



# profil

## Radical redesign for Fat Albert

The new front and rear versions  
convince with exceptional tread designs

### A tube with no rubber

The new Evo Tube weighs in at just 68 grams ... [Page 6](#)

### Pilot project for modern mobility

The Ruhr cycle superhighway in Germany marks the start of a new approach to traffic planning ... [Page 7](#)





A second Schwalbe plant:  
The new plant will improve  
the delivery situation.

## Focus on core business – Scooter segment ends

With the commissioning of its second plant, Schwalbe is boosting its capacity. But as part of focussing on its core business, the production of scooter tires ended at the end of 2015.

Together with its Korean production partner Hung A, Schwalbe has constructed a new plant in Vietnam which started operation at the end of 2014. "Our increased production is wholly benefiting our core business area of bike and wheelchair tires," explains Managing Director of Schwalbe, Frank Bohle. "This expansion was needed in order to respond to the increased demand and variety of applications in these two areas."

This step also saw the production of scooter tires coming to an end. They were a niche part of the Schwalbe range of products for several decades. The company no longer envisages any future in this market, which has been suffering from a fall in new registrations. Direct customers have already been informed of this decision.

At the new plant in Vietnam, with the secondary brand Impac, future production

will also focus on Schwalbe's entry-level quality, Active Line tires. "This allows us to take the pressure off our principal plant in Indonesia, where we are creating extra capacity for the production of high-end tires," explains Frank Bohle. "The production at our second plant has started up exceptionally well. We are therefore expecting to see a distinct increase in availability and fewer supply bottlenecks in 2016."

## Delta and Land Cruiser get a facelift and Plus versions

Two Cruisers from the Active Line tire range are now available with a new tread and in a Plus version. The versatile Delta Cruiser rolls comfortably and easily on its updated center rib tread. And in the Delta Cruiser Plus version with its three millimeter thick rubber

Puncture Guard, it offers puncture protection Level 5.

As always, the Land Cruiser rolls as effectively as ever over any terrain. Its modern tread design is also new – with its wide center rib, the Land Cruiser rolls on the road with

exceptional ease – and so too the Plus version with Puncture Guard. The new Cruisers are equipped with 50 EPI carcasses and are optionally available with reflective strips. The new Plus versions replace the Road Plus and Tour Plus models.



Delta Cruiser Plus



Delta Cruiser



Land Cruiser Plus



Land Cruiser

## Top quality sleeves for high quality tires

Schwalbe is now supplying its tires and tubes in new packaging. Their crisp design has given them an even higher quality look, and they also come across excellently in the Schwalbe shop system and on the retail shelf. The customer immediately realizes one thing:

This is a premium product.

The base colour of deep black

and the embossed and shiny font in anthracite characterize the Evolution packaging as a high-end product. The packaging for the Performance Line and Active Line has also been upgraded: Each series now has a uniform design, with silver metallic as the base colour and light grey lettering providing the contrast. On this basis, Schwalbe has enhanced its entry-level line with a high quality look. New and high quality visuals are also the order of the day with the Schwalbe tubes. While the valve codes have retained their colour, the SV over-lengths are now in a uniform yellow.



A convincing design: New packaging for tires and tubes.

## Key data on tires at a glance

A brief guide to tire technology is a great way to describe the technical information from Schwalbe since 2003. The technical information focuses on size designations, tire design and rolling resistance, as well as tubeless technology, tires for E-bikes and assembly tips. It has now been printed in its third edition and is also available to download online. It's even quicker of a mouse: All of the key technical topics – from balloon bikes to valves – have been prepared as FAQs and are continuously updated on the Schwalbe homepage. [www.schwalbe.com/en/catalogesflyer.html](http://www.schwalbe.com/en/catalogesflyer.html)



at the click  
nical topics



## Dear Schwalbe Partner

In times when significantly more money is invested internationally in bicycle traffic compared to a few years ago, Cycle Highways hold a special position. They are a real breakthrough in a mass-market strengthening of cycling and a change in cities focus towards a human and environmentally friendly form of mobility. The first cycle highways were in Amsterdam and Copenhagen and this is why there is so much cycling in these cities compared to anywhere else. Four of the planned twelve Cycle Superhighways in London have already been put into operation and now the first Cycle Highway in Germany followed (Page 7). All of which brings cycling to the fore.

