schulz.

bearing units, specifically developed for the M-Line series, offer robustness comparable to mountain bike axles. Available in five color options, the M.2 View CNC pedal allows cyclists to personalize their bikes and express their individual style. StVZO-compliant, the pedals are e-bike ready to ride in Germany and beyond.

Still other pedals continue to express their company's attitude toward climate change through their design and materials composition.

CKC Environmental Technology [Hall 1 / I0523] has evolved its company ethos regarding climate change with the debut of the CK-762 3R flat pedal. The pedal's concept originates from the European Union's sustainability principle to reduce, reuse and recycle to ensure zero waste with products that are fully recyclable and reusable. The pedal is made from bio-based C14, which has been derived from Taiwan's agricultural waste and boasts carbon-neutral properties. This reduces the use of petroleum-based plastics, thus lowering carbon emissions from processing raw materials. From generating source materials to the product's final recycling stage, every step promotes environmental protection and economic growth and ultimately transforms the linear



CKC Environmental Technology's bio-based, recyclable CK-762 3R pedal.

economy into a circular economy.

The CK-762 3R pedal features a grooved interlocking design, which enhances both the product's appearance and strength. This design makes maintenance and replacement easier and succeeds in extending the pedal's lifespan. When the pedal body becomes unusable due to damage or other factors, its spindle can be spared and the body can be replaced with a new one that meets the conditions of a solid recovered fuel (SRF). Pedal bodies can be recycled into the



The space-saving ergotec EP-F folding pedal.

SRF system, thereby converting the product's end-of-life phase into energy to create both environmental and economic cycles to achieve sustainable value.

As we slowly plod toward more efficient means of living, how we get to the spaces we inhabit could still be improved. To achieve this, **Humpert-Asia International [Hall 1 / I0810]** brand, ergotec, has expanded its successful EP pedal series with the new space-saving EP-F Folding Pedal. This is a tool-free pedal with an ergonomically concave tread surface with replaceable sandpaper to provide optimal grip throughout the life of the pedal. Its durable, low-maintenance IGUS bearing allegedly guarantees long-lasting and reliable performance. Folding pedals have long been the component of folding bikes, now pedals like the EP-F are finding new purpose for those who value space efficiency, whether for transport, storage, or on the road.

Headquartered in Waipu, Taiwan, 45-year-old **VP Components [Hall 1 / K0806]** has made a point to reduce its own CO2 emissions, as well as to provide products that allow their customers to do the same. Their VP-F57 folding pedal is made from extruded recycled aluminum with a boron steel axle and economical ball bearings. The pedal has successfully passed the Zedler Advanced Plus XXL test, which qualifies it to support up to 180 kilograms. Measuring 113.5 x 100.5 mm unfolded (60.5 x 100.5 folded), the VP-F57 weighs in at a hefty 522 grams.

The evolution of bicycle pedals reflects the diverse needs of cyclists, from performance-driven racers to versatile trail riders to space-conscious commuters. As brands innovate with new designs and materials, pedals continue to enhance control, stability, and efficiency. This ongoing development ensures that cyclists can find the perfect pedal to match their riding style. ■ **TSD**



VP Components' VP-F57 is cleared for heavy duty (up to 180kg!).

OVERVIEW: GRIPS AND BAR TAPES TOUCHPOINTS WITH A FEEL FOR PERFORMANCE

With advancements in performance, durability and aesthetics, grips and bar tapes are proving to be small yet impactful components in modern cycling. And as consumable components that wear over time, they require regular replacement, making innovation in durability and sustainability even more important. With growing demand for customization and premium materials, industry leaders are pushing the boundaries of design and manufacturing, ensuring that grips and bar tapes enhance both ride quality and brand differentiation.



Apex' FG1010 TPU leather tape is printed with a selection of flag colors.

foam material, ensuring comfort and stable control. The textured surface of the bar tape provides a secure grip, even in wet conditions. The Attitude Fade comes in a dynamic pattern of geometric shapes in a rainbow fade for added boldness.

Having devoted 50 years to manufacturing top-quality cowhide and synthetic leather grips for tennis, squash and badminton racquets, it's no surprise that **Apex/MHL [Hall 1 / K0527]** applies its knowledge of grip technology to handlebar tape. Materials include genuine leather, PU leather, EVA, a combination of PU leather and EVA, cotton or even recycled PET. PU leather bar tapes can be printed or embossed. Presented here at the show, the FG collection combines PU leather and EVA for added cushioning while still being plenty tacky with high-grip performance. The FG1010 model is printed with a selection of flag colors.

The century-old German company Humpert and its **ergotec [Hall 1 / I0810]** brand actively focuses its research on ergonomics



The CHARM is DA BOMB's premium one-piece MTB grip.

young riders, reinforcing its commitment to corporate social responsibility and the long-term growth of the MTB community. The feedback from riders helps the company by incorporating their expectations into the new product developments. At the show, the 20-year-old company is highlighting the CHARM, a premium one-piece grip designed for comfort and stability. Made out of rubber, it

features hexagonal prismatic pads for effective shock absorption and flexible ribs to enhance palm grip. It comes with an integrated single lock ring for easy installation, secure positioning, and weighs 93g. The grip's incrementally thicker medial side provides ergonomic support for the thumb, adding to its comfort.

DDK Group [Hall 1 / J0308] is tapping into 50 years of experience for its new range of ergonomic grips designed for comfort, durability and performance. The DGT-2903 features a fiberglass-reinforced plastic lock system, soft TPR material, and an anti-slip pattern for a secure, comfortable ride. The DGT-2400/2400-1 includes a secure plastic lock system, an ergonomic wing for palm support, and separate left/right designs for enhanced fit and control. For junior riders, the DGT-2500 offers a secure grip with an enforced plastic lock system, soft TPR, and hand protection features, available in 19mm and 22mm handlebar versions. ■ **MW**



The VULF is Velo's new ultralight grip.

For over four decades, **Velo [Hall 1 / J0618]** has been a leading manufacturer in the segment. From its headquarters in Taichung with additional production facilities in China and Vietnam, the company produces approximately 20 million grips and 10 million bar tapes annually, combining strong R&D capabilities with a commitment to meeting customer needs and advancing sustainable production. This year Velo introduces a new series of product in each category, both targeted at cyclists that prefer to go gloveless. On the grip side, the new Ultra Light Foam Grip (VULF) is designed for mountain bike riders and features high shock absorption, anti-slip properties and a lightweight build—around 5 percent lighter than standard grips. In the

The SEEU bar tape from V-Grip is made for visibility.



tape category, the Super Anti-Slippery Tape delivers durability, comfort, a secure grip and easy-to-wrap elasticity. The tape comes in multiple thickness options (2.5mm, 3mm and 3.5mm) as well as three adhesive options: an anti-residue adhesive tape, a general gel as well as a smart gel.

Another Taiwanese company, **V-Grip [Hall 1 / I1217]** brings innovation and style to the segment with its latest releases: the SEEU Reflective Bar Tape and CROSS Grip. Designed for enhanced safety, the SEEU Reflective Bar Tape improves visibility in low light while offering a durable, waterproof and comfortable EVA construction for all-weather performance. Meanwhile, the Cross Grip is made from high-quality TPR rubber and features a double-wall pattern for a non-slip, cushioned feel, ensuring a secure and comfortable ride. It comes in a 145mm length with bright mixed colors for added style.

Founded in 2010, **Giant Well/Guee [Hall 1 / L0506]** is a relatively young company but has quickly made a name for itself through innovation. Its Attitude Fade bar tape represents the company's new challenge to offer cycling performance bonded to a green and low-carbon production process as well as performance and style. All Attitude bar tapes are using eco-friendly TPU material processed through a solvent-free, low-carbon manufacturing process. It

minimizes environmental impact and ensures the tape's durability and texture, offering exceptional slip resistance and comfort while the back of the tape is equipped with shock-absorbing EVA



Ergotec's Whistler has an eye-catching oil slick lock ring.

and performance. Introduced last year at Eurobike, the ergotec Whistler grip is the ideal choice for demanding MTB riders. It is made from robust polypropylene and aluminum, and offers an excellent combination of durability and comfort. It comes in a length of 136mm, and the aluminum clamp is available in a black or oil slick design. For riders who value comfort and performance, the ergotec Riva is made from high-quality silicone foam and offers an exceptional combination of low weight and excellent damping. It comes in a length of 130mm, and is currently only available in classic black.

Also in the MTB world, **DA BOMB [Hall 1 / I0327]** is actively sponsoring



Guee's new Attitude Fade comes in a range of bright colors for added style.



The D2500 from DDK features added hand protection for young riders.

LANXI WHEELTOP

WHEELTOP UPS ITS GAME, EYES EXPANSION

From simple cogs to customizable electronic drivetrains, Chinese OE manufacturer Wheeltop has come a long way, and now has invested in Spain's Rotor Components.

While many Chinese manufacturers have invested in or straight-up acquired their Western competitors in industries such as pharmaceuticals or automotive, it's still a rarity in the bicycle industry. Thus, the news that **Wheeltop [Hall 1 / N1310]** had invested to become the majority owner of Rotor Components from Spain quickly spread at last year's Taichung Bike Week. Before this move, Wheeltop had been known as one of the few Chinese manufacturers marketing its electronic drivetrain both in and outside of the massive domestic market.

The history of Wheeltop stretches unusually far back for a Chinese company. It was founded in 1951 by making simple cogs, before working its way up to become an OE manufacturer of various bicycle transmission components such as cranksets, sprockets, cassettes and derailleurs. As is typical with OE-focused manufacturers that are part of a larger supply chain, Wheeltop remained well under the radar of most people. That changed in 2015 however when the company decided to up its game and develop high-end bicycle components.

