

Publisher: Wheel Giant Inc.

# Show Daily

**TAICHUNG**  
bike week



[www.taichungbikeweek.com](http://www.taichungbikeweek.com)

October 18, 2019



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# KS

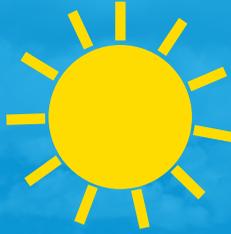
## TODAY

October 18

# TAICHUNG

## 30°C (86°F)

Cloudy



TONIGHT



## 22°C (72°F)

Cloudy

TOMORROW



## 29°C (84°F)

Cloudy

Friday, October 18, 2019

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## RAGE-i

*You can have it all.*

RAGE-i is the latest BUDGET model from KS. RAGE-i boasts an RRP starting at just €189, available travel up to 190mm and weight of just 549g (150./30.9).

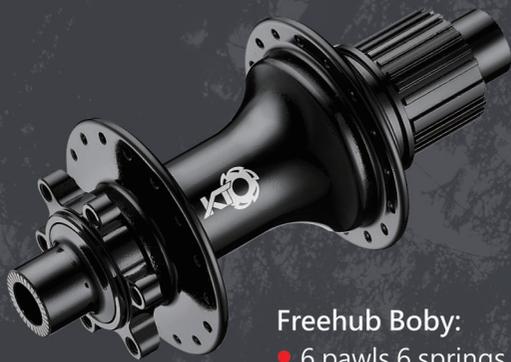
# GET DOWN & DIRTY

SEE THE ENTIRE LINEUP

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WWW.KSSUSPENSION.COM

# MICRO SPLINE SHIMANO DRIVER 12 SPEED



Freehub Body:

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

# E-BIKE SPLINE (FOR E-BIKE)



QL-BX8R  
Weight: 460g

# DYNAMO HUB SYSTEM

AC-6V3W ~ K 1280



JH-KC5F (Center Lock)  
Weight: 448g



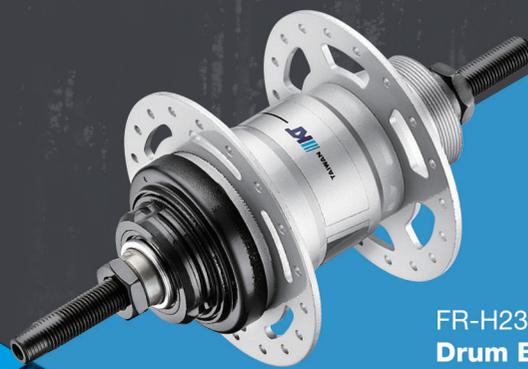
JH-KD6F (Disc Brake)  
Weight: 415g

# INTER-3 GEAR HUB

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



FR-H13R  
Disc Brake  
Weight: 1,080g



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

OPTION A  
PARTS

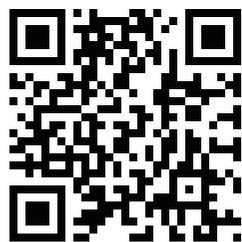
OPTION B  
MICRO SHIFT

OPTION C  
BRUM-BRAKE SET



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

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### USD-8/FAT

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



### USD-6/FAT

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



### OSL/FAT

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



CSD

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



CTB

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



A0-38RC



A0-6



RCP-2S



RCP-2AR



DV-22



DV-6

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# zoom

Precision Steering Components



MTB-AL-3720BT



TDS-DR605



MTB-AL-3712BT



TDS-D626



MTB-AL-3700BT



TDS-D622



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**OCTOBER 16-18, 2019**

**BOOTH: 1150 & 1151 TEMPUS HOTEL, BUILDING A**



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# Ed Benjamin: Welcome to the Future of Two Wheeled Vehicles

The future for electric bikes, and other light electric vehicles, is very bright. More than 270 million people use electric bikes worldwide, today. Already the global bicycle industry of the world depends upon electric bikes for most of its profits, yet the growth continues, as more and more markets and more and more consumers turn to electric bikes.

It is my opinion, after two and a half decades studying and working in this industry, that sales of electric bikes, currently about 38-40 million per year, will climb to 130 million per year in the next decade. I expect electric bikes to become the largest group of personal vehicles, worldwide. They will replace most bicycles, most combustion engine two wheelers and some cars and light trucks.

Most of these will be manufactured by companies that exist today. Almost all bicycle brands and makers, worldwide, offer electric bikes now. Most automakers and motorcycle companies as well. While some consolidation is occurring, we are in a time of explosive growth in both markets and products. But each bike has parts supplied by at least 70 different companies and each of those parts has many alternative choices that need to be understood

or investigated.

Due to investment, large local markets, and manufacturing efficiencies, the major components and most complete vehicles will continue to come from Asia. Even brands that have famous international names, or western brands, are being made from Asian parts, or completely made in Asia. And in this supply chain, Taiwan is a very important player, as is Mainland China.

Taiwanese owned factories in Taiwan, China, Vietnam, (and other places) are skilled in business as well as manufacturing. In recent times we can see this as the trade wars of the world have caused companies to change their geographic location.

Mainland China companies have the advantage of a huge local market, and great engineering / manufacturing resources. They have had the disadvantage of being the target of trade wars. Yet they continue to be the suppliers of motors, batteries, bicycle parts, and much more.

For any brand manager / product manager / entrepreneur in the bicycle and electric bicycle industry, to know where to find the right product is a complex and ever changing challenge. Even for those who read



Edward Benjamin  
 • Senior Managing Director, eCycleElectric Consultants  
 • Chairman, Light Electric Vehicle Association

and speak Chinese. And for Westerners, who generally do not read or speak Chinese, getting the complete and accurate information can seem impossible.

For more than 35 years, Wheel Giant has been a key information resource for the bicycle industry. As a young man, I can remember how we would complain about the size and weight of the big books. But we would use them, constantly, to find parts, to find alternative suppliers and prices. Today, online and disk versions have made this much easier.

Grace Ruan, the

President of Wheel Giant, seems to know everyone in the industry, and to be present at every meeting, every trade show. Her network and expertise has developed into a powerful resource for all of us in the industry. For this powerful information resource and team to be focusing on the electric bicycle industry is both timely, and EBS will be very useful to all of us.

We are all participating in building a bright future.  WG

# FSA Unveil E-Road Drive System

Full Speed Ahead (FSA), have unveiled their brand new e-road motor system, the “FSA System” comprising of a rear hub electric-assist motor, a 250Wh battery unit, as well as an integrated on-bike control unit, and an accompanying smartphone app.

FSA System’s compact design and low weight (a full system weighs just 4.0kg) ensures a sleek integration with e-road, e-gravel and commuter bikes, with the 20-cell, 250Wh battery unit that integrates completely inside the downtube. This means that the system can fit XS-sized bike frames and all geometries. An additional 250Wh battery is installable within a bottle cage for longer rides. The system is completed with an assistance remote control that integrates into the top tube and an easily-accessible charge port situated above the bottom bracket.

## Integrated on-bike control unit

There are five assistance settings, including an ‘eco’ Green and ‘boost’ Red mode, serving up to a maximum of 250W. The motor itself features an integrated torque sensor and two speed sensors, which can adapt easily to different riding styles and changing conditions. The unit provides responsive yet consistent assistance, and is quiet, outputting less than 55 decibels.

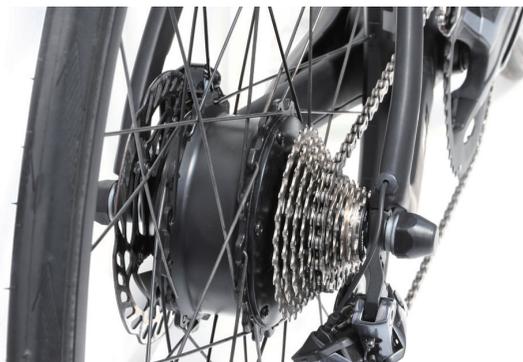
A dedicated app for

the FSA System has been developed and is available for both iOS and Android devices. It features full GPS turn-by-turn navigation, displays the remaining battery life and charge status, and allows riders to record their rides and usage statistics. The app also features a diagnostic center, complete with chatbot interaction and the option to communicate directly with FSA’s service centers.

## Wheels and hubs

Four wheelsets have been developed to incorporate the “FSA System” hub, namely the Vision Metron 40 SL Disc, Trimax 30 Disc, Team 30 Disc and AGX gravel-specific wheelsets. With further wheelset options already in development, FSA will shortly offer a complete range of wheels for e-road and e-gravel use.

Designed to last, the hub features superior bearing life and waterproofing that helps to ensure long maintenance cycles, reducing the need for servicing. The FSA System is easy to maintain and install, while the worldwide FSA network of 40 service centers, supplies comprehensive technical support for dealers and end users. 



▲ The FSA System utilizes a rear hub electric assist drive.



▲ The System features an integrated on-bike control.

**Evergreen**  
**Room #328**



## DRIVE POWER UNIT

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**EN15194  
ISO13849**



DP is proud to introduce its **new**  
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### MO65MD



Power  
(w)  
200



Efficiency  
(%)  
80



Torque  
(Nm)  
>60



Speed  
(kph)  
≥25



Weight  
(kg)  
<2.8



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# DNM's Custom-Made E-Bike Suspension Systems

In business for over 40 years, DNM has extensive experience in the development and production of bicycle suspension systems. DNM has recently focused on customized suspension systems with the dimensions, lengths, and structures suitable for different e-bike brands. DNM is ready to produce suspension systems for all brands, and can also perform ODM development for customers.

Due to the growing popularity of e-bikes during the last few years, DNM has been conducting extensive development work targeting the needs of e-bikes. Because eMTBs have power assist, they do not need to strive for extremely light weight, and their functionality has been expanding steadily. One result of this is

that they tend to have large, heavy frames, and some are as heavy as 70kg, or even 80kg. Due to eMTBs' robust frames, their front and rear suspension systems require considerable stiffness, and the inner tubes in their front forks typically have a diameter of 35mm. Front fork travel has also been increasing, and designs often allow the mounting of rear view mirrors, headlights, and mudguards. DNM has also introduced a special headset lock design, which makes it easier for users to keep their bikes from being stolen when parked along roads. At the same time, as e-bikes display continuous innovation, in accordance with its customers' needs, DNM is also steadily developing more new products suitable for e-bikes.



**USD-8C upside-down fork**

Upside-down forks offer better responsiveness than ordinary suspension forks. DNM began making upside-down forks 10 years ago, and recently introduced its new USD-8C suspension fork, which is suitable for use on eMTBs and snow bikes. One special feature is that the fork tubes come with holes for the attachment of disc brakes on both sides, which will enhance eMTBs' stopping power in response to their increasing speeds and torque.



**RCP-2S rear shock**

This long-travel rear shock designed for eMTBs has a maximum travel of 265mm. Because past rear shocks were vulnerable to lock-out, which may cause severe jolts to the cyclist and damage to the shock absorber's internal structure, DNM specially added a protective design feature ensuring that impact forces will not be directly focused on the shock's internal mechanism when lock-out occurs.



