

**THE SCHWALBE MAGAZINE 2 / 24 WORLD EDITION**

# **PROFIL**



**THE VALVE REVOLUTION**  
*Schwalbe Clik Valve makes  
inflating child's play*

**Milestone**  
*Schwalbe's first  
MTB radial tire*

**CSR REPORT**  
*70 percent  
Circular tires*



## Dear Schwalbe partner,

Have you ever wondered why there have been three different valves for bicycle tires for more than a century? And why no one ever changes this despite the many potential improvements? Those days are over now! Our Schwalbe Klik Valve is a real world first that turns the previous system of three valve types on its head. Thanks to its child's play one-click operation, it offers so many advantages for everyone - cyclists, specialist retailers, industry - that we firmly believe it must become a new standard. It is so important to us that we have included a Schwalbe Klik Valve Set with this issue of the Schwalbe Profile so that you can test the advantages for yourself.

Also discover the other new products for 2025 - from our innovative radial tires Albert and Shredda to the new Rick XC Pro and the Smart Sam Cargo.

We wish you and your employees a Merry Christmas and a successful start to the new cycling year.

Yours sincerely

Frank Bohle

## New lines

From model year 2025, two new Schwalbe lines will gradually replace the previous three categories Evolution, Performance and Active-Line. The new "Schwalbe Pro" line features high-end tires that stand for exceptional performance. The "Schwalbe Line" replaces the previous Performance and Active lines. Older tires are not yet affected by the change and will only be converted in the coming years. In addition, the abbreviation TLR (Tubeless Ready) will be used for all new products instead of the previous designation TLE (Tubeless Easy). In future, TLR will be used uniformly for

all tires for which Schwalbe recommends tubeless use for the best performance. The background to this is a new ISO standard that recommends the designation TLR.



The Rick XC Pro is one of the first tires in the new lines.

## First Enduro World Champion triumphs on Schwalbe

The first ever Enduro World Championships took place under dramatic conditions in the Dolomites in September: The race course in Val di Fassa alternated between snow-covered mountains, passages with icy roots and lush greenery in the valleys. In the end, it was the Frenchman Alex Rudeau who took the first rainbow jersey for Enduro - he rode away from everyone on his Schwalbe Dirty Dan tires, made for the deep ground of this wild premiere. Rudeau won four of the five stages to secure his victory.





"The best feeling in the world": Laura Philipps won her first Ironman World Championship title in Nice.

## Triathlon: World Championship title and world bests on Schwalbe Pro One Aero

At the Ironman World Championship in September in Nice (France), Laura Philipp fulfilled her big dream after her third place in Hawaii (2023). The German rode the fastest bike course on Schwalbe Pro One Aero tires and laid the foundation for her subsequent victory in 8:45:15 hours. "The best feeling in the world," said the 37-year-old, who competed in her first Ironman triathlon just six years ago. Schwalbe athletes were also

at the top of the podium at the triathlon Challenge Roth, Germany: Anne Haug (Germany) and Magnus Ditlev (Denmark) won with new world best times of 8:02:38 and 7:23:24 respectively. Laura Philipp finished second with a new personal best. They all rode the new Pro One Aero competition tire, which Schwalbe has optimized for aerodynamics without compromising on performance and puncture resistance.

## Amaury Pierron and Tahnée Seagrave: World Cup victories with new radial tires

A year ago, it almost looked as if Amaury Pierron would have to end his career after suffering a broken neck vertebra. This year, the 2022 overall downhill World Cup winner made a spectacular comeback. The rider from Team Commencal/Muc-off won the World Cup race in Val di Sole (Italy) by five seconds. At his home World Cup in Les Gets (France), the 28-year-old Frenchman went one better in front of an enthusiastic crowd and outclassed the competition by more than six seconds with a breathtaking run in the pouring rain and deep mud. He was riding on Schwalbe's radial tires (more on page 8).

The British rider Tahnée Seagrave also made full use of the new technology and won the race in Val di Sole on Magic Mary, also with the new radial carcass construction.



Radically fast on radial tires: Tahnée Seagrave (left) and Amaury Pierron during their World Cup victories.