From the outset, it was clear that electronics had to be part of the package. After all some of the big players on the global market for bicycle components already had taken this step. Seven years later, Wheeltop launched its EDS OX drivetrain as its first-generation wireless electronic drivetrain for mountain bikes. With a retail price of US\$365 for the rear derailleur and the shifter, this drivetrain was very competitive, and the derailleur could be configured to work with cassettes with 7 to 12 cogs. Next up, Wheeltop launched the EDS TX Wireless and EDS GeX Wireless for road bikes and gravel bikes, adding hydraulic disc brakes to its product portfolio.

This year Wheeltop is bringing its second-generation wireless electronic drivetrain for mountain bikes to the market with the EDS OX 2.0. By expanding the scope of functions accessible via the company's own app, Wheeltop is offering more data to cycling enthusiasts looking to optimize their workouts while also facilitating the life of assembly factories and bike mechanics with an easy set-up and configuration process. And if the



Wheeltop's general manager James Song, chairman Song Fujiang, Rotor Components's CEO José L. Garcia-Alegre and two of his employees (from left to right) are all smiles after signing on the dotted line.

derailleur hanger should get bent in a crash, the app also allows for micro adjustments of the derailleurs position—a very handy feature.

As the new majority owner of Rotor Components, Wheeltop also gets access to additional know-how and technology that is likely to find its way to the company's own offerings.

The obvious ones are the upper-end cranksets and 13-speed drivetrains that Rotor Components has been developing in years past. But the Spanish company also has built up some serious expertise regarding power meters that will come in handy to further upgrade Wheeltop's offerings. In other words, the journey has just begun. ■ **LvR**

TRIPLEAK GOES GREASELESS

NEW DURA-TECH HEADSET BEARING BLENDS TEFLON, OTHER COMPOUNDS

Trading under the TRIPLEAK brand, E-MA International Corp. designs and produces high-end headset and bottom bracket bearings.

Using his decade of experience in the semiconductor manufacturing sector, founder and CEO Pony Ma has created the Dura Tech headset bearing, which uses a blend of Teflon and other proprietary compounds to form the inner race. Combined with an NC outer race, Ma says the bearing is 50 percent lighter than the Soli Tec model from **TRIPLEAK [Hall 1 / L0602]** and doesn't need grease.

"Many bikes these days go with the cable inside, which is a serious problem due to having to maintain the headset as a whole, not only the

bearing," said Ma. "You've got a lot of space in the toptube. However there's a bottleneck at the top and the bottom and that's mostly a bearing problem, because there is no other components inside. Any headset problems or maintenance requirements, mechanics have to extract all the cables including the disc brake. They have to cut the cable and then refill the oil," he said. "Our Soli Tec bearing uses a special grease compound, Soli Lube, that lasts at least four years. Not having to change headset bearing grease means much less hassle from all that disassembly and reassembly," said Ma.

Soli Tec, which became available in Q1 of this year, opened the way for the patented Dura Tech bearing. Prior to establishing E-MA in 2012, Ma spent more than 10 years in the semiconductor industry, where he gained a deep understanding of the various plastic compounds used to build advanced chips. "I studied a lot of different materials, especially plastic, and where semiconductors are concerned, chemical



compatibility is crucial. The material has to be robust, otherwise it may break down," said Ma. Dura Tech's innovation is in the unique Teflon

compound which makes lube unnecessary. "It's still undergoing testing, but we expect Dura Tech to be available in Q2 this year," he said. ■ **GR**



Dura Tech's Lubeless Rolling Surface

DOLIDE LTD

TAIWANESE APPAREL BRAND EXPANDS INTO NEW MARKETS

With recognizable designs and support from Chinese Taipei's cycling team, Baisky-branded jerseys from Dolide have already gained plenty of recognition from Taiwanese riders. Now the brand is making inroads into adjacent markets, with apparel for running, triathlon and more.

The nine-year old apparel maker from Taichung stands out for the clean design of monochrome cycling jerseys as well as original pastel colors and cool prints such as a Manga-style cityscapes or pineapples.

Red, blue and white are another popular combination for **Dolide [Hall 1 / N1421a]** because it's one of the partners for the Chinese Taipei cycling team. This has enabled the brand to produce jerseys in Taiwan's colors, and to prominently use the team in its marketing activations.

"We attach great importance to Taiwan's international performance, so we fully sponsor the team, hoping that the competition will attract more attention to cycling and let the world see Taiwan's cycling competitiveness," Baisky explained.

The brand was launched by Chang Yi Hang, who started as an agent for an established supplier but yearned to build up and manage his own apparel brand, from product to sales and marketing.

The entrepreneur was inspired by a cycling event in Wuling, which had a reputation for being particularly tough. The brand identity was built around the

concept of "pursuit," and the name is an acronym for attributes such as brave, ambitious, industrious and sincere.

Chang Yi Hang spent several months in Tokyo studying anatomy to come up with smart and comfortable fits. They were improved over the years through partnerships with riders who constantly test and advise on adjustments.

Baisky's highlight for the show this year is an offering of long-sleeved vests for chilly weather rides, using plush fabric for the inner layer. They have an extremely short racing fit, wide elastic webbing at the hem and three open pockets on the back.

The double zippers can be easily adjusted with one hand. Then there are reflective strips for safety on the shoulders and lower back.

Baisky has long-term distribution partnerships around Taiwan and other markets. Hong Kong and Vietnam are the most active so far, but the online store draws customers from many other countries.

Over the years, the offering has been extended from jerseys to tights, shorts and bibs, some of them using



Baisky long-sleeved cycling jacket.

pads from Italian partners. The accessories range from gloves to caps and socks. Some of these stand out for the combination of technical upper parts attached to traditional socks.

Chang Yi Hang's plan is to venture

into other sports around cycling, where it could capitalize on insights from riders to come up with relevant technical products. That includes running and triathlon as well as hiking and even yoga. ■ **BS**

ENGLISH

NEW PRODUCTS

AVS ELECTRONICS TT07

The AVS TT07 is a top-tube-module featuring RGB-LEDs that display essential information such as battery SoC, assist level, and system errors. With a single multi-function button, riders can control power, lights, and assist mode levels. The TT07 offers features like BLE connectivity, OTA updates, and NFC for smartphone pairing and security. The TT07 is compatible with a wide range of drive systems and supports common communication protocols. **Hall 1 / 4F / L-0622**



GW GRAVEL SPORT WHEELSET

Introducing Glory Wheel's gravel wheelset. Combining straight pull lacing, multiple freehub options, main streamed hub spacing and premium alloy rim, this wheelset will unleash your imagination for a great entry-level bike design. A big fan of carbon wheels but with limited budget? Glory Wheel also offers carbon fiber rim as another option to keep your bike looking good at a competitive price. **HALL 1 / 4F / M1320**



DELTA ELECTRONICS HMI

Developed with AVS in two bluetooth-enabled versions. The RC10 (78 x 46 x 54mm) is a standalone handlebar-mounted control with a high-brightness LCD (1,000-1,600 cd/m²). The RC9 (53 x 46 x 54mm) is an alternative that pairs with the CD8 display (46 x 19 x 62mm), which provides enhanced visibility with the same high-brightness LCD. **Hall 2 / 4F / R0624**



DAHON TÉLÉDON C8 AXS

Introducing the Télodon C8 AXS, a high-performance carbon folding road bike designed for cycling enthusiasts. Featuring the "D-VELO" technology suite with DELTECH and a Super Downtube, this carbon frame enhances rigidity for maximum efficiency in pedaling power and speed. It's equipped with the SRAM Force eTap shifting system and a UDH derailleur hanger, ensuring precise control. **Hall 1 / 4F / M0511**





**BYSCHULZ
M.2 VIEW CNC
PEDAL**

The M.2 View CNC is noteworthy due to its tread surface: instead of the conventional 3M grip tape, numerous hexagonal studs at different heights ensure excellent grip and a secure footing while riding. This special surface structure therefore contributes to the overall safety of the rider. The high-quality, conical axle and bearing units used in the M.2 View CNC were specially developed for the M-Line series and offer robustness on a par with MTB axles. Available in different color variants so that cyclists can customize their bike and express their personal style.

Hall 1 / 4F / M0104



**SKS
GERMANY
URBAN
STEM BAG**

The Urban Stem Bag can be easily mounted on the handlebar, down tube or bicycle saddle with hook and loop fasteners or screws. Due to the compact design, even a chain lock can be transported in the bag. With two side pockets, the bag is made of water-repellent, durable material and is equipped with numerous features. These include loops for attaching carabiner hooks, reflective elements, a water drain in the reinforced base and a shoulder strap for convenient transport.

Hall 1 / 4F / L0312

**NUVO
N+1-BC306C-R**

The n+1-BC306C-R is a side-entry bottle cage, weighing only 17g and available in black. Its internal R-Corner design effectively prevents bottle scratches, offering extra protection. This cage is perfect for e-bikes and smaller frames, providing a lightweight, durable solution for your cycling needs.



NEW PRODUCTS

**VELO
SUPER ANTI-
SLIP TAPE
VLT-5119**

Perfect for gravel or road cyclists who dislike wearing gloves, this super anti-slip bar tape from Velo is extremely comfortable with a soft touch. This durable tape is elastic and easy to wrap (with non-residue adhesive) and is available in a standard thickness of 2.5mm as well as thicker 3mm & 3.5mm options.

Hall 1 / 1F / J0618



**TRIPEAK
SOLI TECH
HEADSET**

SOLI Tech headset redefines durability with solid-state lubrication, replacing traditional ball retainers. This self-lubricating system continuously releases liquid lubricant, ensuring smooth performance, superior anti-corrosion protection, and over four years of maintenance-free use. Designed for riders seeking high efficiency and low maintenance, SOLI Tech keeps your bike performing at its best.