**AO-36RL cable-controlled rear shocks**

These new cable-controlled rear shocks allow cyclists to quickly perform rear shock locking and release. With these shocks, riders can immediately opt for manual operation when road conditions require. The shocks have 165mm, 190mm, and 200mm travel options, and their dual-nozzle design enhances shock-absorbing effectiveness and comfort. 



# Knog's Multi-Award Winning 'PWR' Range

**M**elbourne-based product design business, Knog, is well known in the industry for its innovative and aesthetically-pleasing products. Famed for its Oi bell and Cobber light, Knog's designs have proved very popular, not only as desirable aftermarket items but also with OE manufacturers.

Among the latest designs that Knog are keen to show off to product managers this year is the multi-award winning 'PWR' range of lights developed for the rapidly-expanding e-bike market. The PWR range are modular lights that can be easily interchanged between batteries, power banks and a variety of different mounts giving riders great functionality in an exceptionally well-designed product. The lights are STVZO compliant and are powerful enough to not only allow riders to be seen by other road users, but also provide enough light to ride on dark roads and trails.

Knog are in booth 1334 of the Splendor Hotel.  WG



▲ CEO, Hugo Davidson with Knog's award winning PWR range of lights.

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C1/C2

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# Mavic Focusing on Key Technologies

**B**ased in Annecy, French bicycle parts manufacturer Mavic is renowned for their wheels. Mavic is showcasing its new range to their OE customers at this year's Taichung Bike Week at the Evergreen, a location they are extremely satisfied with because of its central location, and convenience for meeting with customers.

The company's future products rely heavily on their three exclusive, patented technologies—Inter Spoke Milling (ISM), Instant Drive 360 and FORE—which they boast will bring huge benefits to end users, and will be widely used in more models for MY 2021.



▲ The Mavic team proudly displays their Tech Box at the show. From left: Senior Product Manager, Maxime Brunand; OEM Sales Manager, Julia Leenders and OEM Sales Manager, Fares Laid.

## Inter Spoke Milling

ISM involves the machining of the lower bridge of the rim between each spoke hole to create a light and rigid rim without reducing the durability of the rim.

## The Instant Drive 360

This freewheel system is super light and fast to engage.

A large contactless rubber seal provides low friction, while a wide array of end caps makes it super versatile.

## FORE

FORE consists of creating an attachment point for the spoke without removing material in the rim and without creating a hole on the inner wall of the

rim. Mavic incorporates this technology into their rims by heating the rim and pushing the rim wall inwards, thus creating a threaded hole. The spoke nipple can then be directly threaded into the rim. What this means for cyclists out on the road, is that this technology increases durability and stiffness by 20% and, consequently, strength around the spoke/rim interface is

also bolstered. Tubeless systems will also be compatible with FORE technology, eradicating the need for rim tape.

Mavic is repositioning itself to focus on the higher-end of the market, and the company's business in this specific sector enjoyed single digit growth this year. Mavic produces all their products in Europe. 

# Ridea Launch Gecko Grip BB

**A**ccording to Ridea, the company's Gecko Grip T47 bottom brackets have three main features: they are lightweight, durable and easy to assemble.

Made from carbon, the bottom brackets weigh just 70 grams and are easy to assemble and disassemble—the process is claimed to take less than one minute. 



▲ Ridea's Gecko Grip T47 bottom brackets are light, durable and easy to assemble.

# VELO E-BIKE SADDLES

FIT FOR ALL TYPES

**Velo E saddle is uniquely designed with key features specific for E-Bikes:**



1). Reverse Arctech design helps relieve pressure in seated position and rapidly adjust to a rider's pedaling style at any cadence



2). Patented Atmos Shaping Technology offers a seamless construction between the saddle cover and base for easy cleaning. Reinforced side protection prevents saddle from scratching or tearing



3). I-Carry design offers an ergonomic handle located on the back of the saddle to easily lift the bike for maneuverability

Triple-E grip is equipped with Microtech Technology to enhance secure contact at your fingertips.

# Clarks Launching New Ranges

**A**lways looking to respond to trends in the market place, Clarks will be launching new ranges of product at this year's TBW show. Key new products are the M4, a four piston hydraulic brake; a two piston flat mount mechanical brake, the CMD-22FM;

M4 is a new four piston design brake from Clarks, its most powerful brake produced to date. Lightweight with a slimline design, the M4 is designed to meet the demands of downhill riders and e-bike commuters and uses the more environmentally-friendly mineral oil.

Additionally the CMD-22FM is a new ground breaking dual piston calliper suitable for road / cycle-cross / hybrid drop bar bikes. It's dual piston provides even



▲ Clarks Director, Tony Wright introduces the company's M4 disc brake to customers.

braking and modulation on both sides of the rotor thanks to its unique design which allows both pistons to activate

simultaneously. CMD-22FM is compatible with Road/Cyclo-cross bikes.

Clarks are introducing

these and other new products to customers at the Splendor Hotel, booth 1369. 🇨🇰

BUILD YOUR OWN  
**E-BIKE**  
EVERYTHING FROM A SINGLE SOURCE



# TRP Launch Drivetrain Components

**T**ektro Racing Products (TRP) have recently introduced a new shifter and derailleur designed for the gravity-focused rider. The TRP DH7 series drivetrain components are the result of teamwork between TRP R&D Taiwan, TRP USA, and 5 x DH World Cup Overall Champion Aaron Gwin.

One key feature that separates the new TRP DH7 derailleur from the category's existing products is the Hall Lock, named after Aaron Gwin's mechanic, John Hall. The Hall Lock is a lever integrated into the derailleur mount, which locks the movement of the B-knuckle around the mounting bolt when closed. The Hall Lock can be opened to easily remove the rear wheel. The Hall Lock's tension can also be adjusted to better match a bike design or rider preference.

A second key DH7 derailleur feature is an adjustable ratchet-style clutch. Depending on a bike's suspension design, there can be enough chain growth to feel resistance from the clutch. Other bikes require a heavier force to manage the chain. So the key to TRP's ratchet clutch is adjustability. If a rider wants to free up the system, he or she can back off the clutch tension, or if more tension is wanted it can be added.

The ergonomics of the TRP shifter lever were devised to move it in a linear path to mimic the motion of a rider's thumb rather than rotating away. This unique ergonomic feature allows for more consistent thumb contact and overall better grip and shifting performance when the trail gets rowdy.

Long-time participants at Taichung Bike Week, Tektro & TRP are introducing these drivetrain components and other new products at booth 1511, 1512 & Amber Room on the 15th floor of the Splendor Hotel. 🌐WG



▲ The DH7 derailleur features an adjustable ratchet-style clutch.



▲ The shifters ergonomics allow for more consistent thumb contact and better shifting on rough trails.

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# Sunnywheel's Integrateable FullCover Fender

**S**unnywheel is introducing its integrateable FullCover fender, which is a mudguard capable of being integrated with other products such as a rack, light or number plate, and give a bike a more consistent appearance.

The FullCover fender is made from aluminum, and in a break with the past when black was the only available color, Sunnywheel is making the fender in a combination of two colors. 



▲ Sunnywheel's new FullCover can be integrated with racks, lights or number plates.

# Acros Focus on 1.8" Bearings

**W**ith almost 20 years of experience, Acros, based in the greater Stuttgart area, has been a renowned headset and bearing manufacturer. Acros is promoting their new technology called blocklock at this year's Taichung Bike Week. The patented technology within the blocklock headset prevents the handlebars, brake levers and fork crown from hitting the toptube and downtube, which is particularly useful to prevent damage to carbon frames, sensitive displays and cables. Acros is offering the blocklock system in two versions: the zs44 which is integrated into the upper part of the headset, and the zs56, integrated into the lower part

of the headset and able to be combined with Acros ICR. Both models feature a slim design with no recognizable difference from a regular headset. Depending on the model, it takes 80 to 180 Nm torque to twist the headset.

Acros' other area of focus is its 1.8" bearings, and highlighting their advantages over the more common 1.5". Acros say that a 1.8" bearing allows for more homogenous power flow through the fork crown and a larger weld length in the heavily loaded lower transition resulting in headsets that are more stable and longer



▲ Acros' 1.8" bearing

lasting. The headsets also allow for easier integration of cable routing options and form the basis for stable, new frame / fork combinations. The headset was also designed in preparation for new, adapted e-bike test standards, as well as new

eMTB industry standards for clear legal protection. The company see themselves as not just a supplier of parts, but rather a development partner, and they always aim to help customers to find the best solution. 



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Welcome to visit our booth  
at Splendor Hotel 10F #1002

# Quaxar's Integrated Center-Lock Rotor

**B**ased in Changhua, Taiwan, disc brake pad and rotor manufacturer, Quaxar are introducing the company's latest products in the Splendor Hotel.

Among the company's most recent designs is a newly-launched dual material disc rotor with integrated center lock mount compatibility. The inner rotor material is made from aluminum for greater heat dissipation, while the outer rotor is stainless steel. The rotor is designed for either road or MTB use and is available in either 160 or 180 mm sizes. Weighing just 93 grams, the dual colored rotor can be customized to customer's color requests. 



▲ Manager, Hary Hsu with Quaxar's latest disc brake rotor.

# Apro's Increased Efficiency E-Bike Frames

**A**pro is introducing an e-bike frame with rear drop pivot design that is an alternative to the popular Horst Link suspension designs. With Apro's Four Bar Link design the rear wheel travel path is engineered to increase pedaling efficiency, as well as finely tune the shock rate for superior bump absorption.

The technology is available on several aluminum frame models including the company's ERDP6.0A-B29. Offering better handling, the stiffness of this frame has been enhanced by use of oversized tubing and attention to cross bracing. The frame is available in three different sizes and is compatible with Bosch's Performance Line and PT500 or PT600 batteries. 



▲ Apro's ERDP6.0A-B29 e-bike frame features an RDP design allowing for increased pedaling efficiency.

## MTB RACE

### DMB-32T-TT 1X12S,11S

CRANK LENGTH: 170,175MM

CRANK MATERIAL: FORGED AL-7075-T6

CRANK FINISH: BLACK SAND ANO.

COMPATIBILITY: 12S,11S

CHAINLINE: 49MM

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

CHAINRING MATERIAL: AL-7075-T6

CHAINRING FINISH: BLACK SAND ANO.

Q / I-FACTOR: 175/145MM

BB SETS: PW-BB73+ / PW-BB92



#### INTEGRATED TT MTB BB-II

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

#### BB92

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

**PROWHEEL**  
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SALES-TW@PRO-WHEEL.COM  
WWW.PRO-WHEEL.COM.TW

# Tektro Open European Office

**T**ektro Technology Corporation has announced it opened a European Office close to Frankfurt, Germany in September. The office will be headed up by Thomas Lattke as the general manager for Tektro Europe GmbH i.G. Who will also lead Tektro Europe GmbH as director of sales and service. Lattke comes with extensive industry experience, having spent the last 20 years with Sigma Sports and SRAM in product, service and sales positions.

The office will be based one hour outside Frankfurt, in Neustadt an der Weinstraße. The primary goal for the next three years is to build-up a solid sales & service structure with a professional team, and to support European OE & aftermarket customers within a short time. Next to sales & service, the second focus will be to better establish the Tektro and TRP brands in Europe.