**TECHNOLOGY** / Revolutionizing the valve landscape: The Schwalbe Klik Valve delivers exceptional inflating efficiency, easy-to-use design (it's child's play!), increased airflow, and eliminates valve slippage. The innovative click-on valve has the potential to replace existing systems – a huge benefit for all cyclists and for specialist retailers!

---

# ***THE VALVE REVOLUTION: SCHWALBE CLIK VALVE MAKES IT A BREEZE***

The new Schwalbe Klik Valve (SCV) works so simply that you wonder why it hasn't been around for a long time. Inflating made easy: Securely attach the pump head to the valve with a simple click, and start inflating. What sounds so easy was not so simple for more than a century. Three valve types, air loss, worn pump heads, jammed fingers, not entirely anger free

inflating attempts – pumping up bicycle tires can sometimes be a challenge. With the Schwalbe Klik Valve, those days are over. All cyclists can now inflate their tires effortlessly themselves.

The principle: a valve that engages firmly with the pump head during inflation. Simply click the pump head or pump head adapter belonging to the SCV onto the valve and pull it off again after inflating. The entire operation is possible with just two fingers – it requires neither force nor any levers, nor tedious screwing on or off. Absolutely no air is lost when removing the pump head.



Child's play: The new Clic Valve is so easy to use that children can inflate their tires effortlessly.



Committed to the launch of the Clik Valve: Sean Cochran, Marketing Manager of Schwalbe North America, at Eurobike.

For tubeless use, the SCV also offers a decisive advantage: the air flow is more than 50 percent higher compared to the previous SV valve. As a result, the tire sits on the rim much faster, making inflating much easier and more effective.

**Radical step towards the new industry standard**

There have been different types of valves for more than 100 years. "During this time, no one has dared to take the radical step of developing a user-friendly valve. It is unnecessarily complicated for everyone

involved to offer or use several valve types on a permanent basis. That's why we see the Schwalbe Clik Valve as the new industry standard in the medium term," emphasizes Markus Hachmeyer, Head of Research & Development. The valve was invented by John Quintana (USA). Schwalbe worked on the product for more than two years to make it ready for mass production.

"It's a small component with a big impact. A uniform standard and a simpler inflating process are a huge relief for everyone involved with bicycles," says

**Items at market launch**



Valve insert SV    Valve insert DV    AV Valve adapter    Pump head adapter    Pump head    Dust cap

**SCV conversion kits**

		Art. Nr.
SV-SCV conversion kit	2 valve inserts SV, 2 dust caps, 1 tool	3540
SV-SCV conversion kit	1 pump head, 2 valve inserts SV, 2 dust caps, 1 tool	3541
SV-SCV conversion kit	1 pump head adapter, 2 valve insertsSV, 2 dust caps, 1 tool	3542
DV-SCV conversion kit	2 valve inserts DV, 2 dust caps	3543
DV-SCV conversion kit	1 pump head, 2 valve inserts DV, 2 dust caps	3544
DV-SCV conversion kit	1 pump head adapter, 2 valve inserts DV, 2 dust caps	3545
AV-SCV adapter	1 valve adapter, 1 dust cap	3546

**SCV Tubeless Valves**

	Art. Nr.
SCV Tubeless Valve 40 mm Set of 2	3530
SCV Tubeless Valve 60 mm Set of 2	3531
SCV Tubeless Valve 80 mm Set of 2	3532

**SCV starter sets for retailers**

	Art. Nr.
SCV Starter set SV 10x 3540, 10x 3542, 5x 3541	3550
SCV Starter set DV 10x 3543, 10x 3545, 5x 3544	3551
SCV Starter set mixed 7x 3540, 3x 3541, 7x 3542, 3x 3543, 2x 3544, 3x 3545	3552

**One valve for all:  
The new SCV could  
revolutionize the  
previous system with  
three valve types.**



**The click makes all the difference:  
Simply click the pump head or  
pump head adapter belonging to  
the SCV onto the valve and remove  
it again after pumping.**

Hachmeyer. Specialist retailers and industry would no longer have to stock tubes with three valve types and wheels with different valve hole sizes in the rim. Many consumers also have problems with the valves and the handling of the pumps. Sometimes the upper part of the SV valve bends, other times the small screws cannot be opened. The pump heads, or rather the seals in them, wear out over time and sometimes fly off the valve completely at higher pressure. Other pumps, on the other hand, often do not seal properly and air is lost. If the valve is connected to a screw connection, it can happen that the valve core is inadvertently unscrewed, releasing all the air.