Hall 1 / 4F / L0602



**JETSET
AM-30HO+**

Jetset's AM-30HO+ is built for downhill domination. Featuring a unique hollowed rim hook area, the AM-30HO+ enhances strength and prevents pinch flats, making it the ultimate downhill rim. Powered by two patented Arcos System technologies, it delivers unmatched durability and performance. Welded rim construction 29" (610g) and 27.5" (570g).

Hall 1 / 1F / I1026



**VP
COMPONENTS
VPG-201
GRIPS**

Engineered for safety, designed for sustainability: these PFAS-free grips are completely free from harmful chemicals, ensuring safety for both users and the environment. The grips feature antimicrobial protection against bacteria for added hygiene. VPG-201 grips combine eco-consciousness with durability.

Hall 1 / 1F / K0806

**V-GRIP
ROTATES
777 SERIES**

This lightweight bottle with 530ml capacity and high flow cap can keep your beverage cold or hot for 5-7 hours. Made from premium 18/8 304 stainless steel - no metallic taste: enjoy the pure water taste. BPA free and easy to carry or fit to a bike bottle cage.

Hall 1 / 1F / I1217



**POWERWAY
PHF-CT43 &
PHR-CT43**

The CT43 front hub and rear hub are built to address our road riders' demands for Powerway performance in a lighter weight and reliable design. A super lightweight, consistent, and quick engaging hub can give you the best combination of performance and durability. Find out more at the Powerway booth in Hall 1.

Hall 1 / 1F / I1322



**TAYA
UPCYCLE
CHAIN
CRAFT
EVENT**

At TAYA, we recognize that bike chains often require more frequent replacements than other components. However, did you know that discarded bike chains can be transformed into unique crafts? Join us at Booth K0610 for our upcycle chain craft free event, where you can create your own personalized chain coaster as a memorable souvenir. Limited availability — don't miss this opportunity!

Hall 1 / 1F / K0610

**SHINE WHEEL
25 RACE CB1**

ITEK is a specialist in engineering and sub-contract manufacturing of all kinds of super light carbon frame and forks. The new 670g 25 Race CB1 is a full monocoque frame for road racing. Find out more at the Shine Wheel booth in Hall 1, 1F.

Hall 1 / 1F / K1107



**KMC CHAIN
X FLAT
CHAIN**

The KMC X Flat 12-speed chain is designed for SRAM Flattop technology, ensuring full compatibility with SRAM 12-speed drivetrains. Its narrow profile enhances shifting precision and smoothness, while the Flattop outer structure minimizes dirt buildup, reducing wear and extending drivetrain life. Engineered for strength, durability, and efficiency, it delivers a lighter, smoother ride with KMC's advanced chain technology.

Hall 1 / 1F / J0118



NEW PRODUCTS



HYENA NEW DEALER PORTAL

The all-in-one Dealer Portal streamlines diagnostics, technical support, and parts management. With guided workflows, performance tuning, and seamless integration, it enhances maintenance efficiency, improves service accuracy, and optimizes the end-user experience—empowering dealers with the tools they need for effortless e-bike management. **Hall 2 / 4F / S0318**

BYSCHULZ EP.2 PARALLELOGRAM ELASTOMER SUSPENSION SEATPOST

Combining proven technology with modern materials, the EP.2 seatpost ensures a more pleasant riding experience. Thanks to the reliable parallelogram mechanism and longer lasting elastomer suspension elements effectively absorbs shocks. With a compact installation height of only 99mm and 24mm of spring travel, the EP.2 fits a wide variety of bicycle frames. The spring stiffness can be individually adjusted. High-quality processing with sturdy forged aluminum and maintenance-free IGUS plain bearings ensures a long service life. **Hall 1 / 4F / M0104**



FPD INDUSTRY CORP. POWERCAGE PEDAL

Designed for stationary bikes, the Powercage Platform Pedal features a patented cage with intuitive easy-to-reach dial adjuster and comfort pad. The large foot opening is easy to enter and exit and embraces the foot, providing clipped-in performance using regular sneakers. With an extra-large platform, this pedal is suitable for commercial stationary bikes. **Hall 1 / 1F / J1018**



XPEDO OMNI

Unlike other power meters, the Omni power pedal measures data at the closest point of contact - the cleat and the pedal. The system runs on a CR2032 battery and measures power, balance and cadence. Available for CXR (pictured), Baldwin, M-Force 8, Thrust NXS, and Sonik pedals. **Hall 1 / 1F / J0518**

JIASHAN SHENGGUAN JY-7260E

This StVZO-certified e-bike headlight features a unique reflector design and an efficient LED with sophisticated styling that greatly reduces energy loss. Reaching 90LUX, the light has a high-quality aluminum housing, to ensure efficient heat dissipation. A wide input voltage of 6-48V means it is compatible with most e-bikes. **Hall 1 / 4F / L0304**



DAHON VÉLODON A4

DAHON's first road bike integrates a patented Eagle aluminum frame with ultra-sturdy triangular geometry. Featuring the innovative Flying Pose top tube + Dual Taper + Eagle Triangle structural combination delivering 37.9% enhanced rigidity compared to conventional straight-tube aluminum frames. Low-step design ensures rider-friendly accessibility while maintaining exceptional stability for effortless control. **Hall 1 / 4F / M0511**



VISION METRON TTW

Redefining speed with the VISION METRON TTW disc wheel: 20% less drag, a wider 21mm rim, and PRS hubs for instant power transfer. Tested in the wind tunnel for maximum aerodynamic efficiency, it's the ultimate choice for time trial and triathlon performance. Faster, smoother, unbeatable. Come visit us! **Hall 1 / 4F / M1212**



HAFNY SLEEK HIGH-END BIKE MIRROR

Made to last, our bike mirror is tough and durable. With a high-quality CNC-machined aluminium anodized body, it's strong and sturdy, just like motorcycle mirrors but designed for ebike users. The sleek design fits all kinds of ebike riders. You can easily adjust the viewing angle with a 360-degree rotatable joint, finding the perfect angle for your ride has never been simpler. **Hall 1 / 1F / I1323a**

HOLLAND MECHANICS HIGH-END WHEEL ASSEMBLY

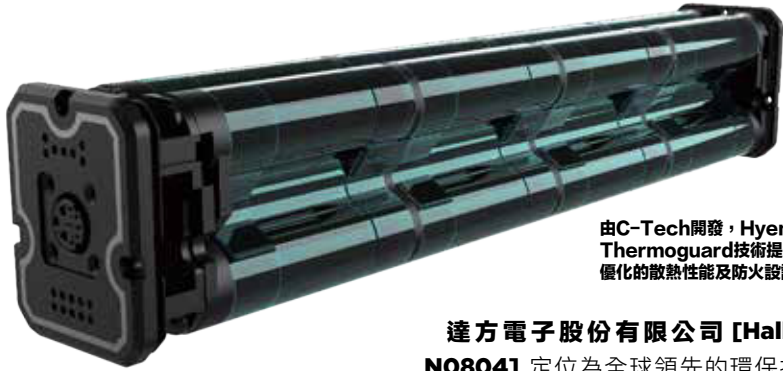
Holland Mechanics' 4th-generation high-end wheel assembly line combines expert craftsmanship with advanced robotics for top-tier wheel production. The ProLine handles any aluminum or carbon rim with unmatched precision. Lacing takes just 1.5-2 minutes, while truing takes 8-10 minutes for a high-end, ready-to-ship wheel. Enhanced by the Advanced Truing Algorithm (ATA), it reaches precision accuracy levels. Visit us at booth L1223 to learn more. **Hall 1 / 4F / L1223**



Overview : E-Bike Batteries & Components

電動自行車性能提升—不僅只是動力

材料對於提升電動自行車的性能具有關鍵性作用。製造商面臨著日益增加的壓力，需延長續航里程、提升充電速度並優化電力管理，同時還必須降低重量並確保長期可靠性。電動自行車必須在電池、傳感器、控制器以及輔助元件上持續推動創新，以提供更智慧、更高效且更具適應性的電動自行車系統。



由C-Tech開發，Hyena的Thermoguard技術提供更優化的散熱性能及防火設計。

台灣電動自行車製造商 **Hyena E-Bike Systems [Hall 2 / S0318]** 在該領域持續創新。在本次展會中，Hyena 展示了其最新的 36V 和 48V 一體化電池解決方案，這些方案專為廣泛的電動自行車相容性而設計。BS-B540+ (36V) 和 BS-B480 (48V) 均採用全隱藏式管內設計，具備提升的防水性和耐用性，並配備保護性框架蓋。其流線型外觀支援更時尚的車架設計，創新的電池座則使電池的安裝和拆卸更加便捷。BS-B540+ 可與 BE-B180 外掛電池增程器兼容，進一步延長騎行距離。此外，Hyena 與專注於 3C/IT 產品、輕型電動車 (LEV) 以及能源系統儲存電池開發的鋰電池包專家 C-Tech 攜手，推出了 ThermoGuard 技術。該技術靈感來源於廣泛用於數據中心、電信及醫療行業的人工智慧伺服器備援電池單元 (BBUs) 所要求的嚴格安全標準，融合了先進的安全性與可靠性功能，例如改良的散熱性能與防焰設計。雖然該技術尚未應用於現有產品，但 Hyena 與 C-Tech 已完成原型測試，並準備好與客戶合作開發未來產品。