Direct media contacts, customer coop-activities and



▲ Tektro General Manager, Leo Chen (left) with Global Marketing & Brand Director, Dirk Belling (right) showing the company's latest products in the Splendor Hotel.

the support of key athletes and events will also be part of the program. Dirk Belling was hired in the position as global marketing & brand director to lead the global marketing and brand development for Tektro. Like Thomas Lattke, Dirk Belling comes with an extensive

international experience in PR, marketing and strategic brand development.

"The new Tektro Europe GmbH i.G., with an experienced team, will be a key step for Tektro and TRP customers to receive quicker help and service," explained Leo Chen, General Manager

of Tektro Technology Corporation. "The Asian R&D teams are looking forward receiving more product and direct market information, to help develop better products for our customers. We are proud to have Thomas and Dirk on board for the future,"

 WGW

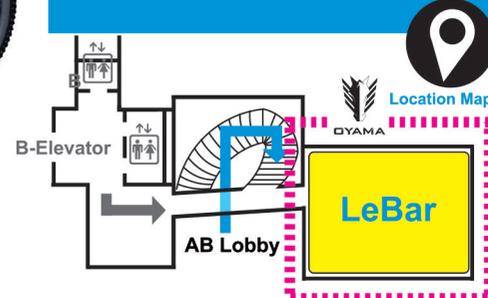
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 www.bangkokcycle.com



# Oyama's E-Lite 20 E-Bike

Oyama's E-Lite 20 is a 20" folding e-bike which utilizes Oyama's patented 360 degree locking folding stem. The e-bike can be setup with a downloaded app that connects with the e-bike system over bluetooth. 



▲Oyama E-Lite 20 e-bike.

# Scada's Head Shock

Scada launched its new product, Head Shock for gravel, e-city and trekking bikes at the Tempus Hotel this week. The fork uses a spring for a shock absorber effect, and the spring force can be adjusted. 



▲Scada Sales Department Manager, Elvis Chen holding the Head Shock.

# Ching Chern's E-Bike Fenders

Ching Chern has developed a variety of fenders for e-bikes. Compared to fenders for bicycles, the e-bike fenders are less concerned with weight than simple color and wider diameters. The fenders feature a two-layer metal design that allows cable routing inside the fenders with better strength. They are widely used in many eMTB and e-trekking models. 



▲Ching Chern General Manager, Johnson Shih introduces fenders designed for e-bikes.

# Korea's Vazalab Improving Power and Speed

Founded in 2016, Korean Vazalab is a seatpost manufacturer with 15 years of experience in bicycle maintenance and body analysis fittings. Though Vazalab is a young company, its B3F Brompton, Pentaclip and B3F seatposts received Taipei Cycle D&I Awards in 2018. The company designs and manufactures all their products in Korea.

The company's patented B3F suspension seatpost is equipped with a shock absorber made from Formega elastic rubber. The elasticity of Formega reduces impact and friction generated by both the pelvis and the saddle moving simultaneously when pedaling. The saddle is able to move in three axes (X, Y, Z) from the center of the saddle. The bound pedaling created by the combination of elasticity of Formega and the tri-axial movement of the saddle helps increase power of the rider and the speed of the bike. Additionally, it enhances safety in cornering as the center of gravity is moved naturally to either the left or right. The product has received a TUV Rheinland certificate of conformity. 



▲ Vazalab CEO, Sangill Lee (right) and Sales Manager, ChunChi Jen (left) display their B3F suspension seatpost.

## Jagwire Elite Bleed Kit

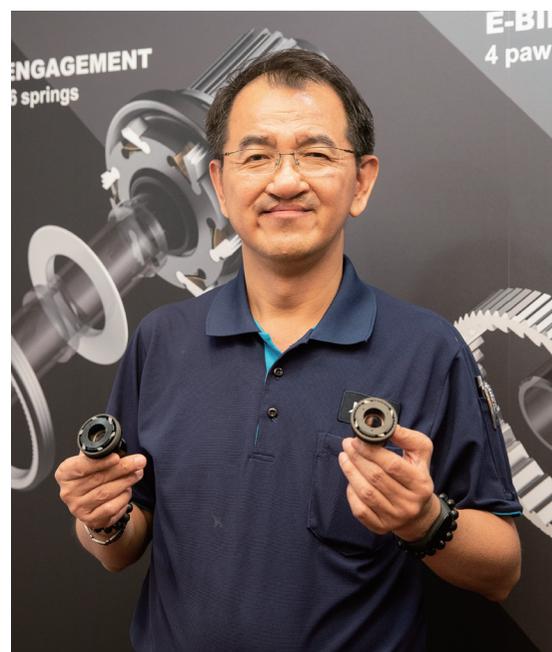
Jagwire has launched a bleed kit for hydraulic disc brakes, the Elite Bleed Kit which features innovative quarter turn valves making it easy to quickly open and close the bleed system. The kit comes with premium syringes which are durable and comfortable to use and includes clips to keep syringes upright lending an extra hand to the technician.



Jagwire Elite Bleed Kits are compatible with all popular hydraulic disc brake systems and available also in mineral oil and Dot fluid versions. 

←Jagwire President, Cougar Kuo shows the Elite Bleed Kit

## KT Offering Fast Engagement



←KT President, Hubert Chen.

KT QL-Y71NMR hub has 6 pawls and six springs and offers fast engagement. After testing by Nukeproof professional riders, the hub has been successfully used on various types of mountain bikes. Tools are not needed to disassemble the hub. KT are also displaying the QL-4E1MR and QL-Y71NMR hubs. 

# Endless Possibilities with SKS' Infinity GT

Among other new products, leading manufacturer of bike accessories, SKS Germany is introducing its Infinity GT rack carrier system to product managers at the Evergreen Hotel during TBW this week. The Infinity GT is an integrated rack and fender system which offers an almost endless number of mounting options for use on nearly any bicycle. The rack fender combination allow for the integration of lights or interior walls for guidance of electrical wiring as well as giving increased stability.

Another of SKS' new products is the ChainBooster chainguard. Designed for sporty and more aggressive style e-bikes, the Chainbooster only needs a central bracket to mount on different motors giving product managers more flexibility. The chainguard is available for 38T and 42T and comes in a matte black finish.

SKS's booth is on the third floor of the Evergreen Hotel. 



▲ The Infinity GT rack carrier system and the Chainbooster are just two of SKS' latest products.

## ZOOM Integrated Cable Routing Stem

In order to give e-bikes and road bikes a clean and uncluttered appearance, bicycle firms prefer to employ ICR (inner cable routing) designs, and this accounts for the growing popularity of oversize head tubes. While head tubes previously had under-1.5" specifications, such as 1-1/8", there has been a growing trend toward 1.5" tubes. Oversize head tubes boost overall frame strength and give bikes cleaner looks. As a result of these advantages, Zoom has developed a series of ICR stems products.





# Chosen's 12-Speed Hub

Compatible with the Shimano 12-speed system, ASP8427BK-12S hub is available for MTBs. The 142mm and 148mm boost specification hub has ratchet structure is available in 3-pawl, TC and floating designs. 



# CW Offering Custom Bearings

Founded in 1985, the once-small factory has grown into a large multinational group today. CW Bearing currently has eight production bases in China, as well as production bases and R&D centers in Germany and the United States, providing diversified and customized products from ordinary bearings to advanced automotive bearings, upgrade to robotic precision bearings.

For the e-bike demand, special bearings have also been introduced, which are currently supplied to many e-bike brands. The bearings are dustproof, low-friction



and low-noise, and CW offer customization of size, material, grease and surface treatment for bearings. 



# LiangFeng's E-Bike Forks

In response to the large frame and rigidity requirements of e-bikes, Liangfeng has introduced a variety of special alloy forks, focusing on the improvement of strength. The forks have received ISO4210、EN15194、EFBE certification and can be used on either e-bikes or traditional bikes. Liangfeng's e-bike forks have been selected by many customers, and the current production capacity is full. 

# Fulchee RapiLock Thru-Axles

Due to the many different specification requirements for thru axles on the market, including road bikes and mountain bikes, as well as different brands of bikes, Fulchee has designed its RapiLock thru-axle as a combining type. Riders match the thru-axle with several screw thread specifications that are common on the market. There is also a patented hidden lever design, which can be pulled out for locking and releasing. 



# Uhlsystem Making Riding Safer & Plastics Prettier

Uhlsystem is a German mold-making and injection-molding company that specializes in creating, developing and manufacturing customized OEM e-bike plastic components, and revolutionary protective gear.

Bernard Swain, Managing Director of Uhlsystem, explained that their proprietary strain-rate sensitive compound, Armourgel, converts from being soft, pliable and comfortable to forming a protective shell and absorbing energy upon impact. Armourgel is used in a complete range of thin, light and breathable protective component pads supplied to leading brands of protective wear for the bicycle and motorcycle industry. The newest application is utilizing Armourgel in points-of-

contact, such as soles for shoes, seats and grips to reduce vibration.

The company's bespoke OEM injection-molding products are designed in collaboration with the companies they supply. "Our specialty is taking any frame and matching our components to that color, because companies want plastic parts to look like they're part of the frame. We have a state-of-the-art spray painting line which meets the latest environmental standards in Europe and China," said Swain.

Uhlsystems can be found at Booth #1053 in the Splendor Hotel. 



▲MD, Bernard Swain, with Uhlsystem's proprietary polymer used in a range of protective gear.

# Adaptive, Fizik's Digitally Printed Bike Saddle

**F**izik recently announced a partnership with Silicon Valley-based digital manufacturing company, Carbon™, to create their first digitally printed bike saddle, Adaptive. The padding for the Adaptive saddle is crafted by Carbon™ using their revolutionary Digital Light Synthesis™ (DLS™) technology which uses digital ultraviolet light projection, oxygen permeable optics, and programmable liquid resins to produce parts with excellent mechanical properties, resolution and surface finish.

The DLS technology allows Fizik's designers,

sports scientists and engineers to precisely address cyclists' needs in terms of power transfer, shock absorption, stability and comfort, with none of the constraints or limitations imposed by traditional production methods or materials such as foam. Fizik is working to produce a range of saddles that feature padding made of Carbon's EPU 41 material, with seamlessly engineered zonal cushioning, and superior support and power transfer properties. To produce the new Adaptive saddles, Fizik used pressure mapping data collected over nine



years from the world's best professional cyclists.

The first Adaptive saddles will be based on Fizik's Versus Evo 00 platform – a fully carbon fiber performance racing saddle that delivers power transfer

and light weight in a full channel design that offers soft tissue pressure relief.

Fizik are introducing the Adaptive saddle and other products on the 5th floor of the Tempus Hotel -Dadun building. 