The new valve is the solution to all these problems. The valve and pump head have been developed together so that they work perfectly together.

**First phase: Schwalbe offers seven conversion kits**

In the first stage of the market launch, Schwalbe is offering seven conversion kits (see table on the left side), both for all existing valves and for the vast majority of pumps. A conversion kit for DV and SV contains a set of Schwalbe Click Valves, either the pump head adapter or the new pump head, a valve tool and two newly designed dust caps.



**Air-X-Plorer is the first air pump for Schwalbe Click Valves. For further information about the air pump at SKS, please scan the code.**



**Further information**

on the Schwalbe Click Valve, FAQs and fitting videos.



**The video**

on the Schwalbe Click Valve.

For Scloverand (Presta) and Dunlop (Woods) valves, simply unscrew the current valve insert and replace it with the SCV insert and the valve is ready to go. (Requirement for SV conversion: the tube needs a valve with a replaceable valve insert).

There is also a Click Valve adapter for screwing on to AV valves. This has the advantage that tires with an AV valve can still be inflated at the service station if the adapter is unscrewed again. Tubeless valves can also be converted or purchased as tubeless valve sets with Click Valve.

On the pump, the pump head adapter can be easily integrated into the existing pump head (AV opening) and clicked onto the SCV. Second option: The existing pump head is replaced by an SCV pump head.

Schwalbe also paid attention to reverse compatibility: "Our new valves can also be inflated with existing floor (track) pumps or hand pumps with a Presta head attachment if you are on the road and don't have an SCV pump to hand. In this way an SCV valve can be inflated with an existing pump; although you won't get a pressure reading on the gauge."

**TECHNOLOGY** / Schwalbe has introduced Albert and Shredda, two new MTB tires that set a new standard for grip, handling, and riding safety. The radial carcass design is a key factor in their superior performance.

## A SIGNIFICANT MILESTONE IN TIRE TECHNOLOGY: SCHWALBE INTRODUCES ITS FIRST RADIAL TIRES

Until now, bicycle tires have had a classic diagonal carcass. Schwalbe is now the first bicycle tire manufacturer to present two models with a radial carcass construction. While the carcass threads in normal bicycle tires run diagonally across the tire at a 45-degree angle, they are now arranged at a much more obtuse angle. "Primarily, the arrangement ensures that the carcass material overlaps shorter and with less tension. As a result, the tire deforms more selectively and can react much more flexibly and adaptably to unevenness without sacrificing safety," explains Carl Kämper, Product Management & Development MTB. "On the other hand, the radial tires offer around 30 percent more contact area than conventional tires at the same air pressure. Even if the air pressure is increased by 50 percent, the contact area is still 15 percent larger."

The result: the increased contact area and more flexible response raise several parameters to a new level – grip, damping, safety and comfort. Schwalbe's radial tire absorb impacts better and use the suspension travel more effectively – they literally suck themselves into the ground. This applies to both mountain bikes and eMTBs, which have significantly more traction on the ground with these two tires.

### Grip and precise power transmission:

#### The new Albert

With the Albert, the initial question What should an enduro MTB tire look like that provides a lot of confidence in every situation? For robust durability and precise power transmission, the Schwalbe engineers adopted the shoulder tread blocks from the Tacky Chan downhill tire, which was developed together with the



Albert:  
All-rounder for  
enduro trails.



Shredda Front  
with plenty of tread  
for full control.

Shredda Rear  
brings the power  
to the ground.





Radial construction: The new radial tires absorb impacts better and use the suspension travel more effectively – they literally suck themselves into the ground.

French 2022 World Cup winner Amaury Pierron. Carl Kämpfer: “We have a lot more rubber on the ground and several tread blocks that are constantly in contact with the ground. Together with the larger contact area, this gives you exceptional control when riding, whether braking or accelerating. The tire adapts extremely well to the ground conditions.”

### Shredda for demanding trails with the EMTB

The new Shredda, front and rear, was specially developed for technically demanding trails with an eMTB. The front tire impresses with its large tread depth and is visually reminiscent of a motocross tire. While the center tread blocks stand like pyramids on the tire and ensure stability and abrasion resistance, the slanted shoulder tread blocks deform and close while riding. Even when turning in and leaning a lot, the tire still provides a lot of control. Its tread depth and open design offer good interlocking on soft ground, despite the higher weight of the eMTBs.