We continue to work on new products and innovations that make the everyday commuter and cyclist faster and safer. Like the MTB Classic Fat Albert with its radically new profile design or the new Evo Tube, a mere 68-gram tube made of thermoplastic material, without rubber! Further details are in this issue.

We wish you a successful cycling season!

Yours sincerely

Frank Bohle

Masthead

Editor: Ralf Bohle GmbH  
Otto-Hahn-Str. 1, 51580 Reichshof-Wehnath, Germany  
Phone: +49 2265 1090, Fax: +49 2265 70 22  
info@schwalbe.com, www.schwalbe.com  
Publisher: Vincentz Kundenmedien  
Postfach 6247, 30062 Hannover, Germany  
Phone: +49 511 9910-310, Fax: +49 511 9910-309  
Staff Editor: Claudia Müller (V.i.S.d.P.)  
Layout: Angelika Jungvogel  
Printing: BWH GmbH  
© Vincentz Network GmbH & Co. KG

## Tough Tom for entry level: The dream team is reunited

The legendary Cross Country duo are back: Rapid Rob has joined forces with the new Tough Tom. Both feature the earlier treads from Racing Ralph (Rapid Rob) and Nobby Nic (Tough Tom). This makes Tough Tom the ideal choice for rougher trails or for the front wheel. Schwalbe is now offering this indestructible duo of tires in Active Line in the form of clincher tires with a K-Guard – an attractive entry-level set.



# Radical redesign for Fat Albert

Schwalbe has given its Fat Albert a drastic rejuvenation cure. The new front and rear versions have been combined to create a perfect all-round team for All Mountain and Enduro. "Superb" was the rating of the leading German MTB magazine BIKE, which awarded them best marks for grip and traction.

Rounded studs where there used to be angular blocks? Distances between the studs which are so large? Markus Hachmeyer, Senior Product Manager, initially had some problems with the new design. The idea originally came from Gerrit Gasstra, with whom Schwalbe has been working for 15 years. With the rounded studs, the developer of bicycles and tires presented a radical new approach to the field of tread design. The intention behind the design is for the majority of the force to impact on the studs at a right angle and therefore be better transferred, which also means more grip.

## Mixed Double: Fat Albert Front and Rear

The technicians have developed a double strategy: The Fat Albert Front has been configured so that it is very aggressive and open. Visually, with its two characteristic grooves between the central and shoulder studs, it looks like a downhill tire. The front tire is consistently designed to provide the maximum grip when braking and secure traction while cornering – that is both at the same time, because on challenging trails, braking and taking curves simultaneously tends to be the rule rather than the exception.

The rear tire was designed for braking and accelerating. It is a trail tire with considerable traction for cycling uphill. It also offers the maximum propulsion on very steep, technical ascents, and has more over-steering characteristics in comparison with the front tire when taking curves. "It is also late to lock when braking and behaves itself well in that case," explains Markus Hachmeyer. For the front tires, the technicians chose the high-grip Trailstar Triple Compound, while the rear-version rolls on the harder and faster Pacestar compound; both are equipped with Snakeskin. Weight per tire: 740 grams in 27.5 inches and 780 grams in 29 inches.