## InMotion Offering Technical Manuals

**W**ith the boom in e-bikes and important new product segments, inMotion marcom—a communications agency specializing in technical documentation, has released a number of e-bike manual solutions to cater for all needs. To make it logistically easier for manufacturers inMotion now offers a separate Road/Gravel and e-Cargo EPAC manuals which can be customized to any brand. The company combines manufacturers' manuals into individually configured booklets adapted to system configuration and language requirements. In case the drive system consists

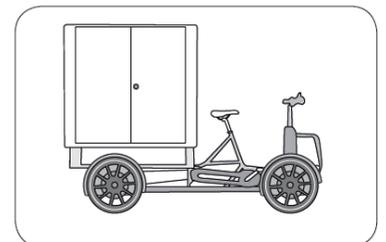
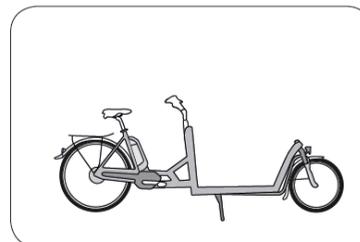
of components from several suppliers, a customized version will be tailor-made to meet the requirements.

Uwe Weissflog, GM of inMotion, "The real question has become: How can bicycle and component makers keep up with the necessary information flow to not only their first audience ("the dealers") but even more so to the esteemed final buyer – the consumer?"

Weissflog stressed that the foremost goal was to ensure that users can actually benefit from and use everything offered on their bikes – whether component- or accessory-wise in a safe way. This protects

### Operating manual

**E-Cargobike**  
According to  
DIN 79010:2019-3



Translation of the pedelec original instruction manual

customers from potential harm and protects the brand and company from any problems stemming from misuse or wrong handling.

"Recalls and litigation, unfortunately, are an increasingly frequent and costly

occurrence in our industry. And one simple way to protect your company and brand is a proper technical documentation, which should offer easily accessible, technically informative and protective content," he added.



# New Product Gallery

## Sunny Wheel

### SW-FA-311-75 E3

Evergreen Hotel  
F3 #333

Sunny Wheel's latest round full-cover fender comes in a wide range from 38mm to 85mm, for tires ranging from 20"~29". Additional braces can be selected to increase fender mounted strength. Additionally, "the cable tech" can be chosen for all motor systems and integrated with a rear carrier for a smart and clean look.

+886-4-7616188

[www.sunnywheel.com](http://www.sunnywheel.com)



## Ergotec

### Barracuda

The shape of the new Ergotec Barracuda stems has been designed to fit the tube shapes of the current frames. This lends itself to a harmonious line to the top tube, and as a result the stem no longer looks like a foreign body. The striking smooth plug in the upper area, which lies in the driver's field of vision, gives the Barracuda its charismatic look.

[www.richtigradfahren.de](http://www.richtigradfahren.de)



Evergreen Hotel  
Room #326

## Her-Mao Printing Corporation

### Aurora/Reflection

Aurora decals are made by a special technique and process which Her-Mao describe as "breaking through the issue of the hiding power insufficient when bright color decal applied on dark tube."

+886-4-25590699

[www.her-mao.com.tw](http://www.her-mao.com.tw)



## Her-Mao Printing Corporation

### Chameleon/Reflection

Colorful Chameleon decals use special inks to make the decals display different colors which change at different viewing angles.

+886-4-25590699

[www.her-mao.com.tw](http://www.her-mao.com.tw)



## Her-Mao Printing Corporation

### Foil/Rainbow

With a metallic texture design, Foil/Rainbow decals add more visual changes to an object's appearance.

+886-4-25590699

[www.her-mao.com.tw](http://www.her-mao.com.tw)



# Global E-Bike Source

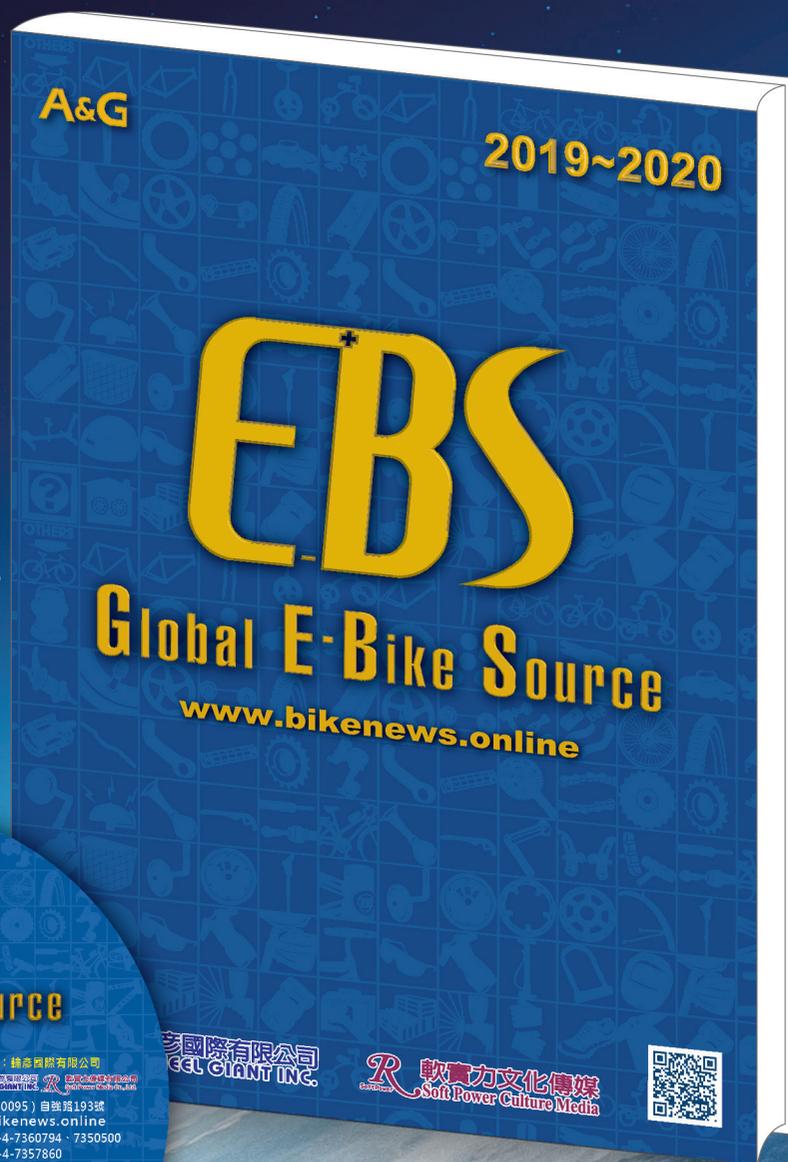
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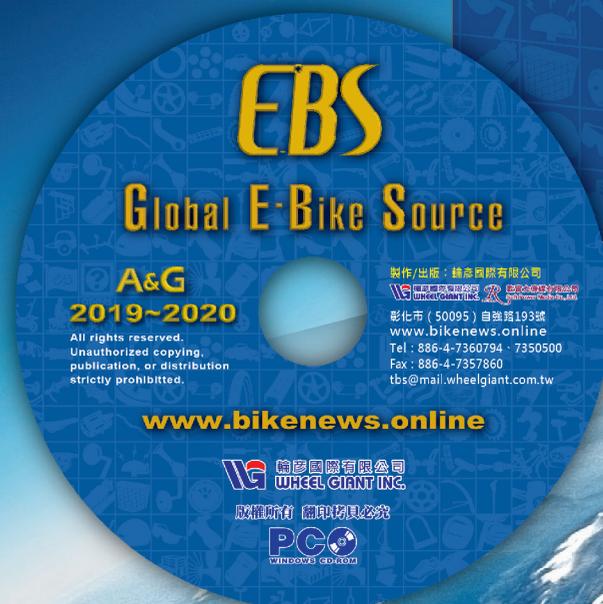
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Global E-Bike Source



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# Taya Chain Celebrates 50th Anniversary



▲ Taya Chain President, Hua-Tien Wu (left) and Vice President, Jill Wu (right) are working side-by-side to ensure another amazing 50 years.



▲ GST 304 coating which can be used on any fasteners, combine not only anti-scratching but also up to 25 years performance.

Having led Taya Chain for more than 30 years, President Hua-Tien Wu has successfully shepherded the company through each period of global market turbulence while maintaining an enthusiastic, confident, poised and competent attitude. According to President Wu, Taya has accumulated experience over the course of 50 years through constant innovation and trial and error, and has taken advantage of its cumulative R&D capabilities to focus on innovation and product development.

According to third-generation family member and company Vice President, Jill Wu, Taya Chain will provide the finest possible service and products, and its formidable R&D team will continue to develop chains tailored toward cyclists' needs. Taya will devote even more R&D resources to meeting the needs of the e-bike market, and hopes to develop new products satisfying the need for rust resistance and high strength. Looking ahead to the future, Taya Chain will continue to sponsor bicycle racing and competitive cyclists. The company has absorbed the brand spirit of personal experience, adventure and fun, and encourages employees to participate in cycling races and activities, while also relying on comprehensive education and training to instill brand consciousness in company personnel. 



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**SAFETY POP-OFF**  
Fender stay



# Europe E-Bike and Bicycle Imports for H1 2019

As a result of the EU's imposition of anti-dumping and countervailing import duties of 79.3% levied on e-bikes manufactured in China, the total quantity of e-bikes imported into the EU in the first half of 2019 fell dramatically by 50% to 419,707 units compared to 838,420 units imported in the same period of the previous year.

When compared to 2018, the total import value of e-bikes imported into the EU in the first half of this year also fell, from 413,762,402 euros imported in H1 of 2018 to 342,373,700 euros in the same period of this year—a drop of 17%. The average unit value of e-bike imports increased to €815.74 euros per bike.

## E-Bikes

Imports of electric-assist bicycles into nearly every EU country fell substantially in the first half of this year.

Germany imported the most e-bikes between January and June of 2019 with 162,561 units down 15% from the 191,954 units imported during the same period in the previous year. However as the average unit value rose substantially, the total value of imports actually rose by 6% from €112,315,872 in the first half of 2018 to €118,531,941 in the first half of 2019.

