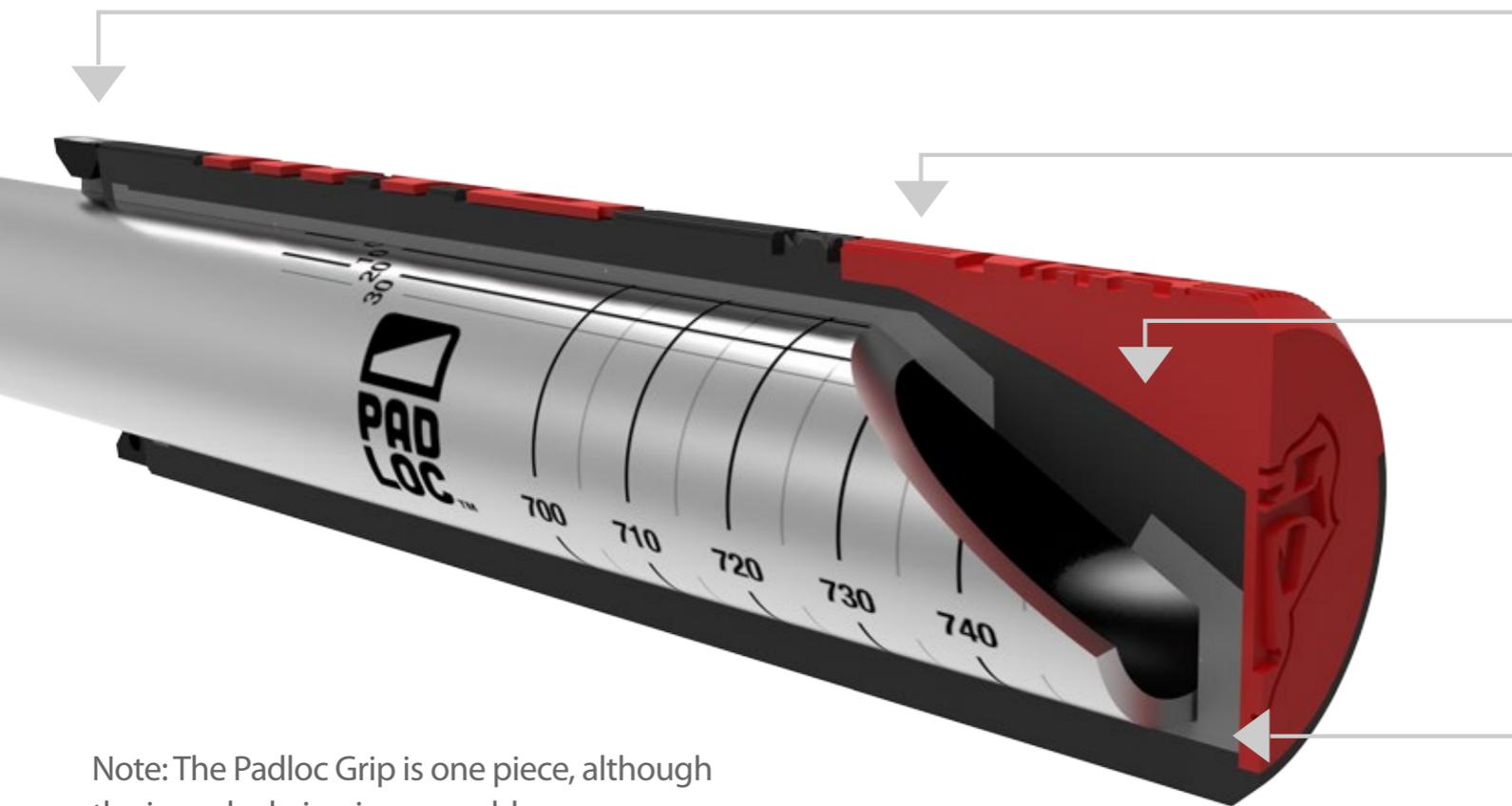


PadLoc Grip Overview

PadLoc Cutaway Diagram



PadLoc technology utilizes a rubberized wedge shape that increases comfort and control. The rubberized wedge integrates perfectly with a PadLoc handlebar to eliminate grip rotation and provide the ultimate level of grip comfort.



Note: The Padloc Grip is one piece, although the inner lock ring is removable.

Inner Lock Ring: Inner anchor to PadLoc system, eliminating horizontal, outer movement.

Contact Rubber: Inviting outer rubber featuring keyed internal ovals that fasten within the Sub-frame.

Wedge Technology:

- The unique non-rotating wedge shape keeps the grip from slipping, twisting and rotating.
- Rubberized, forgiving wedge shape that greatly reduces ulnar nerve pressure.

Sub-frame: Rigid sleeve that integrates seamlessly with a wedge-cut handlebar end, providing a base skeleton for a one-piece grip.

Why PadLoc Handlebar and Grip System



1. Twisting Grips: PadLoc was originally designed to solve a simple, yet devastating problem with current flat bar/riser bar bikes: Grip twisting. Twisting grips might only happen to a small portion of riders, but when it happens the effects can be just like a car crash; it is when the rider least expects it. The rider will likely lose control, as it happened to WTB's Jason Moeschler during his pre-ride of the EWS Winter Park in : 2014. Jason's twisting grips caused him to loose control, leaving him with 4 broken vertebra. Grip twisting is a very common problem with today's ergonomic style grips. Grip twisting can also happen with dual clamp grips. PadLoc Grips offer the comfort of traditional ergo grips, but eliminate the twisting.