The Fat Alberts only play to their full strength as a team. "Both tires have been developed for the same purpose and are aligned with each other," adds Markus Hachmeyer. "If the Fat Albert Rear is combined with a different front tire, it still demonstrates its superb uphill traction, but the bike won't have the same degree of balance when taking curves or when taking slopes as it does with the Fat Albert Front. It was very important for us to align the combination of both

tires so as far as possible it avoided under-steer, which is when the front wheel tends to push or move outwards. A double strategy that works. The tire got the best marks in the "big tires test" in the January edition of BIKE magazine (Germany). No other tire got such great marks for both grip and traction. The conclusion: "Thanks to the open tread, the stud design and positioning, it generates superb grip, especially on the front, with great self-cleaning characteristics."

It was 15 years ago that Schwalbe forged new ground with the introduction of the Fat Albert. Back then, nobody knew how successful these tires would be. The first large-sized, all-round 2.4 inch roller became the leading standard for traction tires that mountain bikers with a normal skill level were able to rely on for challenging trails. It proved very popular. A lot has changed since those days: The suspension has longer travel, the frame designs are more sophisticated, the wheels have become bigger and the bikes have become faster.

## Well balanced: Superior traction and light running

One thing hasn't changed, however: Tires are still the most important part of any bike. They are the only connection with the ground. The bike may well be excellent – but without the right tires, on challenging terrain, the rider won't stand a chance. Riders who seek challenges on the toughest of trails will quickly realize that tires which have been optimized for low rolling resistance and low weight impose limits on their abilities. But for those who not only want to take their bike downhill, but want to take to the trails as well, heavy, hard-rolling tires designed purely for downhill biking aren't an alternative either.

High grip trail tires which perfectly supplement the possibilities of modern bikes and demanding riders – this is exactly what has been achieved with the new Fat Alberts. "These tires enable the potential of highly developed bikes to be realized on the tough descents and steep ascents where there were once strict limits to their capabilities," summarizes Markus Hachmeyer.

photo: Philip Rüger





For All Mountain and Enduro: With their light running and superior traction, the new Fat Alberts are the perfect trail-tire combination.



The stages in the development of a tire: The 2D drawing is followed by the 3D presentation and finally the modelling with the 3D printer.



Markus Hachmeyer,  
Senior Product Manager.



Fat Albert Front (right) and Rear: A brand new tread design with rounded studs and an open tread structure.





An MTB tube weighing just 68 grams: Product Manager Marcus Lambertz presents the new lightweight.

## A tube that contains no rubber

Together with BASF, Schwalbe has developed an extremely lightweight MTB tube made from thermoplastic material. The new Evo Tube weighs two thirds less than comparable standard butyl tubes and is completely recyclable.

The ability to hold air for a long time, as well as being stable, puncture-proof and exceptionally light – a bicycle tube needs to satisfy several conditions to achieve a sports performance. “Achieving all of these things simultaneously is impossible with a conventional butyl tube. That’s why we have forged a new path and completely omitted the traditional use of black rubber,” highlights Schwalbe Product Manager Marcus Lambertz. Instead, in cooperation with the chemicals experts at BASF, Schwalbe has developed a completely new special thermoplastic material for bicycle tubes known as Aerothan®.

### Full performance, half the weight

The weight-saving is tremendous: At 68 grams, the Evo Tube only weighs a third of a standard 190 gram Schwalbe tube (26 inch tube). Even compared with the 130 gram Schwalbe Extralight tube, that means a weight saving of almost 50 %. Marcus Lambertz provides added words of encouragement: “The air retention and puncture-proof attributes are the same as with the butyl tubes.” The assembly process is also identical to that of any normal bicycle tube.

The Evo Tube is also forward-looking in terms of its use of resources. Since it is com-

	Schwalbe Evo	Schwalbe Extralight	Schwalbe Standard
26"	68 g	130 g	190 g
27.5"	72 g	135 g	205 g
29"	76 g	140 g	220 g

The Evo Tube only weighs a third of the standard Schwalbe tube.

pletely made from Aerothan, including the valve base and valve spindle, the entire tube can also be recycled.