In terms of unit quantity, The Netherlands was the second largest importer of e-bikes from outside the EU, however in terms of total value it was the largest. The Netherlands imported 107,506 e-bikes in the first half of 2019, down 25% from

H1 2019 Imports of E-Bikes into the EU

Importing Region	Quantity (units)			Total Import Value (€)			Average Unit Value (€)
	H1 2018	H1 2019	% Change	H1 2018	H1 2019	% Change	
Austria	7,993	5,941	-26%	10,088,281	9,299,846	-8%	1,565.37
Belgium	117,587	28,752	-76%	50,483,012	14,379,381	-72%	500.12
Bulgaria	314	227	-28%	95,878	19,211	-80%	84.63
Croatia	253	95	-62%	90,990	33,063	-64%	348.03
Cyprus	294	37	-87%	37,886	11,922	-69%	322.22
Czech	16,309	6,638	-59%	7,079,364	4,038,185	-43%	608.34
Denmark	22,694	10,633	-53%	14,463,117	8,038,003	-44%	755.95
Estonia	62	759	1124%	33,485	1,671,152	4891%	2,201.78
Finland	3,807	5,138	35%	2,064,487	3,962,391	92%	771.19
France	51,915	10,562	-80%	23,441,190	9,009,684	-62%	853.03
Germany	191,954	162,561	-15%	112,315,872	118,531,941	6%	729.15
Greece	575	1,108	93%	211,237	256,213	21%	231.24
Hungary	6,680	2,202	-67%	882,106	664,682	-25%	301.85
Ireland	2,067	141	-93%	543,752	55,209	-90%	391.55
Italy	100,494	16,093	-84%	36,644,890	14,146,866	-61%	879.07
Latvia	20	14	-30%	6,754	6,484	-4%	463.14
Lithuania	80	32	-60%	35,828	32,557	-9%	1,017.41
Luxembourg	2,234	21	-99%	75,369	18,268	-76%	869.90
Malta	0	1		0	884		884.00
Netherlands	143,853	107,506	-25%	111,487,013	120,526,624	8%	1,121.12
Poland	3,873	2,506	-35%	1,171,451	779,872	-33%	311.20
Portugal	733	10	-99%	581,800	5,090	-99%	509.00
Romania	1,670	1,367	-18%	337,034	493,123	46%	360.73
Slovakia	1,787	8	-100%	67,248	18,774	-72%	2,346.75
Slovenia	1,408	790	-44%	767,452	418,130	-46%	529.28
Spain	104,446	23,364	-78%	15,107,404	15,229,122	1%	651.82
Sweden	35,963	8,849	-75%	15,268,568	4,679,218	-69%	528.78
UK	19,755	24,352	23%	10,380,934	16,047,805	55%	658.99
Total	838,820	419,707	-50%	413,762,402	342,373,700	-17%	815.74

the 143,853 units imported in the same period a year earlier. As these were imported at an increased average value of €1,121.12, the total value of e-bike imports into the Netherlands during the first half of this year was over 120 million euros, up over 8% when compared to the same period in 2018.

Belgium, the UK and Spain were the next largest importers of e-bikes, however, all three lagged far behind Germany and the Netherlands in terms of both quantity and total value in the first six months of this year.

In the wake of anti-dumping duties and last year's pre-imposition stocking up on Chinese e-bikes by EU importers, Belgium, Spain, Italy and France all saw huge fall offs in the quantity of e-bikes imported from outside the EU in the first half of the year. Only the UK had any significant increase in the volume of e-bikes imported from outside the EU.

## E-bike supplying regions

The application of anti-dumping duties all but wiped out the number of Chinese e-bikes imported into the EU in the first half of the year. From January to June of 2018 the EU imported 611,952 e-bikes from China. This figure has been slashed by 91% to just 54,637 units imported in the same period of this year. A total value of over €238 million euros of e-bikes were imported from China in H1 2018. This has been cut down by over 94% to a mere 14 million euros in the same period of 2019.

The second most notable difference in import patterns of e-bikes into the EU between the first half of this year and last year is the increase of e-bikes imported from Taiwan. A long-time major supplier of traditional bicycles, Taiwan is in the throes of transformation to electrical-assist and has now

become the EU's number one external supplier of e-bikes. In the first half of this year, the EU imported 196,602 e-bikes from Taiwan, a 100% increase over the same period in 2018. The total value of imported e-bikes in the first half of 2019 was €207,042,896, a huge jump of 121% from the €93,668,643 total value imported in the same period last year.

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

In the first half of 2019, the average unit value of Taiwanese bicycles imported into the EU rose by over 10% to €1,053.11 compared to the same period in 2018. This figure is over four times the imported average unit value of Chinese e-bikes.

## Traditional bicycles

With the dramatic rise of e-bike popularity in Europe, recent years have seen EU imports of traditional (non power-assisted) bicycles stagnate. However, the first half of 2019 bucked the recent trend and witnessed a slight rise in bicycle imports both in terms of quantity and total value.

A total of 3,705,006 units were imported into the EU in H1 2019, up 5% from the 3,515,260 traditional bicycles imported in the first half of last year. The total value of these imports rose by 15% to 617 million euros.

The UK, Germany and the Netherlands were

### Top Supplying Regions of E-Bikes Imported into the EU - by Quantity

Supplying Region	H1 2018	H1 2019	% Change
Taiwan	98,283	196,602	100%
Vietnam	101,279	114,196	13%
China	611,952	54,637	-91%
Switzerland	20,554	24,928	21%
Malaysia	16	7,080	44,150%
Thailand	3,508	5,369	53%
Turkey	823	5,349	550%

### Top Supplying Regions of E-Bikes Imported into the EU - by Total Import Value

Supplying Region	H1 2018(€)	H1 2019(€)	% Change
Taiwan	93,668,643	207,042,896	121%
Vietnam	44,026,452	61,908,054	41%
Switzerland	32,864,794	41,345,083	26%
China	238,215,894	14,260,643	-94%
Turkey	639,071	4,540,505	610%
Thailand	2,421,582	3,158,711	30%
Malaysia	13,493	1,429,243	10492%

### Top Supplying Regions of E-Bikes Imported into the EU - by Average Unit Import Value

Supplying Region	H1 2018(€)	H1 2019(€)	% Change
Switzerland	€1,598.95	€1,658.58	4%
Taiwan	€953.05	€1,053.11	10%
Turkey	€776.51	€848.85	9%
Vietnam	€434.70	€542.12	25%
Thailand	€690.30	€588.32	-15%
China	€389.27	€261.01	-33%
Malaysia	€843.31	€201.87	-76%

Source: Eurostat

the three largest importing nations of traditional bicycles from outside the EU. The UK imported 899,278 units, Germany 788,964 units and the Netherlands 443,729 units in the first half of this year. These imports resulted in total import values of 129 million euros for Germany, 127 million euros for

the UK and 106 million euros for the Netherlands.

Poland, Italy, Austria and Denmark all imported substantially larger quantities of traditional bicycles in the first half of this year than they did in the first half of 2018—increasing unit imports by 52%, 26%, 26% and 22% respectively.

## H1 2019 Imports of Bicycles into the EU

Importing Region	Quantity (units)			Total Import Value (€)		
	H1 2018	H1 2019	% Change	H1 2018	H1 2019	% Change
Austria	120,072	151,718	26%	16,269,788	23,729,113	46%
Belgium	220,935	177,446	-20%	55,534,522	62,459,938	12%
Bulgaria	13,722	24,391	78%	450,537	880,350	95%
Croatia	13,094	13,223	1%	922,336	1,184,532	28%
Cyprus	1,171	575	-51%	95,569	47,393	-50%
Czech	44,423	36,167	-19%	10,579,918	9,489,294	-10%
Denmark	137,427	167,660	22%	18,571,222	22,982,130	24%
Estonia	12,756	16,842	32%	1,913,667	2,401,418	25%
Finland	97,674	91,725	-6%	13,750,029	12,513,287	-9%
France	40,338	31,918	-21%	16,282,346	17,044,269	5%
Germany	675,881	788,964	17%	110,962,117	129,656,879	17%
Greece	32,285	51,990	61%	1,673,308	3,263,367	95%
Hungary	15,505	15,674	1%	992,341	1,107,722	12%
Ireland	33,470	47,125	41%	1,925,786	2,686,102	39%
Italy	109,546	137,707	26%	15,608,515	19,462,251	25%
Latvia	5,912	4,863	-18%	708,949	572,389	-19%
Lithuania	5,695	6,441	13%	656,657	641,475	-2%
Luxembourg	4	10	150%	6,377	4,880	-23%
Malta	3	77	2467%	692	3,391	390%
Netherlands	438,748	443,729	1%	93,663,465	106,905,203	14%
Poland	140,944	214,690	52%	9,528,769	15,076,792	58%
Portugal	42	56	33%	12,521	59,028	371%
Romania	22,491	28,462	27%	1,000,880	1,498,262	50%
Slovakia	24,768	4,503	-82%	1,178,477	399,410	-66%
Slovenia	25,704	29,540	15%	3,244,514	3,698,309	14%
Spain	83,282	44,302	-47%	14,639,686	18,321,334	25%
Sweden	261,055	275,930	6%	33,234,535	33,765,792	2%
UK	938,313	899,278	-4%	113,497,887	127,629,960	12%
Total	3,515,260	3,705,006	5%	536,905,410	617,484,270	15%

Source: Eurostat

## Bicycle supplying regions

Earlier this year the EU decided to continue imposing anti-dumping duties of 48.5% on bicycles imported from China, including (with exceptions), an extension to imports of bicycles consigned from Indonesia, Malaysia, Sri Lanka, Tunisia, Cambodia, Pakistan and the Philippines. However, despite these duties, the biggest development with supplying regions was that imports of traditional bicycles from China grew by 16% in the first half of 2019 with the EU importing 435,417 units. In terms of total value, the increase was even more notable with EU nations importing a total of 44 million euros of bicycles from China between January and June of this year, more than doubling the total value imported from China in the same period of 2018.

Cambodia remained the top supplier of traditional bicycles to the EU in terms of quantity, while Taiwan remained the top supplier of traditional bicycles in terms of total import value. 

## Top Supplying Regions of Bicycles Imported into the EU – by Quantity

Region	Total 2018	Total 2019	% Change
Cambodia	867,493	835,114	-4%
Taiwan	558,860	546,763	-2%
China	376,576	435,417	16%
Philippines	370,446	379,497	2%
Bangladesh	375,685	379,028	1%
Sri Lanka	155,777	239,477	54%
Indonesia	121,996	191,541	57%
Turkey	130,186	174,356	34%
India	124,905	141,721	13%
Tunisia	145,190	140,952	-3%

## Top Supplying Regions of Bicycles Imported into the EU – by Total Value

Region	Total 2018 (€)	Total 2019 (€)	% Change
Taiwan	195,847,578	211,101,443	8%
Cambodia	168,924,142	179,479,970	6%
China	21,688,356	44,802,419	107%
Indonesia	18,372,917	30,564,421	66%
Bangladesh	32,970,386	39,420,259	20%
Philippines	21,330,316	23,340,877	9%
Turkey	17,091,868	21,982,051	29%
Tunisia	11,410,352	11,277,984	-1%
Sri Lanka	10,430,885	15,093,424	45%
Thailand	14,522,155	12,811,894	-12%

## Top Supplying Regions of Bicycles Imported into the EU – by Average Import Value

Region	Average Unit Value (€)
Taiwan	386.09
Cambodia	214.92
China	102.90
Indonesia	159.57
Bangladesh	104.00
Philippines	61.50
Turkey	126.08
Tunisia	80.01
Sri Lanka	63.03
Thailand	100.19

# US Tariffs Cause Dorel to Suspend Dividends

**D**orel Industries Inc., the parent company of Cannondale, Schwinn, GT, Mongoose, Caloi and IronHorse has announced that it is to suspend dividends due to the impact of increased U.S. imposed tariffs, as well as a review of the preliminary third quarter results. A second round of increases on Chinese imports, including bicycles, brought tariffs to 25%, which is having a much greater impact on Dorel's business than the original implementation of 10% introduced a year ago.

"The impact of the increase on Dorel businesses was still unclear at the end of the second quarter. We raised prices midway through the third quarter and this has had several negative consequences. Not all competitors or retailers raised prices at the same time or rate. Retailers have also changed their buying routines. New

price points have caused some consumers to opt for different items creating a considerable product mix imbalance," explained Dorel President & CEO, Martin Schwartz. "As well, elevated warehousing costs are still being incurred as the shift in demand has delayed our inventory balancing program. The net result of these challenges is that Dorel Home's expected gross margin improvement from first half levels will be delayed to the beginning of 2020."

