



Press release

For immediate release

Bafang booth in Hall A1, booth 302

Diavelo booth in Hall A1, booth 500

Bafang M800 mini mid motor and the Maserati Trofeo e-road race bike nominated for prestigious German Design Award and for the A'Design Award (Italy)

Suzhou, PRC/ Copenhagen, DK/ Modena, IT, July 3, 2018 – Bafang, one of Asia's leading manufacturers of e-mobility components and complete e-drive systems, together with Diavelo and Maserati introduce a breakthrough in e-road bike technology.



Maserati Trofeo e-road race bike

The Maserati Trofeo e-race bike is the result of a combined design project between Bafang, Diavelo and Maserati. This ultra-light alloy electric road bike is creating a new category of e-bikes combining traditional road bike performance with an electric drivetrain system.

It is the ultimate racing bike for the amateur cyclist who needs a boost from the powerful BAFANG M800 Motor when it is needed - to follow friends on a training run or going uphill.



"This award speaks to the significance of product development at both Maserati and Diavelo. We are proud to collaborate with such an innovative drivetrain manufacturer and technology partner as Bafang," says Brian Hoehl, CEO of Diavelo. "We share a passion to design products that improve our enjoyment of the outdoor sports we love."

The bike received also a nomination for the Italian A' Design Award 2019. More details on price points, weight and specification options will be unveiled at Eurobike



Maserati



Bafang M800 mini mid drive system - an ultra-compact mid motor for e-road, e-gravel or e-cyclocross bikes

The form factor of this new mini-size motor creates new and significant design opportunities for bike brands that are developing 'e-road racing style' bikes, including gravel and cyclocross concepts.



Functionality is key, paired with quiet and smooth operation controlled by dual torque and speed sensors. The motor offers single and double chainring compatibility (chain wheel size 44T or 34/50T), and while it can easily be set to the EU legal limit of 25 km/h, with its maximum speed of 45 km/h the system is also capable of use on speed pedelecs.

"We put a lot of effort into developing this compact drive train system. Currently one of the lightest and smallest systems in the market we see many more opportunities for other bicycle categories as well," said Sunny He, one of Bafang's founders and CMO. "It is a real honor to celebrate the creativity and technical prowess applied by our engineers and cooperation partners for both these Award nominations."



One of the key advantages of the new drive unit is its low weight, at less than 4,4 kg, but with a 200 W rated output power and a max torque of 55 Nm, including a 200 Wh inTube battery, display and remote shifters. The pedaling assist level can be set in five steps controlled by one or two satellite shifter pods, which can be individually placed on the drop handlebar. The 2.2 inch TFT color display offers up to ten settings. Since an e-road bike will very quickly exceed the 25 km/h (EU) legal motor assist speed threshold, the drive unit has been tuned to perform optimally when starting off and accelerating, as well as on short sprints and steep climbs. For the US and other regions, the speed limit can be set at 32 km/h or 45 km/h instead.



But whatever the exact limit, most important is that when the limit is reached, the drivetrain unit runs almost resistance free. Thus the rider's own pedaling effort above the limit speed is not affected. This will typically be when riders are pedaling in the upper 20s to mid-30s km/h speed range.

The battery pack, with a capacity of 200 Wh, is mainly used only on ascents and when starting/accelerating within the speed limit, this battery capacity will be more than sufficient even for longer trips (50 to 150 km or more).

Fitting an assist motor to a road bike makes perfect sense if you want to keep up higher speed on climbs, to enjoy quick acceleration or to keep your heart rate outside its 'red' zone. And just like all electric bikes, it's a great way to allow both fit and less fit riders to enjoy cycling together at the same pace.

Bafang sees a growing number of performance-oriented consumers, and therefore also manufacturers, who will appreciate these advantages, especially for the fast-growing categories of gravel and cyclocross bikes.





For more information please visit the Bafang booth in Hall A1, booth 302 and Diavelo booth Hall A1, booth 500 at Eurobike

Download high-resolution images here: [www.dropbox.com/Bafang 2018 News](http://www.dropbox.com/Bafang%202018%20News)

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About BAFANG: www.bafang-e.com

Bafang, one of Asia's leading manufacturers of e-mobility components and complete e-drive systems, has been developing components and complete systems for electric vehicles for 15 years. Bafang currently has a yearly manufacturing capacity of up to one million motors and systems for e-bikes and electric scooters.

The company focuses on all global e-mobility trends of the future: be it as an individual e-bike, e-scooter or for public bike sharing schemes.

Bafang employs more than 300 staff worldwide in four locations. The head office, development and manufacturing center is based in Suzhou, near Shanghai.

Since 2012 Bafang has a Sales and Service Center in the Netherlands and recently opened one in the USA and in Germany.

This release is issued by Bafang Electric (Suzhou) Co., Ltd. and Diavelo which retains the ultimate responsibility for the content.