達方電子股份有限公司 [Hall 1 / N0804] 定位為全球領先的環保技術專家，致力於提供創新的 IT 週邊設備、被動元件及綠色能源解決方案。該公司產品廣泛應用於 PC 週邊、智慧模組、車用電子、被動元件及高精度定位模組等領域。本次展出中，達方展示了最新電池及增程器，這些產品去年也曾亮相於 Eurobike 展會。所有電池均與 Shimano 電動驅動系統兼容，採用一體化管式設計，使用 CANBus 及 UART 通訊協議，容量範圍從 400Wh 至 800Wh，並支持增程器選項。E1C05 型 200Wh 增程器具備 5.49Ah 的額定容量，重量僅 1.1kg，提供輕量化選擇，延長騎行距離。



Greenway 的 SH07 瓶式電池提供 360Wh 的電量 (36V, 10Ah)，採用超緊湊且可上鎖的設計。

Greenway [Hall 1 / L0310] 成立於 2006 年，自成立以來專注於設計與製造電池組。今年，Greenway 展示了其電動自行車鋰電池技術的最新突破，著重於安全性、永續環保及智慧

科技三大核心領域。Greenway 展出的所有電池均通過 EN50604-1 認證，且採用無焊接電池組設計，便於更換電芯。此外，Greenway 在其研發過程中整合了熱力學、電子及機械模擬技術，使其電池在首次測試中即通過 EN50604-1 抗壓測試。本次展會上展出的產品包括 SH07 瓶式電池——一款 360Wh/36V/10Ah 極致緊俏的鎖定式設計電池——以及 ZZ209 內建式電池，一款 36V 的流線型設計電池，可選 15Ah 和 20Ah 兩種容量版本。

台灣的 **GWA Energy [Hall 1 / 0427]** 專注於電動自行車系統的研發與製造，致力於提供經濟實惠、可靠且易於使用的電動貨用自行車解決方案。其整合系統具備高扭矩雙驅動動力、電動自動換檔變速、ABS 防鎖死剎車系統及完整 AIoT 功能，為現代城市交通提供更高的性能、安全性及連接性。在貨用電動自行車電池組方面，該公司本次展覽推出了最新創新產品——UX48800 行李箱式電池。這款 UX48800 鋰電池可適配於單馬達及雙馬達電動貨用自行車系統，結合了便攜性和高性能。採用 Panasonic、LG 和 SDI 的 Tier-1 鋰電池芯，該電池組提供 48V 和 800Wh 的穩定電能，確保長續航和流暢運行。其緊俏且易攜的設計，使電池更換和充電更加便利，是城市快遞員和注重效率與便利性的高里程騎行者的理想解決方案。

成立逾十年的 **SEGL Energy [Hall 1 / I0124]** 專注於為多元行業開發與生產儲能系統及不間斷電源系統 (UPS)，

包括汽車、電動工具和太陽能等行業。該公司展示了多款符合國際認證標準 (如 UL 2271、IEC 50604 及 ISO 14067) 的電動自行車電池組。此外，其電池組整合智能電池管理系統 (BMS)，以確保穩定輸出與卓越的安全性能，並為電動自行車提供更長續航和更高防護水平。



Trend Power 的全新 OTS In-Frame 800 提供 48V 和 780Wh 的電力輸出。

Trend Power Technology [Hall 1 / I0308] 是一家提供多種電池產品的大型企業，擁有自動化生產線並以穩固的研發基礎為後盾。該公司持續推動電動自行車動力系統的創新，推出新款 48V 780Wh 內框管式電池，專為各類電動自行車型號的無縫整合而設計。其下一代電池固定系統簡化了兼容性，同時採用 USB PD3.1 充電技術，使電池可作為高容量的行動電源為電子設備供電。此外，新的 DC-DC 輸出系統滿足多種電動自行車配件的電壓需求，提升了使用靈活性。整套方案中，智能 BMS 設計支持多電機系統通訊，優化能源管理和性能。

SEGL 的電池組符合 UL 2271、IEC 50604 和 ISO 14067 國際標準。



Darfon 的 E4C0Q 電池組提供高達 800Wh 的容量。



GWA 的 UX48500 電動貨運電池組提供 48V 和 800Wh 的可靠電力。



新格傳動提供全系列具備IP65-IP67
認證的防水連接器



成立於近 50 年前的台灣新竹，**Singatron [Hall 2 / R0826]** 是一家專業的連接器製造商。該公司在中國蘇州和中山設有工廠，為海洋電子、戶外通訊及輕型電動車等多個行業提供服務，並在亞洲、歐洲和北美多個國家建立了服務據點。隸屬於 SGConn 系列，Singatron 提供全系列符合 RoHS 標準、UL、VDE、NMEA 2000 及全球安全標準的防水連接器。針對電動自行車，最新的輕型電動車防水連接器具備 IP65-IP67 防護等級，連接器本體可在 -40°C 至 100°C 範圍內運行，線纜可在 -20°C 至 80°C 範圍內運行。連接器採用 UL 認可的尼龍 + 玻纖、PC 及鍍金銅合金針腳製成，具有可靠的性能和耐用性。

作為少數專營電動自行車控制器與電池系統的台灣公司之一，**Velorroof Electronic [Hall 2 / R06010]** 提供從硬體設計到全系統整合的端到端開發服務。在展會中，該公司將展示其在電動自行車電力管理與能源儲存解決方案方面的最新創新。主要技術進步包括自適應電力優化與實時數據分析，提升騎行效率並實現預測性維護。Velorroof 還將展出用於大規模能源儲存的智能電池管理系統 (BMS)，可優化 BBU、UPS 和 ESS 應用並延長電池壽命。此外，其 USB-PD 整合電池組具備雙向

充電功能，使電動自行車電池能為外部設備供電，拓展其應用範圍至騎行之外。

總部位於香港並由德國管理的 **AVS Electronics [Hall 1 / L0622]**，擁有超過 15 年的輕型電動車 (LEV)、移動性及遠程電子領域的諮詢、設計和製造經驗。AVS Electronics 的子公司 AVE Mobility 於 2014 年成立，專注於為電動移動行業開發、生產和推廣 OEM/ODM 的人機介面 (HMI) 解決方案。在展會中，公司將展示去年在 Eurobike 推出的一系列新產品，其中包括全新上管 HMI——AVS TT07。該產品採用多彩五段 LED 燈條，能清晰顯示重要信息。為了便捷性，TT07 HMI 還提供藍牙低功耗 (BLE)、遠距升級 (OTA) 韌體更新及 NFC 智能手機配對和自行車解鎖選項。專為礫石、公路及鐵人三項自行車設計的 AVS RB 系列具備模組化開關模塊，用於選擇助力模式、電子變速及驅動系統。其三種安裝選項適用於平把、升降把、下彎把及空氣動力學把手，確保易於集成並兼容多種電動自行車系統。最後，RC8-FS HMI 將智能電容式指紋傳感器集成至 HMI 的控制面板中，僅授權騎行者能啟動車輛並操作電子鎖以啟用電動交通工具。■ **MW**

Conductor 尋求擴展 不僅僅是一家 普通的行銷公司

在過去的 18 個月中，創意與行銷代理公司 Conductor 一直在台灣及遠東地區建立聯繫，以協助品牌提升形象及行銷。透過創意行銷解決方案，該公司為 B2B 及 B2C 企業提供支持，幫助品牌提升知名度、加強與受眾的關係，最終改善銷售表現。

Conductor [Hall 1 / M1212] 是 FSA 及 Vision 展位的嘉賓，由 Jonathan Davies 及 M.J. Jackson 在 2014 年共同創立，兩人均具有數十年的全球品牌與廣告項目經驗，並分享著對自行車運動的熱愛。該公司成立的宗旨是支持自行車品牌，透過世界級的創意與行銷項目獲得成果，為自行車產業注入全新且充滿活力的思維方式。在過去的十多年中，該公司與全球許多自行車品牌合作，完成了涵蓋品牌及行銷全領域的高度成功項目。他們協助初創企業定義品牌並加速其上市步伐，為久負盛名的品牌注入新活力，打造出色的網站以促進銷售轉化，並在多個市場推出激動人心的新產品。在 2023 年，Conductor 加入了 Gruppo Media，這是一家出版《Rouleur》雜誌並主辦 Rouleur Live 消費者展覽的組織，這使得 Conductor 能加速其進軍亞洲市場的計劃。Conductor 懷有在亞洲設立辦公室的雄心，致力於加深與台灣及亞洲品牌和製造商的合作，並以國際化的設計和行銷專業知識來支持他們。Davies 解釋道：「無論企

業是 OEM、ODM 還是以消費者為導向，其品牌形象、關鍵行銷工具、活動和溝通的需求本質上都是相同的。這些要素應幫助企業在競爭中脫穎而出，應該傳遞出產品 (或服務) 的品質，並清晰地溝通特點和利益。我們通過高品質的現代設計和品牌塑造，幫助客戶更好地與受眾建立聯繫並提升銷售。」

自公司創立以來，Conductor 始終熱衷於各種形式的自行車運動，並致力於創造讓自行車社群感到興奮、啟發和受教育的世界級項目。透過我們的創意品牌與行銷工作，以及與 Rouleur 受眾的連結，我們為客戶和自行車產業的未來帶來積極的影響。我們以與客戶建立長期合作關係為榮，幫助他們實現商業目標，並運用我們的創意、經驗和見解解決各種挑戰。

Conductor 將攜同員工及 Rouleur 團隊出席台北國際自行車展。如果您希望進一步了解 Conductor 的專業經驗與服務，可與 Jonathan Davies (+447725738383 / jd@conductorstudio.com) 預約洽談。■ **LvR**