Another factor affecting the third quarter is that some of Dorel's large U.S. customers have delayed Christmas 2019 deliveries to the beginning of the fourth quarter. In addition, the recent rise in value of the U.S. dollar has had a negative impact on Dorel's Sports and Juvenile segments as major currencies that affect Dorel's financial results dropped

between 3% and 8%.

Tariffs have also impacted Dorel Sports' mass merchant business. Although sales have remained strong, the mix has been negative, and gross margins are lower. Sales in the independent bicycle dealer (IBD) and Sporting Goods channels have remained strong and the outlook remains

positive.

"It is prudent to suspend the dividend until the chaotic market conditions created by tariffs are normalized," concluded Dorel President & CEO, Martin Schwartz.

Dorel will announce full third quarter results on November 8, 2019. 



Dorel President & CEO, Martin Schwartz.



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# Japan H1 2019 Bicycle Market Stagnant

The Japanese Bicycle Promotion Institute (JBPI) has released Japanese bicycle market information for the first six months of 2019. The figures show that in the first half of this year the volume of both imported and domestically-produced bicycles sold in Japan fell compared to the same period of the previous year. As a result, the six-month YTD 2019 domestic unit volume, which consists of production units and import units, is also the lowest in the last fifteen years.

## Five-year history of domestic bicycle & e-bike production (6-Month YTD)

6-Month YTD	Domestic Unit Production	Imported Units	Total Unit Volume	Domestic Production Ratio %
2019	452,231	3,471,718	3,923,949	11.5
2018	463,613	3,479,162	3,942,775	11.8
2017	455,431	3,790,851	4,246,282	10.7
2016	497,354	3,973,100	4,470,454	11.1
2015	460,063	3,940,565	4,400,628	10.5

Source: Ministry of Economy, Trade and Industry (METI), Ministry of Finance Japan (MOF), Japan Bicycle Promotion Institute.

## Domestic production decline

Although Japanese domestic bicycle and e-bike production fell in terms of volume during the first half of 2019, the total domestic production value rose slightly to JPY 29,244 million when compared to the same period of 2018. Average unit value also increased by 4.5% from JPY 61,190 in 2018 to 64,667 in the first six months of this year.

Currently, most Japanese domestic production revolves around the electric assist bicycles. Over 65% of the bicycles produced in Japan are e-bikes, while traditional "light bicycles" only make up a 25% share. In terms of total domestic production value, the difference is even more extreme with e-bikes and light bicycles making up 87% and 10% respectively.

6-Month YTD	Units	Total Value (JPY millions)	Average Unit Value (JPY)
2019	452,231	29,244	64,667
2018	463,613	28,702	61,910
2017	455,431	27,950	61,372
2016	497,354	28,638	57,581
2015	460,063	23,570	51,232

Source: Ministry of Economy, Trade and Industry (METI), Ministry of Finance Japan (MOF), Japan Bicycle Promotion Institute.

## 6-Month YTD production by category

6-Month YTD	2018 Units	2019 Units	% Change	2018 Value (JPY millions)	2019 Value (JPY millions)	% Change
Light bicycles	118,451	114,615	-3.2	3,099	3,019	-2.6
E-Bikes	305,517	294,780	-3.5	24,712	25,326	2.5
Miscellaneous	39,645	42,836	8.0	890	899	0.9
Total	463,613	452,231	-2.5	28,702	29,244	1.9

Source: Ministry of Economy, Trade and Industry (METI), Ministry of Finance Japan (MOF), Japan Bicycle Promotion Institute.

## Falling imports

Imports of bicycles into Japan fell in both volume and total CIF value in the first 6-months of this year.

3,471,718 traditional (non-electric assist) bicycle units were imported into Japan in the first half of 2019, a slight drop of 0.2% compared to the same period last year. The total value of these imports was JPY 38,975 million, with each bicycle averaging at JPY 11,227 CIF value.

## Five-year history of Japanese bicycle imports (6-Month YTD)

(The figures do not include e-bikes as these need to be imported into Japan as "Motorcycles with electric motor for propulsion")

6-Month YTD	Units	Total Value (JPY millions)	Average Unit Value (JPY)
2019	3,471,718	38,975	11,227
2018	3,479,162	40,268	11,574
2017	3,790,851	40,642	10,721
2016	3,973,100	45,194	11,375
2015	3,940,565	50,889	12,914

Source: Ministry of Economy, Trade and Industry (METI), Ministry of Finance Japan (MOF), Japan Bicycle Promotion Institute.

Japanese bicycle imports in 6-month YTD 2019 by category

HSS Code	Category	Units	Total Value (JPY millions)	Average Unit Value (JPY)
871200100	Mountain bikes	82,267	1,442	17,539
871200211	Mini-cycles	147,540	1,910	12,947
871200218	Infant bicycles	212,491	1,552	7,306
871200219	Children bicycles	809,181	7,417	9,167
871200291	Light bicycles	947,003	8,988	9,492
871200299	Miscellaneous	1,273,236	17,663	13,873
	<b>Total</b>	<b>3,471,718</b>	<b>38,975</b>	<b>11,227</b>
871160000	Motorcycles with electric motor for propulsion	167,456	6,167	36,829

Source: Ministry of Economy, Trade and Industry (METI), Ministry of Finance Japan (MOF), Japan Bicycle Promotion Institute.

China continues to be the biggest source country for Japanese imports, capturing 98.2% of the total bicycle units, and 89.1% of total CIF value at an average CIF unit value of JPY 10,191. Taiwan followed China, capturing 1.6% of total bicycle unit imports, and 9.0% of total CIF value. The average CIF unit value of bicycles imported from Taiwan was JPY 64,260. Combined, China and Taiwan captured 99.8% of total units and 98.1% of total CIF value of all Japanese bicycle imports. 

Main source countries and areas of Japanese bicycle imports in 6-month YTD 2019

Source Region	China	Taiwan	Others	Total
Units	3,408,589	54,541	8,588	3,471,718
Share %	98.2	1.6	0.2	100
Total Value (JPY millions)	34,736,620	3,504,783	734,159	38,975,562
Share %	89.1%	9%	1.9%	100
Average Unit Value (JPY)	10,191	64,260	85,487	11,227

Source: Ministry of Economy, Trade and Industry (METI), Ministry of Finance Japan (MOF), Japan Bicycle Promotion Institute.



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# WBIA: Supporting A More Cycle-Centric World

The World Bicycle Industry Association (WBIA) has made great leaps since its inception just under two years ago, and has a growing membership as well as the ear of the United Nations on important issues facing the industry. Its main purpose is to actively participate in the technical meetings at the United Nations facility in Geneva where the different Working Parties of the World Forum for the Harmonization of Vehicle Regulations (WP.29) discuss various global technical matters that are relevant for the bicycle industry.

The non-profit association which represents the Bicycle, E-Bike and Parts and Accessories Industries at a global level was founded in December 2017 by the Industry associations of Europe (CONEBI), Japan (BAJ), the US (People for Bikes) and Taiwan (TBA). Membership has grown to seven as the All India Cycle Manufacturers' Association (AICMA), the Mexican Association of Bicycle Manufacturers, A.C. (ANAFABI), and the Russian Association for the Development of the Bicycle and Motorcycle Industry (NADBM) have also joined.

The WBIA has been present in all high-level meetings regarding mobility at the United Nations in Geneva and earlier this year received an invitation from the United Nations to attend the Inland Transport Committee, which is the highest policy-making



▲ From left: Vice-President of the Japan Bicycle Association, Satoshi Yuasa; Orbita and Miralago Vice President, Paulo Monteiro Rodrigues; Büchel & Co. President, Erhard Büchel; TBA Secretary General, Gina Chang and Specialized Executive Vice-President, Bob Margevicius.

body of the United Nations in the field of transport. These meetings give WBIA, which is based in Switzerland, the opportunity to advocate on behalf of the bike industry. The association has seen success with the adoption of the UN Regulation on Blind – Spot Information Systems (BSIS) to detect bicycles, and Intelligent Transport Systems (ITS) with work on smart roads, the safe deployment of automated vehicles in traffic as well as regulations for autonomous and connected vehicles. The WBIA will also be participating in the Automated/Autonomous Vehicles and Connectivity Working Group, and sees its advocacy within these forums as a way to meaningfully increase road safety, thereby growing the bike industry.

Evidence of the WBIA's influence is that it was invited to be one of the authors of a high-level policy document on Mobility as a Service (MaaS) which was discussed in September among governments at the United Nations in order to develop guidelines for the development and deployment of MaaS platforms all over the world. Another topic that has been raised at the UN is the misuse of e-scooters and the resultant severe accidents that have been happening worldwide. The WBIA together with contracting parties of the United Nations and other stakeholders discussed strategies on how to best regulate the e-scooters at a meeting of the UN that also took place in September.

## Global Drive To Succeed

In terms of the members within the WBIA, several are also working on important issues within their countries or regions to assist the industry and position it as the preferred mode of transport for millions more people around the world. Several of these solutions are extremely innovative and could be used as test-cases for other bicycle industries around the world.

The Bicycle Association of Japan (BAJ) is working to build a cycling culture through enhanced safety measures, support programs for IBDs and more cycling events. The BAJ recognizes that the aging of the Japanese population and low birth rate were major

drivers behind the decline in bike sales in 2018 to 7 million units, however it is optimistic about the growth in the e-bike market-which accounted for almost 10% of 2018 sales-in particular, the e-city and e-sports bikes. One of the most striking differences between Japan and the European norm is the control of the power assistance ratio at speeds over 10km/h, with the BAJ investigating if this will slow down the expansion of e-bikes.

In the USA, cycling and personal mobility have become a major emphasis for People for Bikes (PFB). PFB works with federal, state and local governments to build bike friendly communities through: dedicated protected cycling lanes, rider education, local safe cycling routes (Bike Spot) and active social media communities. They also seek government funding to invest in cycling programs within large metropolitan communities. These include a major focus on youth cycling programs like bike buses, in-school safety and maintenance education, along with bicycle events and competition. With e-bikes gaining popularity for transportation, recreation and sport, PFB's efforts include collaborating with government and private landowners to allow unrestricted usage on access roads and trails and safety rider usage education through independent retail outlets. Their aim is to remove all barriers to cycling, while aggressively delivering the message to the world about the health, fitness, mobility, environmental and fun benefits of cycling.

The Taiwan Bicycle Association (TBA) focuses on helping Taiwan become the hub for high-end bicycles' innovation, manufacture and supply chain. TBA also promotes smart cycling and aims to create an eco-friendly, energy-saving and sustainable cycling environment. TBA also emphasizes the study of cross-generational cycling demand with Gen X, Y, Z contrasting greatly in their cycling demands. TBA is also concerned with the integration of smart applications into the cycling experience, with the influence of UI and UX development changing the perceptions of cycling and growing the e-bike market.