“The thermoplastic material is more sensitive to heat in comparison with butyl, however. Therefore, the Evo Tube must not be used in combination with a rim brake,” explains Marcus Lambertz. For this reason,

Schwalbe is currently only offering the tube for MTBs. In the unlikely event of a puncture, an additional innovation from Schwalbe is here to help: With the self-adhesive Glueless Patches from Schwalbe, a puncture in the Evo Tube can be repaired without any trouble. These new patches also work very well on conventional tubes.



Revolutionary: The Evo Tube is made completely from plastic, including the valve base and valve spindle.



Patches for roadside use: The Glueless Patches will seal the Evo Tube – and any other tubes – in just a few moments.

# RS 1 – Pilot project for modern mobility

The Ruhr cycle superhighway in Germany, the RS 1, marks the start of a new approach to traffic planning. Martin Tönnies, Planning Officer at the Regional Association for the Ruhr that is in charge of the project, explains the meaning of the superhighway for cycling in an interview.

## Interview

**What are the first impressions after the opening of the first section in November 2015, and how will things continue?**

In the days preceding its official opening at the end of November 2015, the five kilometer long section between Essen and Mülheim was welcomed with exceptional enthusiasm. Over the years to come, additional sections will follow until the RS 1 covers more than 100 kilometers, making its way from Duisburg through Mülheim/Ruhr, Essen, Bochum and Dortmund to Hamm. The government of the federal state of North Rhine Westphalia has developed a legislative proposal which envisages cycle superhighways to be built and maintained as state-wide cycle routes in the future. Once this law has been passed, which is likely to happen by mid-2016, the construction of the RS 1 will accelerate.

**What is the relevance of the RS 1 for traffic planning in Germany as a whole?**

The RS 1 already has a high profile throughout Germany and is set to send bicycle mobility in urban areas into a new dimension: The Ruhr cycle superhighway is four meters wide, has two lanes and a two meter wide footpath. It is also equipped with lighting and is cleared during the winter. Its huge benefit for the Ruhr conurbation is unique: It connects ten cities, four universities and 60 company headquarters! If it works – and I am absolutely convinced that it will – it will be a pilot project with significant symbolic relevance. A special feature of the route is that large sections of it run along former railway routes which once transported steel and coal. These routes provide an exceptionally high quality in terms of speed and safety for cyclists because there aren't any traffic lights to hold them up and the cyclists don't have to battle with any road traffic.

**In which locations are further cycling superhighways planned?**

There are firm plans for superhighways in all of the major conurbations in Germany – with



The Ruhr cycle superhighway. They are already up and running in London, Copenhagen and the Netherlands – in November 2015, the first section of the first cycle superhighway in Germany, the RS 1, opened.

different timetables – for example, in Frankfurt/Darmstadt, Nuremberg, Munich, Hanover and Hamburg. The cycle superhighways are also gaining importance at international level. This is because cities all over the world will continue to grow and it is clear that car traffic can't grow at the same pace.

**Retailers, E-bikes, cycling culture – are there any more positive effects along with the bicycle traffic?**

Plenty of things are conceivable but certain things are taking shape right now: Retailers and manufacturers will be able to present bikes and accessories on the route, cafés will

open, and a whole new culture of cycling can exist along the superhighways. E-mobility is also likely to pick up again, being ideal for routes of ten to 15 kilometers.

**To convince politicians, figures are required. What is the cost-benefit analysis for a cycle superhighway of this kind like?**

According to the feasibility study by the Regional Association for the Ruhr on behalf of the German Federal Ministry of Transport, the superhighway will result in 52,000 fewer car journeys and a saving of 400,000 kilometers on the road every day. This is a tremendous relief potential for the Ruhr region, with its many traffic jams and high emissions. The return on the investment is calculated as being 4.8. This means that the overall economic gain – due to improved health, the relief of the burden on the environment and fewer accidents – is almost five times as high as the costs. Or in absolute figures: building one kilometer of motorway costs around ten million Euros without tunnels or bridges. Building one kilometer of the RS1 costs just 1.8 million Euros – including the bridges.