Other benefits of PadLoc: While the original goal of Padloc was to eliminate grip twisting, many other benefits have surfaced since the original prototypes and testing.

2. Comfort: The PadLoc system uses a 30 degree miter, or "Wedge" cut at the end of the handlebar. The PadLoc grip skeleton has a matching 30 degree interface, which allows the grip to essentially wedge onto the bar, making grip twisting impossible. The wedge cut in the handlebar leaves space for WTB to layer an extra wedge of rubber, making for an

3. Position: The PadLoc comfort area, or "wedge" is designed to face directly up, directing the soft material straight to the point with the most pressure from the hand on the bar. Many Bike product managers have commented that they are excited that they can finally have a clear indicator of the intended position of the handlebar on the bicycle. The PadLoc comfort area is very visible, and easy to position in the straight up position. This helps to eliminate handlebars with incorrect positioning.

4. Durability: The PadLoc grip end is much more durable than any of the four grips identified below. The industrial standard for grip end durability is the ASTM drop test, which verifies the durability of the grip end, ensuring that the handlebar cannot breach the grip end. PadLoc uses extra material at the outside end of the grip. PadLoc Grip ends are so durable, the ASTM test isn't even a challenge.

5. Handlebar Availability:

- a. OEM PadLoc Handlebars – available on MY17 bikes starting in September 2016
- b. Aftermarket Handlebars - There are three different types of handlebars that can be found in the aftermarket relative to the PadLoc Handlebar and Grip System:
 - i. Already cut PadLoc handlebars
 - ii. Handlebars with marking for standard grips that can be cut to work with PadLoc Grips
 - iii. Standard handlebars

The second two handlebars 5(c) (ii) and (iii) can be cut with a special Park Tool Handlebar cut jig by a qualified WTB dealer to work with PadLoc Grips.

6. WTB PadLoc Grips are available now!

Why PadLoc Handlebar and Grip System



7. Compare: There are four types of grips on the market today. Below is a list of comfort and performance issues with each, all of which are solved by PadLoc grips.

- a. **Dual Clamp** (using metal lock-rings at each end) – Both hands of the rider rest against a metal clamp on the outboard side of the grip. This is VERY uncomfortable. Dual Clamp grips can still twist. Many riders over tighten the clamps to prevent twisting, which can lead to the handlebar breaking caused by the handlebar being scored.
- b. **Single Clamp** (using a single inner lock-ring) - The hand rests against rubber at the outside of the grip, which is better than metal, but still very hard, as the thickness of the rubber is limited by the outside circumference of a standard handlebar. To keep single clamp grips from twisting, one must secure the inner clamp far beyond specified torque, which can score handlebar leading to breakage.
- c. **Slide On** (no metal lock-rings – the grip made entirely of rubber, foam, or silicon, and generally installed with an air compressor or hair spray) - Slide on Grips will slip, no matter what kind of glue, hair spray, or adhesive is used, when used in wet conditions. Slide on grips offer very little comfort at the end of the bar, as the rubber layer can only be so thick. Resting underneath the rubber is the hard surface of the handlebar.
- d. **Ergonomic** (most ergonomic grips use a single inner, or double inner and outer lock-rings) - Ergonomic grips offer a very comfortable grip surface, and generally receive most or all ulnar nerve issues. The main issue with conventional ergonomic grips is that they are very easy to twist no matter how tight the metal clamps are tightened, because the rider has extra leverage on the grip.

WTB's 2016 PadLoc Grip Line



Available in:



Clydesdale / 33mm

Big riders, fear no more: you can have comfort and a real grip for your hands. The Clydesdale's generous 33mm profile made from our high end Contact Rubber perfectly pairs with our Padloc Relief, ensuring that big hands get high-end features too.

Available in:



Commander / 30mm

Team WTB's grip of choice. Prominent lettering lets people know you're in charge while Contact Rubber and the PadLoc Relief eliminate movement and provide an invitingly tactile feel. Ride hard but ride happy.

Available in:



Thinline / 28mm

A thin silhouette and opposing working edges provide irrefutable grip, even in the wet. The Thinline's 28mm svelte shape provides a paired down though classic profile that features the PadLoc Relief so that even slim profiles get big comfort.

Available in:



Ace / Bulged

A gently ergonomic rise to the Ace's center provides an even closer attention to rider comfort when paired with the Ace's PadLoc Relief. A raised mosaic of grip lines also provides enhanced feel in the wet, making the Ace and all around favorite.

Available in:



Grip Shift / 30mm

Jerome Clementz grip of choice. Prominent lettering lets people know you're in charge while Contact Rubber and the PadLoc Relief eliminate movement and provide an invitingly tactile feel. Ride hard and shift happy.

Available in:



Wingnut / Winged

The Wingnut's generous platform dissipates palm force and further enhances the softening effects of the PadLoc Relief creating a comfort winner with high-end features that resist rotational forces. Comfort and consistency, all in one.

PadLoc Handlebar and Grip System



PadLoc-Ready Handlebar



PadLoc Grip



Note: See PadLoc Cutting Instructions for retrofitting non-PadLock Handlebars into PadLoc Handlebars.

PadLoc Handlebar and Grip System

WTB has initiated extensive patent protection for its PadLoc handlebar and grip system. WTB is licensing the right to produce PadLoc handlebars to key handlebar makers. SRAM is the first handlebar licensee to market with pre-cut PadLoc handlebar with the Jerome Clementz Carbon Bar and the Alloy Boo Bar. Also, handlebars in the field can be modified by any qualified WTB dealer to convert most flatbar handlebars into a PadLoc compatible handlebars. WTB PadLoc grips are available now in the marketplace.