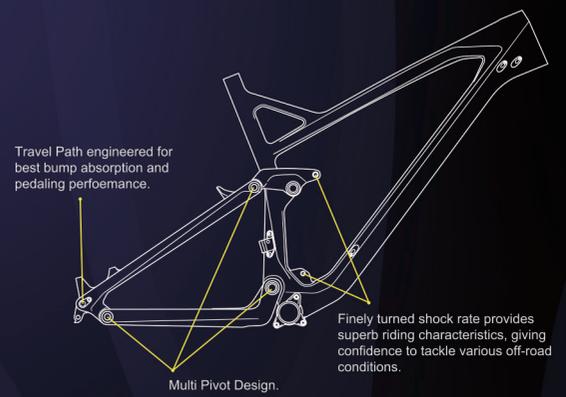
In India, the bicycle resurgence has not happened at the expected pace, as a result AICMA set up a think tank to look at problems within the Indian bicycle industry from a global perspective. Notable achievements include the government

of India constituting a working group on the promotion of bicycles in India, and the formation of a world class Bicycle R&D Center by UNIDO. India has sold 20 million bicycle units annually and hopes to achieve 30 million units sold (domestic sales and exports) and 100,000 additional jobs within the industry by 2025.

The Russian Association for the Development of the Bicycle and Motorcycle Industry's (NADBM) fight against smuggling and under-invoicing of cheap low quality bicycles from China to Russia through the vast land border, has seen it introduce the National Track and Trace Digital System for the bicycle market in Russia. The e-marking of the bike or the bike frame allows for the control of the source, the quality, the price and the payment of all taxes and fees on the bike all the way from the assembly line to the end customer. The digital marking code is unique, unrepeatable, cannot be stolen and is easy to apply to any type of bicycle frame as a QR-code sticker. The benefits of this system are multifold. For the end consumer, the implementation of the system will mean confidence in the quality and legality of their purchase. For companies, it will bring an increase in revenue and return the competitive advantage to legal businesses. Whilst the government will be able to increase tax and customs duties collection, reduce the illegal market and provide new job opportunities at local factories.

CONEBI represents and promotes the European Bicycle, Pedal Assist E-Bike, Parts as well as Accessories Industries before the EU institutions by fostering the right regulatory and policy environment for the market uptake of both bicycles and pedal-assist e-bikes (EPACs). Major issues include making sure that there is no mandatory third party liability insurance for EPACs and that there will be no type approval for regular EPACs.

CONEBI collects EU industry and market figures for the CONEBI members and the EU Institutions, which provides a platform to identify common industrial policy priorities. Around 20 million bicycles and EPACs were sold in 2018 while the European industry employs more than 100,000 workers, directly and indirectly. CONEBI sees the fruits of its hard work with EPAC sales growing from 1.5 million in 2015, to around 2.7 million in 2018, making them the most sold light electric vehicles in Europe. 



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# Current State of the Vietnamese and Cambodian Bicycle Industries

Vietnam and Cambodia are together currently the first choice for bicycle and e-bike producers from Taiwan and China seeking to move production out of China, and are receiving considerable attention from the global bicycle industry. Cambodia became the leading exporter of bicycles to the EU last year, which induced a high level of concern in the EU.

In order to continue to export to the EU, some Chinese manufacturers may try to use Taiwan launder the apparent production area of their products. As a consequence, the EU has notified Taiwan's Board of Foreign Trade (BOFA) of this phenomenon, inducing great alarm at BOFA and TBA. Starting in early October, BOFA has been issuing Certificates of Origin to manufacturers in northern, central and southern Taiwan, and customs only allows e-bike exports only after a Certificate of Origin has been provided. No e-bikes can be exported without verification of producing area. This action on the part of the government and trade association to prohibit the laundering of producing area seeks to curb illegal transshipments and jointly maintain the reputation and image that Taiwan has established over a long period of time. As a consequence, the 6:4 principle has not changed. Because the EU is Taiwan's largest bicycle and e-bike market, and the US is its second-largest export market, Taiwan must act to stamp out transshipments, and the industry's order and



▲ A&J Vietnam Director, Tseng Wen Chang used to work at the company's Cambodia factory. He has extensive experience of management in Southeast Asia.



▲ The A&J Vietnam factory area is large.



▲ Double butting.



▲ Asama's Sam Fang is based in Vietnam.



▲ Merida's Board of Directors has approved assembly of bicycles in Vietnam. Pictured is company President, Michael Tseng.



▲ Asama's Vietnam plant.



▲ Assembly lines inside Asama's Vietnam factory.

respect must be maintained if it is to develop effectively.

Because Taiwan had gradually lost its competitiveness, the industry shifted its production to southern China (Shenzhen, Longhua), eastern China (Taicang, Kunshan, Wuxi),

and northern China (Tianjin) in the past. Around 316 bicycle companies took part in this migration, and have continuously expanded their output and scale of business since that time. Many of these firms assumed different positioning on the two sides

of the Taiwan Strait, with their Taiwan operations responsible for R&D, design and production of mid-/high-end products for export to the EU, US and other markets, while their plants in China producing chiefly low-price bikes for export to the US,



▲ Fuji-ta's General Director Assistant, Fubing.



▲ Production equipment at the Fuji-ta plant.



▲ Assistant General Manager of XDS' Vietnam plant, Hu Ge Ji Le Tu (left) and Department Chief, Yan Hong Tao (right).



▲ Assembly lines at XDS' Vietnam factory.



▲ The building of Acoca's Vietnam factory is nearing the completion stage.

Eastern Europe and Latin America. After over twenty years, while Taiwanese bicycle firms expanded successfully in China, they also boosted China's production technology and management skills, and helped make Chinese bicycles a force to be reckoned with in global markets.

The appeal of China's population of 1.35 billion and plentiful supply of labor attracted the world's gaze, and gradually transformed the country from the world's factory to the world's market. But markets can change in an instant, and China has continuously altered its policies. During the most recent six years, China's domestic market has slumped, wages have continued to rise, environmental protection standards have been tightened, financial controls have become more strict and labor shortages have appeared. Under these various circumstances, the operations of Taiwan's bicycle industry in China have lost their competitive advantage. Finally, China's shared bicycle craze arrived like a whirlwind, and

departed just as fast; when that happened, many members of the bicycle industry found that their sales had dropped by 30%-50%, plunging them into stagnation and losses. As a result, Taiwanese firms in China have been moving their production to other countries, with Vietnam as their prime destination.

With China's bicycle industry facing stiff EU and US tariffs, the survival of bicycles and e-bikes in China faces a great challenge. One response measure is for manufacturers to move to Europe, and Poland has become a favored destination, which is attributable to the fact that the Polish city of Lodz has been designated a transshipment station in Chairman Xi Jinping's One Belt and One Road plan. For instance, DoubleStar began producing in Poland to supply its European customers in 2018, and Bafang inaugurated a new Polish plant in September of 2019. However, such other firms as Fuji-ta and XDS have moved their operations to Vietnam and Cambodia, and the motor producer Motinova

also recently inaugurated a new Vietnamese plant on October 8. There are now close to 30 Taiwanese firms and approximately 4-5 Chinese firms operating in Vietnam.

Cambodia became world's leading exporter of bicycles to the Europe in 2018 (approximately 1.5 million units), and major assembly firms include Asama, A&J, and Always (Strongman). All of these companies enjoy preferential tariff rates on their exports to the EU, which has enabled Cambodia's bicycle industry to continue its steadily growth. XDS and Fuji-ta have already purchased land

and built plants in Vietnam, and the XDS plant occupies a whopping 170,000m<sup>2</sup>; the first phase has been completed, and will begin production in November, XDS has six production lines, with an annual target of 1 million units--initially mostly painting and welding. Fuji-ta's Vietnam plant formally began production on November 5, 2018, and assembled 10,000 bikes during the first month in operation. Besides bicycle plants, parts manufacturers have also been flocking to Cambodia, and Tentech, Alex have settled near A&J's existing plant.



▲Taiwanese businesses in Cambodia in the Dacheng Special Economic Zone (top) and the Manhattan Special Economic Zone (below).



▲Asama's Cambodian factory.



▲A&J's Cambodia plant.



▲Director, Kyle Chen in front of A&J's Cambodian plant.



▲XDS's Cambodian factory.



▲XDS has built their new factory on a 170,000 m<sup>2</sup> piece of land, leaving room for their planned expansions. The plant is initially mostly for painting and welding, and has an annual production target of 1 million units. Pictured on the left is General Manager, Tang Mingliang; on the right is Assistant General Manager, Chen Guojian.

The steady inrush of manufacturers has caused the price of land in Vietnam to skyrocket, and the best industry park land has all been sold. Apart from producing saddles, DDK President, Tsai Wen Jui is also selling land in Vietnam and related services to companies interested in investing in the country; he has sold 116 hectares of land thus far, and his land sales are continuing to grow. According to statistics, there are approximately 30 Taiwanese bicycle firms in Vietnam, and 12 of these Taiwanese firms established plants in the country during the

past two years alone. There will soon be 40 firms, and Chinese companies are also establishing more plants.

Vietnam and Cambodia, especially Vietnam, have become the chief destinations in Southeast Asia for bicycle industry firms from Taiwan and China seeking to move production out of China. While most of the bicycle companies in the two countries are only 2-4 hours apart, the joint venture plant established by Jinei-er and Kent in Phnom Penh is bit more distant. The quality of Cambodia's bicycle exports is currently increasing steadily, and

it has become the leading source of the EU's bicycle imports. This has prompted the EU to investigate the human rights situation in Cambodia more closely, and as soon as these investigations reveal problems human rights abuses and rigged elections, Cambodia is very likely to lose its preferential GSP tariff privileges. Regardless of whether the EU actually takes anti-dumping action against Cambodia, such newcomer firms as XDS and Fuji-ta will have no GSP advantage, and their competitiveness will fall behind that of the three local Taiwanese firms. Nevertheless,

the ordinary import tariffs they will face will still allow greater competitiveness than when exporting to the EU from China. Although Vietnam's bicycle output is still not very great, we believe that the entry of XDS and Fuji-ta, along with Taioku and Acoca, which are assembling bicycles at Vietnamese plants, will ensure that Vietnam's bicycle production soars within the coming five years. In summary, Vietnam and Cambodia have become a center of a new model of bicycle and e-bike production. 

# Sightseeing in Taichung

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One of the most popular museums in Taiwan, the National Science Museum has 24 exhibit areas dedicated to different themes, and includes a Science Center, Planetarium, IMAX Theater, Life Science Hall, Human Cultures Hall, and a Global Environment Hall. There are botanical gardens behind the museum, housing approximately 800 plant species.



## Maple Garden 秋紅谷

Shizheng North, Xitun Dist., Taichung City

No matter what season it is, walking in the Maple Garden is a visual joy! Located next to Taiwan Boulevard in Taichung City, Maple Garden is a unique U-shaped recreational green oasis for city residents. The three hectare garden contains a lake, red trees, green grass, and an observatory bridge. It is a great place for taking a stroll, going on a date or exercising. During the day, the lush green is comforting, and at night, it is filled with lights that never sleep. It has only been open for half a year, yet has rapidly become one of the most famous scenic spots in Taichung.