In addition to this, RS 2 is already being planned. This route will go from Essen to Gladbeck via Bottrop and represent a high-quality mobility alternative to an urban main road which suffers from high levels of traffic.



Martin Tönnies: "The RS 1 has symbolic relevance for the whole of Germany."

Photo: RVR/Wickok



# Events

8.31. – 9.4.2016 EUROBIKE, Friedrichshafen, Germany  
9.21. – 9.23.2016 Interbike, Las Vegas, USA



Touring the world with the Marathon Mondial: Dorothee Fleck at Fitz Roy in the Andes (left), in Morocco and at the Ak-Baital pass in the Pamir mountains, Tajikista.



## World touring cyclist

Of the 60 world-touring cyclists that Schwalbe equips with tires, Dorothee Fleck is the only woman to tour alone. In 2008, she quit her job as an IT project manager, and she's been touring the world ever since – except for when she is planning her next tour in Germany.

Dorothee Fleck has now toured the world twice by bike. From 2008 to 2010, she visited 26 countries and clocked up over 61,000 kilometers on her bike. Returning home to Germany, she then reported on her travels at public events. "When I realized I needed some new stories to tell, I started planning my second world tour," explains the 52 year old. "From 2012 to 2014 I cycled 48,000 kilometers, visiting China and then Australia, New Zealand and South America."

In 2015 she hit the road again, heading from Laar in southern Germany all the way to Cape Town. "You can't plan your route in Africa in advance," she explains. "Too much is changing, there are constant upheavals. The first stage of my journey is certain: from Spain to Morocco. I really enjoy being in Morocco. It is one of the few stable countries in Africa. I'll then be following the west coast as far as possible and heading south. I'll be planning my route locally."

Once she reaches Cape Town, her return journey may see her following the east coast of Africa.

She very much enjoys her present lifestyle: "I really like to get up in the morning not knowing where I'll be in the evening or what the day ahead holds or the people I'll get to meet. I enjoy all of the friendly encounters and all the different aspects of this lifestyle. I also like the quiet nights in my tent, the fantastic natural light in Africa and the endless horizon. I like the simplicity of this lifestyle and the fact that I only have to think about what's most important and am free to occupy my thoughts with other things."

What about the times when things don't go so well? "Many of the challenges that await me in Africa are challenges I've already faced on my previous two world tours. That's why I don't consider the desert or wild animals to be the biggest of problems. One thing that is new is corrupt border officials and police officers. I still don't know how I'll deal with them. I'm also hoping to be able to avoid terrorist groups. That's why the place-to-place planning will also be a new challenge. Despite everything, the positive will outweigh the negative, and the problems will be resolvable. I've learned how to keep calm on my previous trips. I always manage to find a way forward."

Something she doesn't want to go without on her tour are her Schwalbe Marathon Mondial tires. "Because I don't like repairing tires. I learn to value the Mondial all the more when I'm on tour with other cyclists who don't use them. Thanks to these tires and the customer care from Schwalbe, I am very confident of making it to Cape Town without many punctures." ([www.dorothee-fleck.com](http://www.dorothee-fleck.com))

## African initiative

The World Bicycle Relief Organisation (WBR) has given away more than 285,000 bikes since 2005. These are bicycles for a better life: The almost unbreakable, heavy-duty 'Buffalo' bikes are giving tens of thousands of families access to education and medical care, and they are also supporting economic development. These are the Asian, South American and African goals of the organisation which was founded by F. K. Day (SRAM) in the wake of the 2001 tsunami disaster. In December 2015, Schwalbe donated 100 Buffalo bikes to the WBR for the second time. "Giving children a future with bicycles and improving the life of entire families are initiatives that we are pleased to support," explains Frank Bohle. The bikes are to be used for educational projects in South Africa. ([www.de.worldbicyclerelief.org](http://www.de.worldbicyclerelief.org))