Velorroof 的控制器支持 36V 和 48V 系統。

AVS 的 RC8-FS HMI 可與該公司的 CD9 顯示器搭配使用。



Jonathan Davies (左) 與 M.J. Jackson 於 2014 年創立了行銷公司 Conductor。

Vittoria 的全新 PRO WIDE
輪胎專為更寬的輪圈設計。



Vittoria的Terreno T50在各種類型的地面上表現出色。

為了解決高性能輪胎與新型寬輪圈匹配的需求，Vittoria [Hall 1 / FO429] 通過與世巡賽車隊的深入合作，推出了全新 Vittoria Corsa PRO WIDE RIM 輪胎。29mm (29-622 ETRTO) 規格專為內寬達 25mm 的輪圈設計，最大化空氣動力效應，同時保持 Corsa 系列一貫的卓越抓地力與順滑性。

「唯有 Vittoria 能夠預見這一趨勢，並與世界上最強的车隊和領先的零件製造商緊密合作，設計出專門的輪胎。但在未來幾年內，這款輪胎肯定會成為主流，就像過去其他創新所經歷的過程一樣。」Vittoria 總裁兼首席執行官 Stijn Vriends 表示。新的 700x29mm 輪胎尺寸進一步擴展了 Corsa 系列，提供了 Corsa PRO (320tpi 棉胎體) 和 Corsa N.EXT (100tpi 尼龍胎體) 兩種版本。

Maxxis 全新設計的 High Road [Hall 1 / JO818] 專注於產出終極公路輪胎，在其屢獲殊榮的前代基礎上，其多個重要領域有所提升。目前已推出第三代產品，提供管胎和無內胎兩種版本，兩者皆具有更強的防刺性能和更低的滾動阻力。Maxxis 表示：「你會注意到騎行更平順，特別是在長距離騎行時。」

最新加入 Continental [Hall 1 / MO503] Grand Prix 系列的產品是



瑪吉斯High Roller已進入第三代。

Grand Prix TR 外胎，據稱其「融合了高性價比與無內胎兼容的性能」，價格比高端產品更為親民。該產品定位於 GP5000 之下，但高於 Grand Prix、Grand Sport Race 和 Ultra Sport 外胎，是 Continental 系列中的新中階選擇。Continental 的目標是通過在價格金字塔的略低層級提供無內胎兼容的優勢，使公路無內胎技術觸及更廣泛的用戶群體。

產品概述：輪胎

公路與礫石輪胎走向寬化 永續性逐漸受到重視

隨著公路輪圈持續加寬，許多知名輪胎製造商紛紛升級其頂級輪胎性能以緊跟潮流。

Grand Prix TR 提供四種寬度選擇——25mm、28mm、30mm 和 32mm，其採用了與 Continental 頂級外胎相同的 BlackChili 配方。據稱，這種配方的壽命更長，並可提供比次頂級配方多 30% 的抓地力和少 26% 的滾動阻力。除了無內胎兼容的版本外，部分尺寸還將推出開口胎版本。

礫石車款持續熱賣，Vittoria 表示其「致力於突破性能與可靠性的界限」。其礫石路系列的最新產品是 Terreno T50 Mixed Gravel Endurance 輪胎，設計在從硬地到混合路面條件的廣泛地形上兼具速度與能力。這款多功能胎紋設計採用全新的方向性切割，並搭配明顯的彎道側齒，提供轉彎時的充分控制。Terreno T50 Mixed 採用了強化尼龍側壁保護的耐久胎體，提高抗穿刺性和穩定性。在胎面下方還加入了一層防刺穿帶，胎面則使用含有石墨烯增強配方的 Endurance 化合物。

Obor [Hall 1 / L112] 在台北展會上展出 Meteor Gravel 輪胎。Meteor 在 Obor 系列中介於 Saturn Ring 與 Pangolin 之間，其適合越野的設計源自 Obor 的熱銷 XC 輪胎 X-Meteor。它結合了低滾動阻力與出色的彎道性能，得益於寬間距胎紋與更具侵略性的胎角設計。Saturn Ring 適合於硬地



Obor 的新款礫石輪胎借鑑了其暢銷越野車輪胎的胎面花紋設計。

與鋪裝路面混合使用，而 Pangolin 專為較鬆散的地形設計，Meteor Gravel 則成為混合路面條件下一個理想的中間選擇。

全新參加台北國際自行車展的 Continental Terra Adventure 輪胎，專為應對多種地形設計，在礫石路與登山車輪胎之間模糊界限。Terra Adventure 採用輕便而耐用的單層胎體，並使用了一種能在軟地到硬地條件下提供優異抓地力與滾動阻力平衡的配方設計。此輪胎具有真空胎無內胎功能和無鈎圈相容設計，提供 45mm、50mm 和 55mm 三種寬度，胎側有黑色和棕色兩種版本可選。它獲得 E25 等級認證，適用於電動礫石車與電動登山車。

在越野騎行方面，Continental 推出了 Kryptotal 作為專業混合地形和條件的輪胎，並提供多種尺寸、結構和胎紋圖案選擇。具有前後胎紋專屬設計，Continental 聲稱此款輪胎能夠「讓您



無內胎兼容技術應用於馬牌輪胎新款Grand Prix TR。

在小徑賽、耐力賽和下坡騎行中突破極限」。Kryptotal 是 Continental 重力系列中的混合地形輪胎，這一系列還包括應對濕滑條件的 Hydrotal、鬆散土壤條件的 Argotal 以及岩石與硬地條件的 Xynotal。該系列提供超軟 (Supersoft)、軟質 (Soft) 和耐久性 (Endurance) 三種配方，以滿足不同自行車和騎行風格的需求。

傳奇的 Maxxis High Roller 輪胎在多年來的產品線中已發展至第三代，專為現代下坡賽運動的需求而設計，並已在蒙特聖安錦標賽上由 Jackson Goldstone 掄元奪冠。

High Roller III 的開發吸取了 Maxxis 世界盃運動員的廣泛意見和測試，專為



Leka 是一款由 100% 可重複使用材料製成的無橡膠輪胎。

在高速下應對混合路況而打造。中間的胎紋採用中型抓地釘設計，能在鬆軟、疏鬆或灰塵環境中提供優異的土壤穿透力，同時穩定性足以避免在堅硬路面上的滑動。大量且支撐力良好的側向胎塊進一步增強了彎道抓地力，提供可預測的操控表現。

在永續方面，reTyre [Hall 1 / L0527] 正持續整合來自多個產業的尖端技術至輪胎生產中，大幅提升輪胎的永續製造、兼顧性能和設計能力。reTyre 最新的生命周期評估顯示，與傳統橡膠輪胎相比，二氧化碳排放量顯著降低了 60% 至 82%。

LEKA 是 reTyre 的日常通勤輪胎，採用 100% 可重複利用的材料製成。完全不含橡膠的 LEKA 以 60TPI 的胎體為基礎，儘管結構輕量化，卻在耐久性與性能之間達到完美平衡，使其成為日常通勤的理想選擇。LEKA 提供多種尺寸，從 20 英寸到 29 英寸，適配大多數城市自行車。該輪胎具有反光側壁，並通過 ECE-R75 認證，可用於電動自行車與高速電動自行車。

Newtonia 輪胎由 Metro [Hall 1 / M1413a]，是越來越多通過 ECE-R75 認證、支持時速達 50 公里 / 小時電動自行車的輪胎之一。基於其堅固的結構，這款輪胎也是貨用自行車的不錯選擇。輪胎的胎體為 60TPI，並在胎面下方搭載了 5 毫米的防穿刺保護層，其



Newtonia 證明靈感無處不在，其胎紋設計靈感源自葉子。

Tannus 的 Armor Tube 系統可將爆胎減少高達 90%。

設計靈感來自於 Newtonia Buchanani 樹的葉片。Metro 表示，全新的胎面設計提供了更好的滾動阻力與制動控制。

Continental 表示，Pure CONTACT 輪胎是「一款兼具耐用性與舒適性的產品」，專為應對廣泛的城市使用場合而設計。該輪胎結合了 Continental 的 Vectran 和 PolyX Breaker 技術，前者源自賽車輪胎，後者則來自汽車輪胎，提供 Continental 產品系列中最佳的防穿刺保護。此外，Pure CONTACT 還是一個更具永續的選擇：該輪胎由三分之一的永續環保材料製成，包括來自稻殼灰的矽酸鹽、經過責任採購的天然橡膠，以及可再生的軟化劑。

無論您採用何種騎行方式，輪胎刺穿或夾胎問題都是不必要的麻煩。Tannus [Hall 1 / M1308] 表示，其 Armor Tube 系統結合了內胎和防穿刺插入物，能夠提供高達 90% 的穿刺保護。該系統在輪胎胎面與內胎之間提供

15 毫米的保護層，以及在胎壁部位提供 2 毫米的保護層。這一設計安裝方便，特別適合休閒騎行者、長途旅遊騎行者以及尋求可靠、低維護解決方案的電動自行車用戶。

如果您使用無內胎系統，那麼 Tannus 也提供一系列內襯，能保護輪圈免受損壞，並讓您以較低胎壓騎行，以獲得更好的抓地力和操控性。Tubeless LITE 內襯專為公路和礫石車騎行者設計，三種尺寸適用於所有常見的公路和礫石車胎規格，每輪僅增加 45-50 克重量。Tubeless PRO 則適合越野、山徑、耐力及全地形騎行者，而 Tannus 的 Tubeless FUSION 系統結合了 PRO 和 LITE 內襯，提供最大化的保護與耐用性。透過將 LITE 內襯置於 PRO 內襯中，FUSION 增強了撞擊吸收能力，防止夾胎並穩定輪胎。這是希望降低輪圈損壞風險的激進騎行者的理想選擇。 ■ DA