## Dongshih Farm 東勢林場

No. 6-1, Shi-lin St., Dong-hsin Village, Dongshih Dist., Taichung City.

04-25872191 06:30-22:00

People tend to call Dongshih Farm Central Yamingshan. It is the most charming and attractive forest in central Taiwan. The biggest feature of the area is that it has different scenery for each season. Therefore, the site attracts tons of people during the holidays. It is also a perfect place for teaching children about Mother Nature.



## Shen Ji New village 審計新村

No. 8, Aly. 4, Ln. 368, Minsheng Rd., West Dist., Taichung City 403

zh-tw.facebook.com/ShenJiNewVillage/

The plans for "teenagers to catch stars and build their dreams in Taichung" of Taichung City government utilizes the idle public buildings at the Shen Ji New village and provides the space required for industrial development. In addition, the plan helps teenagers to conduct their micro-enterprises to increase job opportunities. The handicraft industries create and sell their products in their shops on weekdays. They plan to increase the fairs and events on weekends and holidays, so people can remember the creative atmosphere of Taichung from these hand-made crafts.



## Hofung Bicycle Green Way 后豐鐵馬道

Hofung Bicycle Green Way is one of the most popular bike-ways in Taichung. The route attracts countless people every weekend. The bike-way was originally a tunnel, going all the way to Houli Train Station. While riding a bike, you can enjoy the beautiful scenery and breathe in the fresh air.



## Dongfeng Bicycle Green Way

### 東豐自行車綠廊

The Dongfeng Bicycle Green Way passes through the previous Dongshi Branch of Taiwan South-North Railway that connects Fengyuan and Dongshi running through Dongshi District, Shigang District and Fengyuan District. Thanks to the efforts of many people, the route was transformed into a bicycle lane in September 1991, and has been renamed as the "Dongfeng Bicycle Green Way" after gas-powered vehicles were prohibited from operating there.



## Natural Way Six Arts Cultural Center

### 道禾六藝文化館 (台中刑務所演武場)

No. 33, Linsen Rd., West Dist., Taichung City 40345.

04-2375-9366

www.sixarts.org.tw/

Budokan Martial Arts Hall is the only existing Budokan building of the Japanese colonial period in Taichung. The Budokan building contains a Japanese garden. Within the garden is a pond, which still retains its Japanese style even after being restored. Surrounding the Budokan building are the old Japanese dorms. Although these dorms are not open to visitors, you can still enjoy the good-old-time atmosphere just by walking around this areas.



## Taichung Literature Museum 台中文學館

No. 38, Lequn St., West Dist., Taichung City 40357. 04-22240875

www.tlm.taichung.gov.tw/

Located in a police dorm from the Japanese colonial period that has gone through 80 years. of renovation, the establishment of the Literature Pavilion in the historical building has given the building a new function, and at the same time promotes the past and future of Taichung literature.



## Taichung Metropolitan Park

### 臺中都會公園

No. 30-3, Si-Pin South Lane, Xitun Dist.

Metropolitan Park sits atop Dadu Mountain, providing natural habitats for wild animals and plants. The park includes ecological ponds, an astronomy appreciation square, and waterside trails, making it a great choice for those seeking family-friendly fun.



**Calligraphy Greenway 草悟道**
 24hrs

On both sides of Calligraphy Greenway, there are different facilities provided for citizens. The Citizen Plaza on Calligraphy Greenway hosts a jazz festival each year in October. You can enjoy relaxing music, an exotic atmosphere and picturesque scenery all at the same time.


**Qingshui Rest Stop 清水休息站**
 No. 143, Dongshan Rd., Qingshui Dist., Taichung City

 24hrs  04-26201378

 [www.freeway.gov.tw/Publish.aspx?cnid=1544](http://www.freeway.gov.tw/Publish.aspx?cnid=1544)

Qingshui Rest Stop is located on National Highway No. 3. Some people say that this rest stop is the most beautiful one in Taiwan. The rest stop does not only provide a place for people to rest, but also an excellent environment to enjoy the facilities and great views. The Qingshui Pearl is the major landmark of the rest stop, which symbolizes brightness and the beauty of Qingshui.


**Guguan Recreation Area 谷關溫泉**

There are a lot of fun things to do in Guguan. The area is renowned for its hot springs. Tourists can go swimming, camping, or fishing in the vicinity.


**Lin's Park 霧峰林家花園**
 No. 24, 26 and 28, Min-sheng Rd., Wufeng Dist., Taichung City.

Please make reservation before you visit.

 04-23393071

Wufeng Lin's Garden is one of the four renowned gardens of Taiwan. The garden includes three branches; the Upper House, the Lower House and Lai Yuan. The Lower House is now under renovation.


**Jhongsiao Night Market 忠孝夜市**
 Jhongsiao Rd., Taichung Rd., and Guoguang Rd. (near Chung Hsing University)

This is the perfect place to sample such local street food specialties as spring rolls, small steamed buns, Taiwanese meatballs, sugar cane lemon juice, and stinky tofu.


**Dakeng Hiking Trails 大坑登山步道**
 Dongshan Rd., Beitun Dist.

The Dakeng hiking area, about half an hour outside the city center, features ten trails of varying difficulty levels. Some of the trails can be quite steep with many wooden stairs and suspension bridges, but the hard work pays off with spectacular mountain and city views. Other trails are easier, and feature wooded paths with viewpoint platforms.


**Wuling Farm 武陵農場**
 No. 3-1, Wuling Rd., Hoping Dist., Taichung City.

 04-25901259

Established in 1963, Wuling Farm is located near the Dajia River. The whole farm is 727 acres wide and 1740m-2599m above sea level. The farm is a perfect place to visit during summertime for its pleasant weather. If you have the chance to visit the farm during the four different seasons, you will be thrilled at what you see. The scenery during the different seasons is distinctive, each with its own charm. One thing for sure is that you will want to stay there forever!


**Yide Mansion 一德洋樓 (林懋陽故居)**
 No.1, Ln. 14, Wenchang E. 11th St., Beitun Dist., Taichung City 406

 [www.facebook.com/YideMansion](http://www.facebook.com/YideMansion)

This former residence in the Beitun District of Taichung, was built in 1930 by Lin Mao-yang. In 2007, the mansion was declared a historical building by Taichung City Government, and since then, the mansion has undergone renovation work. The renovation work was completed in April 2015, and now the green landscaped area of the mansion is divided into six sections, which are the Tree-Lined Resting Zone, the Lawn Activity Zone, the Children's Playground Zone, the Recreation Zone, the Military Dependents' Village and the Eco-Forest Zone.


**Chunghwa Night Market 中華夜市**
 Gongyuan Rd., Chunghwa Rd., and Dacheng St.

This night market has a long history, and offers a wide range of food choices including fried oyster omelets, sushi, and spring rolls, among many other delicacies.


**Art Museum Parkway 美術園道**

Spanning both sides of a park stretching south from the Taichung Art Museum, this area showcases many different restaurants with their own unique architectural styles, interior designs, and characteristic cuisines.


**Luce Memorial Chapel 路思義教堂**
 No.1727, Sec.4, Taiwan Boulevard, Xitun District, Taichung 40704, Taiwan

 04-23590121

The Dong Hai University campus is the most attractive one of all the universities in Taiwan. The buildings on the campus are modeled after the architectural style of the Tang dynasty. However, the landmark of Tunghai University is the church, designed by I.M. Pei.

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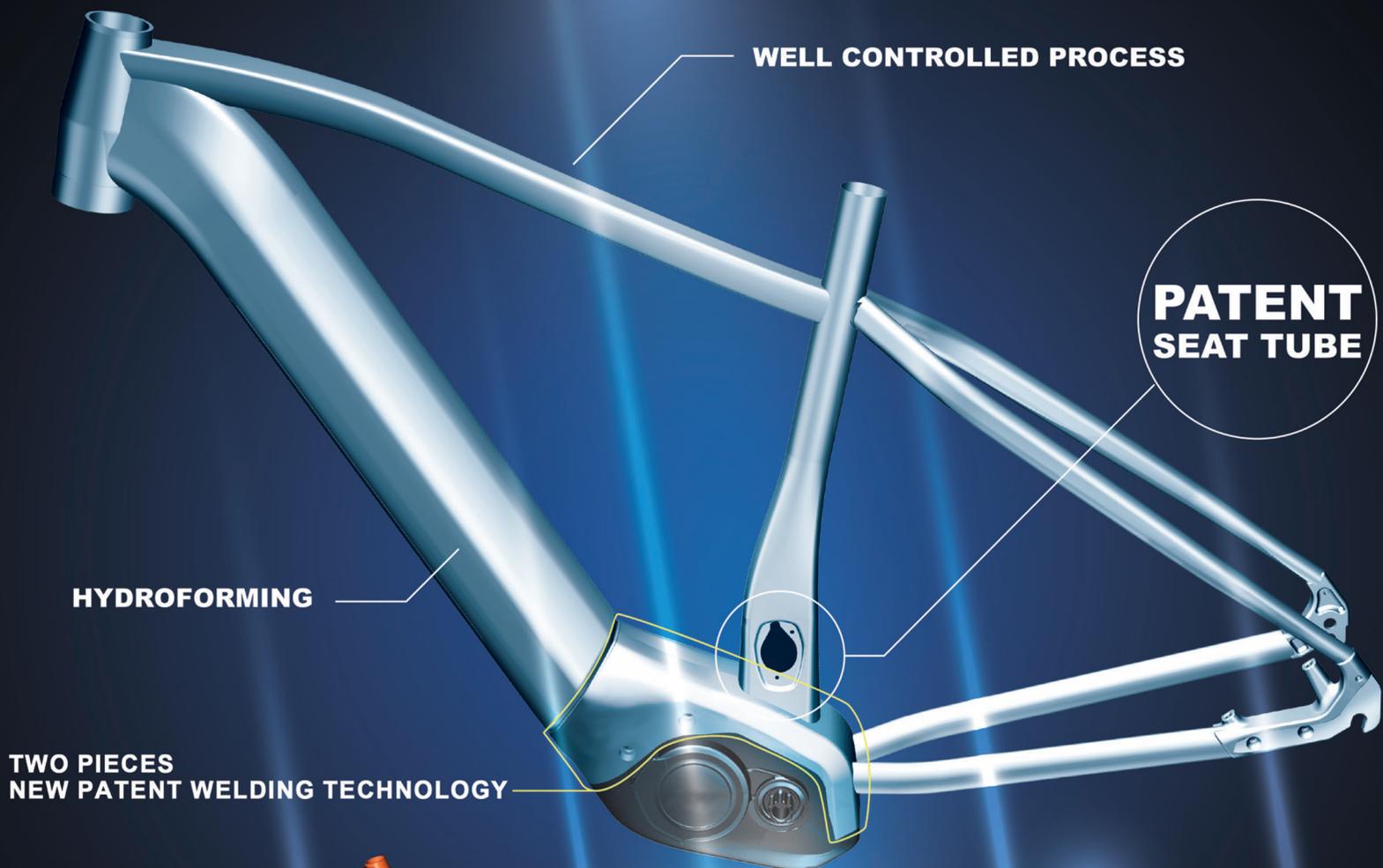
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