



MERIDA eONE-SIXTY 10K

£9,500 / 29/27.5in / merida-bikes.com

NEED TO KNOW

- Redesigned frameset with carbon front triangle
- Travel remains at 160mm front and rear
- MX inspired mismatched wheel sizes — 29in front and 27.5in rear
- Shimano STEPS E8000 motor system, utilising latest Shimano BT-E8035 internal battery
- Slack 65.5° head angle, low BB height and steep 75°+ seat angle

Merida moves a step closer to making e-bikes the new 'normal'


We really liked the original Merida eOne-Sixty when it was released a few short years ago. It was pretty much the first longer-travel e-bike that felt right on the trails, and showed us just how fun an e-bike could be downhill as well as uphill. One that actually had really sorted suspension and rode much more like a 'normal' long-travel bike.

But that first version was not without its issues; the head angle was too steep and it was only available in three sizes, along with a few other minor gripes.

Now Merida has an all-new version, and there have been some pretty big changes along the way. Interestingly, most of these changes have been in

response to major developments in Shimano's battery technology, namely the production of the glamorously named BT-E8035 internal battery. Merida has always wanted to make its e-bike look as normal as possible, and with this new battery it could take a step closer to this goal.

Undoubtedly the highlight of the new eOne-Sixty is the slick new carbon main frame mated to the aluminium rear triangle. This has been pared of excess weight without sacrificing strength and stiffness in the crucial areas. For example, in order to keep the BB area super-stiff, after the motor mounting has been stripped to a minimum, an extra rib of carbon runs along the top of the motor. This has a dual purpose, and also



Subtly situated electronics don't compromise rigidity

The eOne-Sixty cuts the figure of a 'normal' rig



SPECIFICATION

Frame Carbon, 160mm travel
Shock Fox Float X2 Factory
Fork Fox 36 Float Factory GRIP2 E-bike, 160mm
Motor Shimano STEPS E8000
Battery Shimano Internal BT-E8035 504Wh
Wheels DT Swiss XRC Hybrid, Maxxis Assegai 3C Exo+ WT/Minion DHR II 3C Exo+ 29x2.5/27x2.6in
Drivetrain Shimano XTR 12-speed
Brakes Shimano XTR four-piston, 200/200mm
Components Merida Expert eTR handlebar 780mm and stem 40mm, Merida Expert TR dropper post 170mm drop, Prologo saddle
Sizes XS, S, M, L, XL
Weight 20.2kg (44.53lb)

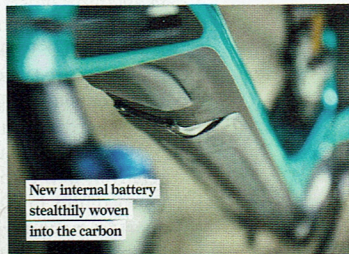
GEOMETRY

Size ridden Large
Rider height 6ft 1in
Head angle 65.5°
Seat angle 75.5°
BB drop 17.5mm
Chainstay 439.5mm
Front centre 798.5mm
Wheelbase 1,238mm
Top tube 628mm
Reach 460mm

Fox Float X2 swallows the big hits whole



New internal battery stealthily woven into the carbon



Uber swish colour display unit



acts as the lower shock mounting point for the Fox Float X2 rear shock.

Merida has also switched up its wheel sizes, and moved away from the Plus sized tyres found on the old model. The new eOne-Sixty now rolls on motocross inspired mismatched wheels. Tyre choice is crucial here and Merida gains points for spec'ing a Maxxis Assegai/DHR II combo. Two new frame sizes have been added to the eOne-Sixty

You forget you're on an e-bike until the next rise and the motor kicks in

range to extend its market, with the XL offering a 480mm reach to appeal to the long and low fans. Merida has stuck to its guns with regards to reach on all other sizes and the measurements are still definitely on the conservative side. However, the head angle has been slackened a degree to a more agreeable 65.5°, way more in line with the abilities of a 160mm-travel machine. I rode the large frame size, and at just over six foot it felt ideal.

Riding the eOne-Sixty on the dusty and rocky trails around Girona, it was quickly obvious that the superb ride quality and top-notch suspension performance of the previous version are still firmly front and centre. It absolutely bowls over any obstacle that gets in its way, but remains effortlessly flickable and a breeze to pop into the air at the slightest hint of a lip or drop. It still is an e-bike, but it almost makes you forget

you are on one until you reach the next rise and the motor kicks in. The spec level on the top-of-the-range 10K we rode at the launch is in sheer wish-list territory. Shimano's latest 12-speed XTR groupset, carbon DT Swiss wheels and Fox Factory level suspension all create an envious build that goes away to justify its £9,500 price point. Fortunately two other models are being brought into the UK, starting from a more 'reasonable' £5,850.

James Bracey

mbr 1ST IMPRESSION

HIGHS
 Suspension, ride quality.

LOWS
 Geometry is still relatively conservative, expensive.