NEW PRODUCTS

V-GRIP 一鍵磁吸式水壺組

卡扣如膠水般牢固，卻易於移除！全新改良設計使瓶身更加穩固。可安裝於下管或坐管——或者兩者皆選！易於插入/取出，特別適合小車架。

Hall 1 / 1F / I1217

VP VP-F57 踏板

VP-F57 折疊式踏板具備無可比擬的強度和耐用性。經過強度測試，此高品質設計的踏板成功通過 Zedler Advanced Plus XXL 測試。支撐重量高達 180 公斤，展現其高承重能力，確保穩定可靠的性能。

Hall 1 / 1F / K0806



BYSCHULZ 氣嘴轉接頭工具 V.5

氣嘴轉接頭 V.5 是一款鋁合金組合工具，可將法式氣嘴 (SV) 和德式氣嘴 (DV) 轉換為美式氣嘴 (AV)。這使得自行車內胎可以輕鬆在加油站充氣。內建的 O 型圈具備密封和防止氣嘴遺失的功能。內置的套筒扳手用於鬆開和緊固 AV 或 SV 氣嘴，以及透過管件延長 SV 氣嘴。by.schulz 的氣嘴轉接頭 V.5 提供黑色、紅色和金色款式，並採用鑰匙圈設計，方便隨時攜帶使用。

Hall 1 / 4F / M0104

HYENA 強化版馬達

為速度電輔自行車提供強大性能。專為美國第 3 級電動自行車設計，第二代加強版馬達輸出 500 瓦功率、55 牛米扭矩，最高時速達 28 英里。搭配 48V 480Wh 電池與智能控制器，確保在多樣地形下提供穩定可靠的動力，無論是通勤還是休閒皆適用。

Hall 2 / 4F / S0318



KMC GO WAXED 加蠟鏈條

KMC GO Waxed 加蠟鏈條以永續環境為核心，採用生物可降解的蠟基材料，提升傳動系統的耐用性，減少對強效潤滑劑的需求，使保養更簡便且更環保。告別油膩的鏈條和溶劑，節省清潔時間。其創新設計榮獲 2025 年由 iF 頒發的 TAIPEI d&i 獎，彰顯其卓越品質。

Hall 1 / 1F / J0118



立足台灣 永續地球

ESG 已成顯學 各廠商展現成果

永續、淨零、碳稅、碳權已成近幾年自行車界及工業界的熱門話題，並且也反映在台北國際自行車展，從早年的包材、環境的改善，為了符合逐步提高的企業社會責任要求。近年來從製程到材料，也都一點一滴的講究起來，並且在今年從製程到回收材料上有了重大突破。



根據 2024 年中國光大證券發佈研究報告稱，電解鋁行業排放覈算指南的推出意味着電解鋁行業距離納入碳交易市場的時間越來越近。若電解鋁行業納入碳交易市場將會給行業帶來兩個顯著變化：1. 火電鋁企業面臨顯

著的碳稅成本壓力，擁有更低碳排放的水電鋁和再生鋁將受益明顯，2. 鋁企業後續將增加對綠電使用的比例，並將通過技術升級降低生產鋁電耗。其分析看好水電鋁、再生鋁、高端預焙陽極投資機會。而其中指出水電鋁

受益明顯。據安泰科，使用火電生產電解鋁的噸二氧化碳排放量約 13 噸（電力生產環節 11.2 噸，電解環節 1.8 噸），而使用水電生產噸二氧化碳排放量僅為 1.8 噸（僅電解環節有碳排放）因此，使用水電比例較高的鋁企將承擔更低的碳稅，或將擁有更多的碳排放交易指標。

VP Components 與 Modus [Hall 1 / 1F / K0806] 今年將其過往生產過的产品鋁料，在攤位上拼湊成台灣的主視覺形狀，表示著「立足台灣 永續地球」的意向。而其中的鋁合金材料，正是最近最熱門的水電鋁工法。由於 VP Components 與 Modus 的生產及加工面向跨足汽車、機車、家具、家用品、健身、航太、高爾夫等工業製品，因此整個「水電鋁台灣」的主視覺組成，採用了自行車花鼓、輪圈、踏板、汽機車零件、風扇、散熱片... 等，以其旗下的生產產品組合而成，微妙微俏的讓台灣「水電鋁台灣」具有中央山脈的擬真 3D 造型。VP Components 表示：鋁合金材料

對於自行車的佔比相當大，可以說是製程中減碳的最大目標，而其多項產品也已經通過 ISO 14067 認證，緊跟世界潮流前沿。■ GC



VP Components 與 Modus 今年以「水電鋁台灣」的主視覺表示著「立足台灣 永續地球」的意向。

巨大騎馭未來

全球首發回收碳纖維製 PRE rCARBON 兒童滑步車



2025 台北國際自行車展中**巨大集團 (Giant Group)[Hall 1 / M0820]**攜手旗下四大產品品牌 Giant、Liv、momentum，以及 CADEX 強勢登場，以「Future in Motion 騎馭未來」為主題概念，其中最值得注意的是環保低碳材料技術上的領先，展位發表業界首款回收碳纖維製成的 PRE rCARBON 兒

童滑步車及多款環保低碳產品，彰顯永續材料創新的實力與成果。

此款兒童滑步車 PRE rCARBON，作為全球第一台回收碳纖維所製成的兒童滑步車，標誌著巨大集團在回收材料應用上的里程碑，也象徵著巨大集團由童車做起，未來拓展至更多成人車款的永續承諾。

PRE rCARBON 全車應用 50% 的回收材料所製成，其車架、前叉、車輪、車把 / 立管組件與座桿皆使用獨家回收碳纖維技術製成；輪胎、握把及座墊等零件則分別選用適合的環保低碳材料，如海洋塑料廢棄漁網所製創新尼龍 Seawastex 等。透過比較相同重量的原生材料與環保低碳材料，此 PRE rCARBON 在原材料階段減少了 50% 二氧化碳排放量。搭配 PRE rCARBON 的問世，也一同啟動「小腳步大未來」成長 123 方案！限量前 30 名線上預訂的騎士，可享二次免費升級自行車

的權利。隨著孩童成長，可攜 PRE rCARBON 滑步車回到門市，依據當下最適身高，逐步升級至 16 吋，再至 20 吋的指定車款。同時，換下的車款將回歸二手市場，延續使用價值，實踐永續騎行的未來。

巨大集團以建構涵蓋研發、製造、品牌到銷售的完整價值鏈，近年以「Cycling for a Better Future 騎向淨好未來」為主軸推行企業永續經營。展望未來，巨大集團將持續提供創新價值的產品與服務模式，實踐永續發展承諾，為全球車界帶來積極影響。



「愛地球宣言」 凝聚自行車產業綠色行動力 共創騎行永續新時代

由自行車公會、自行車研發中心、自行車新文化基金會及中華自行車永續聯盟共同主辦，外貿協會協辦「愛地球宣言活動」於台北國際自行車展盛大登場，活動以自行車產業未來發展三大方向「硬實力、軟實力以及巧實力」為主軸，號召產官學研凝聚共識，透過發表愛地球行動宣言，攜手推動綠色出行與低碳生活。



台灣自行車界與會代表與政府官員熱烈參與此次 Cycling Paradise 愛地球宣言發表會。

自行車公會理事長吳盈進表示，台灣自行車產業經歷半世紀挑戰與轉型，從低階代工走向高值整合，靠的正是「高質化」「低碳化」「國際化」等三大策略。他指出：「我們吃苦像吃補，總能化危機為轉機。透過產官學研協作，共同推動零關稅倡議、打造大健康產業生態系統，並以『永續 (Sustainability)、協同 (Synergy)、愛地球 (Strength Health)』為行動標的，向世界展現台灣是綠色出行的堅強後盾。」他進一步強調，自行車是符合聯合國SDGs的關鍵交通解方，

首先，產業層面由自行車產業鐵三角團隊提出 2030 目標倍增挑戰計畫，透過三電自主、共通協議標準與零組件高值化等技術，建構「永續精實跨區韌性供應鏈」，確保台灣在全球自行車產業中維持領先地位。其次，在全民健康方面，由自行車文化基金會發表自行車騎行宣言 (PEDALLING)，提出每日騎乘 1.6 公里，全民自行車安全教育、自行車友善設施等 27 項倡議，實踐健康促進與低碳生活。

最後，在 ESG 議題上，中華自行車永續聯盟提出「騎車應擁有碳權」概

也是最簡單卻最有力 ESG 行動方案。

活動中發表「愛地球三大宣言重點」，聚焦於產業升級、全民騎行與低碳永續。

念，推動里程憑證與騎行碳權，接軌全球 ESG 行動，展現台灣在綠色出行領導力。

值得一提的是，此次經濟部科技研發主題館也同步進駐、展位南港展覽館一館 K0510，契合時下最夯的電動輔助自行車與運動科技議題，展示逾 20 項最具創新技術成果。其中，攜手

TBA 與 TSEBA 共同打造智慧電輔車共通通訊標準，現場展示導入共通協議的 E-MTB 與 E-Trekking 整車，搭配 IoT 整合資訊，提供高度擴充與互通應用情境，期能提升國內自行車產業的數位轉型與系統整合能力，進而擴大自行車產業市場規模與產值。



由自行車公會邀請的專家智庫，將為「愛地球三大宣言重點」分項闡釋自行車於產業升級、全民騎行與低碳永續三大面向的重要性。

中文

台灣自行車品牌聯手推動亞洲登山車運動潮流 華南兩輪極限運動邀請賽 2025 擴大成為華南兩輪國際單車賽

華南兩輪極限運動邀請賽 – 中國最具指標性的單車賽事之一，自 2020 年因疫情停辦至今，確定 2025 年 11 月 15-16 日正式復辦，將於廣州市黃埔區飛帆山地世界舉行，同時亦擴大賽事規模，推出 6 大賽項全方位滿足登山車愛好的需求，預計邀請全球近 30 位知名登山車好手參賽，更邀請了台灣自行車品牌聯手推動亞洲登山車的運動潮流，期待復辦的華南兩輪國際單車賽，帶給大中華登山車市場不同的影響。