“Mastering technical trails” was the goal for the Shredda. Robert Mennen, Product Manager MTB:

“Thanks to the long tread blocks, the steering forces are transferred well even on steep uphill sections. The focus is on function, which is why the tread looks so powerful.” The tread depth is slightly lower at the rear. The extreme protrusion of the many tread blocks is noticeable here. Individual tread blocks are reinforced with bridges to guarantee even more stability and durability. Mennen: “With the shoveling effect of the many tread blocks, we get the power on the ground, both when braking and accelerating.”





**Sturdy and durable:**  
the Smart Sam Cargo  
goes on every tour.

## ***From every day to adventure: Smart Sam Cargo***

**The new Smart Sam Cargo is the perfect** off-road tire for cargo bikes – whether for a fishing trip, a bike-packing tour or a trip with the dog. The tread pattern comes from Schwalbe’s popular all-rounder Smart Sam. The closed center bar guarantees easy rolling, while the side tread blocks provide secure grip even in puddles or bends. Schwalbe took construction design from its cargo specialist Pick-Up, which remains the best choice for urban routes. It’s extremely puncture-resistant Super Defense carcass with up to six plies offers an extremely high load capacity of up to 165 kilograms per tire, depending on the version. Added to this are the properties

of the Addix E-Compound, which was specially developed for e-bikes: maximum durability, low rolling resistance and exceptional grip even at high speeds. This was also demonstrated in the extreme test: At the legendary Megavalanche 2023 downhill race, the Smart Sam Cargo crossed the finish line on a 43 kg cargo bike without a puncture.

It is one of the first tires to appear in the new Schwalbe brand look and features a newly designed label on the sidewall with information on load capacity, size and air pressure. With reflective stripes and E-50 recommendation.

## ***Johnny Watts LR is easy on the battery***



**A new addition to the family:** the new Johnny Watts LR (Long Range) is the third tire in Schwalbe’s SUV series after Johnny Watts and the 365 version. To minimise rolling resistance – and protect the battery – the tire developers used a turn-up construction based on the SuperRace carcass, which is also used in the Pro One road bike tire or MTB models such as Racing Ralph. With its two carcass plies under the tread, it rolls particularly easily, while the additional RaceGuard provides protection against punctures. It also adapts extremely flexibly to the unevenness of the ground. In terms of the battery, this means a longer range per battery charge, or in other words, less energy required for the same speed. Available in sizes 27.5 and 29 inches, each 2.35 and 2.6 inches wide

## Update for the *Marathon Mondial*

**It is Schwalbe's specialist for the big tour:** the Marathon Mondial replaced the legendary Marathon XR around 15 years ago. Now Schwalbe has given it a retread. The new version meets the demanding needs of cyclists with a modern tread design and new sizes – suitable for a wide variety of bicycles and e-bikes. Inspired by Schwalbe's MTB tires, the straight profile with reinforced shoulder lugs provides enhanced safety on corners and off-road terrain.

At the same time, Schwalbe's most durable tire remains true to its brand essence: absolute reliability, long-lasting performance and outstanding puncture resistance. The latter is ensured by the Double Defense technology consisting of a reinforced sidewall and V-Guard, an extremely light, cut-resistant high-tech fiber under the tread. And its modern Addix compound guarantees the best mix of durability and performance: grip in all conditions, low rolling resistance and extreme durability. Because when travelling the world, it has to work everywhere, on all continents, on all surfaces. Available as clincher and folding tires, each with reflective strips.



Modern profile for extreme travelling:  
The Marathon Mondial can be relied on everywhere.

## *Rick XC Pro: When every second counts*

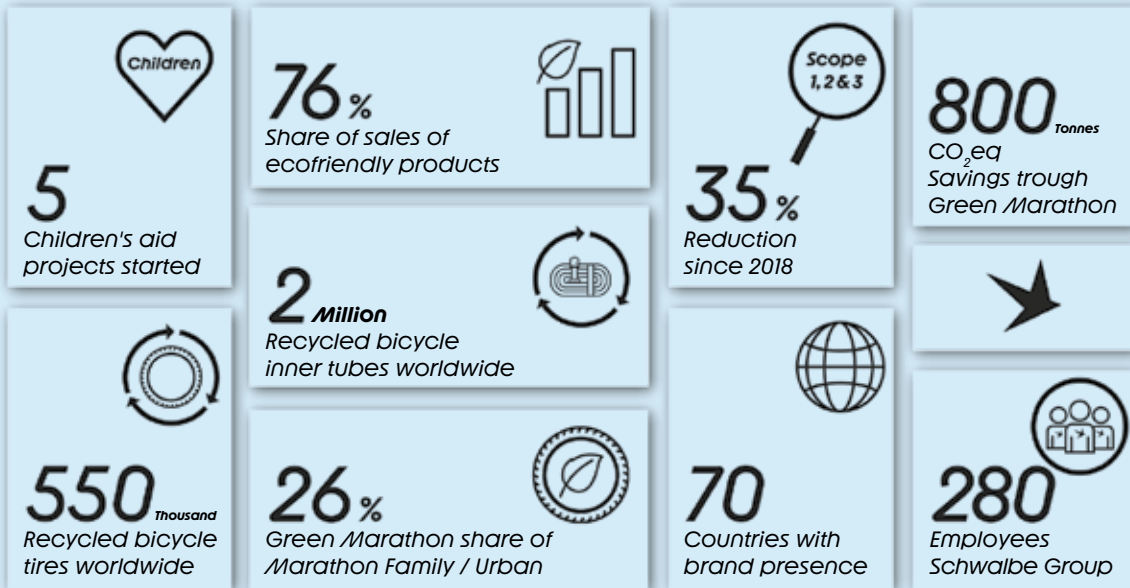
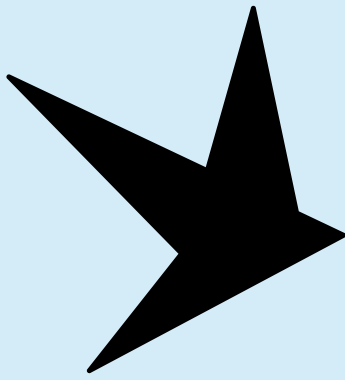
**Schwalbe's new cross-country rocket** meets the requirements of the best cross-country riders in the World Cup. Because it was developed for them – and with them. The Rick XC Pro combines grip and low rolling resistance on a new level. A groundbreaking innovation, the reinforced transition area between the center and shoulder tread blocks, provides exceptional snake bite protection.

The tire closes the gap between Thunder Burt and Racing Ralph. Thanks to pronounced tread blocks, Rick XC Pro has even more cornering grip and is grippier than Thunder Burt. While the choice of the world's top riders has often been Racing Ralph at the front and Thunder Burt at the rear, in many places it is now Rick XC Pro at the front and rear. Product Manager Robert Mennen, former Cape Epic winner, explains: "The Rick XC Pro works excellently on most routes. It sets a new benchmark in today's XC racing with many technical requirements, a higher power density and wider rims."



Loana Lecomte  
triumphs on Rick XC  
at the World Cup  
in Crans Montana.





Download the CSR report as a PDF.



## Proportion of recycled tires increases to 70 percent

**"We are recyclists":** Schwalbe publishes its third CSR report under this motto. In its CSR reports, the company transparently documents its progress on the path to social and environmental responsibility. The results for 2023 are impressive: 76% of annual sales were generated with environmentally friendly products made from fair trade rubber and recycled and/or renewable raw materials. In addition, two million bicycle inner tubes were recycled worldwide, and 550,000 bicycle tires were recycled.

The reduction in CO<sub>2</sub> emissions has also made significant progress - by a total of 37% since 2018 (see chart above for further results). "As a pioneer of

the circular economy, we want to steadily increase the proportion of environmentally friendly attributes in our products," emphasizes Schwalbe CEO Frank Bohle.

A highlight of 2023 was the launch of the Green Marathon, the world's first tire made from used tires from the Schwalbe Recycling System. To this day, Schwalbe is the only manufacturer to produce new tires from old inner tubes and tires. Schwalbe now uses recycled carbon black (rCB) in 70% of all tires, which is a direct product of the recycling process and replaces carbon black made from crude oil - without any loss of quality.