老字號的華南兩輪國際單車賽結合中國新興的登山車公園 – 飛帆山地世界，同時與 HT 踏板、KENDA 輪胎、KMC 鏈條、KS 升降座管、MICROSHIFT 傳動套件、NOVATEC 輪組、SMANIE 座墊、S-RIDE 傳動套件、SYB 昇陽自行車、XERO 輪組攜手合作，希望藉由賽事推動大中華登山車市場，帶動亞洲登山車的運動潮流。

過去華南兩輪賽以極限單車項目為主，全新復辦的華南兩輪國際單車賽，推出 6 大賽項，包括了：DH 下坡賽、Enduro 全地形耐力賽、E-MTB Enduro 電動車全地形耐力賽、XCO 越野賽、2X DS 雙人競速賽、Pump

Track 泵道賽等賽項，目標與國際登山車賽事項目接軌，也透過老字號的華南兩輪賽事，培養下一代大中華新秀選手。

飛帆山地世界完善的賽道設計充分滿足不同需求的單車愛好者，每一位愛好者都可以找到屬於自己的單車樂趣，在華南兩輪賽，不僅有精彩絕倫的比賽，還可以和來自全世界車界高手們互相切磋交流。華南兩輪國際單車賽預計邀請全球近 30 位知名登山車好手參賽，邀請名單預計於今年 5 月份公佈，報名方式及平台亦將同步公開，歡迎有興趣的車友及品牌持續關注。■ GC



產品概覽：安全帽

安全第一的口號再度響起 更多安全帽超越標準

作為安全帽設計的尖端，始終存在可量化的降低風阻，製造商追逐著微小的優勢，這些優勢可能是站上頒獎台與名落孫山的關鍵差異。



與舒適。為了增加安全性，頭盔還配備可拆卸的 USB 可充電後燈，提供日夜可見的九種模式選擇。啞光設計不僅增添您的城市騎行風格，同時也確保騎行安全。



Rockbros Pottier 配備可拆式遮陽片。



Rudy Project 的 Wingdream 比其前代節省了 10 瓦。

體現了我們的哲學—講究性能從頭開始。」

並非每個人都領騎車隊，大多數人只是騎自行車通勤而已。**CRNK [Analogue Plus / Hall 2 / R0620]** 亮相於台北，展示其屢獲殊榮的 Angler Alpha 頭盔。這款頭盔結合了時尚與安全，配備整合式照明、方向燈和煞車燈，為騎行者提供額外的安全性與便利性。除了這些安全功能，Angler Alpha 還內建了降噪麥克風和藍牙喇叭，喇叭置於耳朵上方，可傳遞語音和音樂而不隔絕環境聲音。此外，Angler Alpha 還配有便利的無線車把控制器，通過按鍵，騎行者可控制方向燈和煞車燈，還能操作藍牙功能，例如輕鬆切換歌曲、調整音量或接聽電話。

Rudy Project [Hall1 / K0331] 最新的空力安全帽 Wingdream 宣稱可以比 Rudy Project 之前的頂級空力安全帽降低騎士 10 瓦的阻力，每 10 公里節省 4 秒。Wingdream 同時確保散熱舒適性，減少 32% 的熱聚集。這款安全帽經歷了兩年的氣動研究和風洞測試，並與巴林勝利車隊合作開發。此外，它也受到義大利自行車聯盟的認證與採用。Wingdream 配備整合磁吸式護目鏡、可調節的固定系統（使用 Fidlock 扣件）以及 AirFrame 導流帶，這些設計優化了從安全帽前端到內部通道的氣流，大幅提升了汗水的散發能力。

Rudy Project 的行銷總監 Simone Barbazza 表示：「在推出 Wingdream 的時候，我為我們在這款革命性安全帽上的成就感到深深的驕傲。這不僅是在氣動研究上的一大步，同時也象徵了 Rudy Project 致力於追求卓越的承諾。Wingdream 的每一個細節都經過精心設計，彰顯我們對於結合安全、舒適與性能的執著追求。這款安全帽在競賽自行車設備上標誌著重要的進步，同時也



Angler Alpha 配備遙控藍牙功能。



Safety Labs 的 e-Path 配備了 9 種模式的可充電尾燈。

對於城市冒險，**Safety Labs [Hall 1 / L1111]** 的 E-Path 頭盔融合了風格、安全性和舒適感。其結構採用堅固的 ABS 外殼搭配吸震的 EPS 泡沫內層，以及柔軟的墊層以提供舒適的貼合。頭盔設有 12 個精心設計的通風孔，有效提升透氣性能，而 360 度調節系統讓您可以微調尺寸，確保 E-Path 的穩固

Rockbros [Hall 1 / L0723] 的 Pottier 頭盔適用於多種騎行環境，從城市通勤到休閒騎行甚至越野騎行。它配備可拆卸的帽簷，可替換為磁吸面罩，有效保護騎行者免受風、碎屑和陽光的影響。可拆卸且透氣的內襯保持內部清新舒適，尼龍帶與穩固的扣環確保精確且可調的佩戴貼合度。

隨著礫石騎行成為自行車運動中的一個成長領域，礫石專用頭盔的數量也在不斷增加。**Cratoni [Hall 1 / M0203a]** 將在台北國際自行車展推出 Gravoq 頭盔，其宣稱提供安全、舒適和時尚的完美結合。相較於公路頭盔，Gravoq 提供更大的覆蓋範圍，但保持中性設計和纖薄外形，定位於 Cratoni 的公路與越野系列之間。Gravoq 符合 CE、CPSC 與 AS 安全標準，並配備 17 個通風孔以增加空氣流通。可調節的束帶系統確保配戴穩定，儘管提供了額外覆蓋，重量依然輕盈，小尺碼僅



Cratoni 的 Gravoq 提供多種中性色選擇。



Leatt MTB All-MTN 3.0 配備吸收撞擊波的 PowerBridge 技術。

250 克。此款頭盔有多款中性色可供選擇。

如果您是那種喜歡深入越野冒險的騎士，那麼 **Leatt [Hall 1 / N1202]** 為您提供了 MTB All-MTN 3.0 頭盔，該公司表示這款頭盔是「專為渴望高山與驚險下坡的次世代山地冒險者設計。」MTB All-MTN 3.0 採用獨特的 PowerBridge 結構模塑於頭盔內部以分散撞擊力，同時引入 Leatt 開創性的 360 度渦輪技術，在碰撞中緩解旋轉性大腦傷害。該頭盔的通風性能得到提升，並包含一個易脫式遮陽帽以及眼鏡插槽，可在任何天候下保持優異性能。

Leatt 推出了一款名為 Enduro 3.0 的頭盔，並將其描述為「你能買到的最多功能性的頭盔」。這是一款模組化頭盔系統，提供三種不同的防護等級。輕鬆的山徑騎行時可以使用半開式外殼，稍微激烈一些的路段則可加裝耳罩，而

若需要全面防護，則可安裝下巴護罩將 Enduro 3.0 變為全罩式頭盔。Enduro 3.0 採用了 Leatt 的 Powerbridge 防撞結構，並具備 360 度 Turbine 技術。這些小型藍色圓盤由可吸能材料製成，有助於減少頭部和腦部的旋轉加速度，並在衝擊時減少能量吸收以降低腦震盪危險。該頭盔還配備微調固定系統、太陽眼鏡插槽以及可脫式遮陽板，提供完整的配件功能。

小孩子的頭部保護同樣重要，Cratoni 的 Madcat MTB/ 青少年頭盔借鑒了其熱賣產品 C-Maniac 的多項技術設計。Madcat 是一款可轉換全罩式頭盔，配備可拆卸的下巴護罩和深後腦保護區，提供額外的防護。其創新設計融合了 MIPS 技術，用於防止旋轉性傷害，同時配備良好的通風系統及防蟲網，以防在騎行途中遭遇小昆蟲。這款頭盔的外



Leatt 在 Enduro 3.0 中採用了其專有的 360 度 Turbine 技術。

殼設有大量反光設計，並內建可充電後燈，適合夏日黃昏返家的騎行使用。不論是孩子還是家長都能感受到其獨特的安全設計。Madcat 適合 49-56 公分的頭圍，並提供多種顏色選擇。

僅重 195 克 (S-M 尺寸) 的 Cratoni C-Zero 公路自行車頭盔是頂級的公路競賽頭盔。Cratoni 表示：「無論是想刷新公路速度記錄，還是想進行長距離騎行，C-Zero 配備的 MIPS 技術為您提供了安全、舒適與時尚的完美結合。」其流線型外殼設有 17 個通風孔，內部採用高流量空氣通道技術 (Performance Air Channel Technology)，確保最大化的氣流循環。360 度的固定系統具備無段高度調節功能，確保佩戴貼合度完美。C-Zero 經 CE EN 1078 / CPSC / AS 認證，並具備 MIPS Air Node 系統，有效減少旋轉衝



Cratoni 的 Madcat 為兒童/青少年頭盔帶來頂級功能。



Anquetil 的 Bionic Skeleton 設計採用了仿生骨架設計。

擊力與腦部受傷風險。該頭盔提供三種尺寸，適合頭圍 52-61 厘米，並有四種顏色可供選擇。

Rockbros Anquetil 是一款通風性能出色的公路頭盔。為了解決多通風孔設計可能引起的結構問題，Rockbros 採用了雙層殼體結構與仿生骨架設計，靈感來源於人體骨骼結構，有助於提升衝擊分佈及整體保護能力。Anquetil 還配備 Fidlock 磁性扣鎖和 Ionic+ 銀離子抗菌襯墊，以抑制異味產生，保持頭盔清新。該款頭盔獲得 EN1078 認證，並提供多種顏色選擇。而 Nicolas Frantz 則更加專注於空氣動力學性能，採用模內成型技術將吸震 EPS 內核與 PC 外殼融合，以實現最佳的強度與重量比。此頭盔還配有外殼邊緣包覆技術，加強外殼耐用性。其穩固的扣鎖設計與反光帶共同提升夜間可見性。■ DA

中文

NEW PRODUCTS



NUVO N+1-B737BPQ

專為公路車設計，這款自行車鈴提供 85 分貝音量，配備磁吸式可拆卸外蓋便於收納。具備 360 度齒輪式角度調節功能，每 15 度一檔，確保穩定定位。由 GRS 認證的回收材料製成，其環保設計便於拆解以達到高效回收。

Hall 1 / 1F / K1015

FPD INDUSTRY CORP. NW-608B

專為登山車設計，此款尼龍踏板配備大平台 (105 x 115mm)，提供更佳抓地力和舒適的騎行體驗。

Hall 1 / 1F / J1018



SKS GERMANY INJEX PRO

搭配紋理的手柄和符合人體工學的塑膠包覆鋁製本體，此自行車打氣筒兼具舒適性與功能性。T 型手柄以 60 度角設計，確保前臂與打氣筒在使用過程中形成直線。打氣頭支援法式、美式和 Dunlop 氣嘴，並具有 5 度傾斜角，使充氣變得更加容易。可選的伸縮功能可提供每次壓動更多的氣量，設計中整合的迫緊槓桿則確保氣嘴連接穩固可靠。

Hall 1 / 4F / L0312

TRIPEAK DURA TECH HEADSET

對於採用全內走線設計的自行車，維護和更換有時會是一個令人頭痛的問題。Dura Tech 頭碗解決了這個問題。外圈由特氟龍複合材料製成，而內圈則採用不鏽鋼並配有奈米塗層，杜絕腐蝕並延長使用壽命。經 CNC 加工的軌道配合 G3 陶瓷球，提供卓越的無潤滑滾動表面，大幅延長維護間隔時間與耐用性。

Hall 1 / 4F / L0602



J.D. COMPONENTS TRANZX ESENSE

騎車中只能往前看，誰來讓你無後顧之憂？TranzX eSense 幫你看管後方，以 220° 雷達覆蓋範圍檢測最多 150 公尺內的車輛。通過 ANT+ 和藍牙實時提醒讓您隨時掌握情況，而 IP67 防護等級確保全天候可靠性。無需猜測，毫無意外，增加你向前騎行的自信。因為領先始於了解身後的情況。

Hall 1 / 1F / J0507



NEW PRODUCTS

TAYA 30公尺大包裝鏈條

TAYA創新的30公尺鏈條大包裝榮獲2022年台北國際自行車展設計與創新獎！此包裝深受自行車迷、維修店及俱樂部的喜愛。其獨特設計不僅節省包裝材料，還能讓使用者根據需求自訂鏈條長度。歡迎蒞臨TAYA位於Hall 1的 K0610展位！

Hall 1 / 1F / K0610



HAFNY DUAL-VIEW MIRROR



雙視角自行車後視鏡 (HF-M908LS-FR09) 專為提升視野與安全性而設計，配備兩片鏡片——超廣角凸面鏡，提供更廣的視野，有助於消除盲點，以及普通鏡片，提供自然的視角。鏡臂與外殼採用部分再生且無異味的材料製成，是一個環保的選擇。

Hall 1 / 1F / I1323a

AVS ELECTRONICS RC7

AVS RC7配備1.54吋灰階LCD，提供高對比度、快速刷新率、陽光下可讀性及廣視角。該設備包含實時數據屏幕，用於顯示速度、助力模式、電池狀態、系統錯誤等信息。此外，其附加功能包括環境光及紅外線光感測器、背光按鈕、BLE和NFC連接功能。RC7可兼容頂級驅動系統，並支持CAN/CANopen、UART、RS-232和LIN總線協議。

Hall 1 / 4F / L0622



DELTA ELECTRONICS 電池組

與Trendpower合作開發的這款600Wh 36V 16Ah纖細管狀電池重量為3.5公斤，是首款Delta品牌的上市電池，適用於電動登山車及電動遠程車。

Hall 2 / 4F / R0624



VELO ULTRA LIGHT FOAM GRIP (VULF)

Velo 的超輕泡棉握把(VULF) 降低重量約5%，並提供高效減震功能，非常適合登山車用戶。這些柔軟防滑握把即使不戴手套也能帶來極佳的舒適感。

Hall 1 / 1F / J0618



POWERWAY PHR- SB60T001S

Powerway最新的花鼓具備120個咬合點，這款全新MTB花鼓可實現更快速的咬合與高效的動力傳輸。提供加大型號配置，以及六爪盤和中鎖碟煞兩種選項。欲了解更多資訊，請蒞臨1號展館的Powerway展位。

Hall 1 / 1F / I1322



HYENA ALL-NEW THRU-AXLE DRIVE

MRC-F250 是一款輕量級高性能的貫穿軸電動馬達，重量僅為 2.0 公斤。它提供業界領先的 35Nm 輪轂扭矩，確保平穩且安靜的騎行。兼容最多 12 速的飛輪，提供無縫整合、穩定性以及高性能公路車的簡易安裝。

Hall 2 / 4F / S0318



JETSET AM-30 DH+

Jetset 最新的 AM-30 DH+ 輪圈採用多功能設計，內建該公司專利的 Arcos 系統和多角度鋼圈孔技術，提供卓越性能。後者有助於調整鋼圈孔與輻條角度，並分散輻條對輪圈施加的負載，提升耐用性。提供29吋和27.5吋規格，可選擇焊接或無焊接輪圈結構。

Hall 1 / 1F / I1026



SHINE WHEEL 25 ZF TTK AL2



ITEK專注於使用綠能原材料為OEM或ODM客戶設計與生產各類專業合金車架。全新25 ZF TTK AL2車架兼容 Bosch 新一代 BDU38/34+PT600/800 和 BDU34/33 搭配 Semi-IG PP 電池。歡迎前往 1 號展館 Shine Wheel 展位了解更多信息。

Hall 1 / 1F / K1107

POWERWAY PHR- SB60T001S

Powerway最新的花鼓具備120個咬合點，這款全新MTB花鼓可實現更快速的咬合與高效的動力傳輸。提供加大型號配置，以及六爪盤和中鎖碟煞兩種選項。欲了解更多資訊，請蒞臨1號展館的Powerway展位。

Hall 1 / 1F / I1322



TAIPEI AFTER DARK (PART II)

While expat hangouts such as the Brass Monkey in Zhongshan need no introduction, Taipei's nightlife has plenty more to offer — from high-energy nightclubs to quiet speakeasy bars, there's something for everyone. Rooftop bars like Studio 9 offer stunning views and a unique atmosphere — ideal for relaxing with friends after a long day at Taipei Cycle. Below are some recommendations from the Show Daily team. By the way, you'll need to bring your passport for entry to many clubs.

BARS AND LOUNGES

Ounce Taipei

Iconic speakeasy bar. No. 309, Section 4, Xinyi Road, Da'an District.

Alchemy

Speakeasy bar with a discreet entrance located across from Taipei 101. 2F, No. 16-1, Section 5, Xinyi Rd, Xinyi District.

Mikkeller

Perfect if you want to try lots of different craft beers and enjoy a relaxed atmosphere. No. 241, Nanjing W Rd, Datong District.

Antique Bar 1900

Nostalgic atmosphere with antique decor. 3F, No. 34, Section 1, Dihua St, Datong District.



Ounce



On Tap



Alchemy



IKON



AI Nightclub



KOR



Sappho Jazz Bar



Taihu Tap Room

On Tap

If you don't mind a crowded location, want to eat something and maybe play some darts or pool, this is the place. No. 21, Alley 11, Lane 216, Section 4, Zhongxiao E Rd, Da'an District.

Sappho Live Jazz Bar

Live jazz, beers and cocktails. No. 500, Linsen N Rd, Zhongshan District.

Taihu

Taiwanese brewer Taihu has opened a hole-in-the-wall style tap room between the Breeze and SKM malls right in the heart of the Xinyi financial district. No. 68, Section 5 of Zhongxiao East Road, Xinyi District.

NIGHTCLUBS IN TAIPEI

AI Nightclub

Exciting modern club located at 7F, No. 12, Songshou Rd., Xinyi District.

IKON

EDM club dedicated to dancing. No. 22, Songshou Road, Xinyi District.

KOR Taipei

Luxury "Super Lounge" known for its stunning decor and top-tier sound system. 5F, No. 201, Section 4, Zhongxiao East Road, Da'an District.

WORLD'S TOP CYCLE SHOWS... 1 ADVERTISING PACKAGE



Book an advertising package for the *Eurobike*, *Taipei Cycle* and *Taichung Bike Week* Show Dailies together and avail of discounts.

For details, see www.showdaily.net

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The "necoo" logo is written in a large, bold, yellow, lowercase sans-serif font. The letters are thick and rounded, with a slight shadow effect. The background features a stylized bicycle frame and wheel in a light blue-grey color, with yellow and white concentric lines radiating from the right side.

Booth No. Hall 1- K1115



MM18



MM20MAX



MM68



H335



M58CD



M30CD-T



M10