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E-MOUNTAINBIKE

THE LEADING E-MOUNTAINBIKE MAGAZINE

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News

BULLS E-MTB news 2019: lightweight 15,9 kg bike, Brose with 750-Wh-battery & eSUV full-susser

21.07.2018 • by Valentin Rühl

Once again BULLS is at the ZEG in-house fair in Cologne to present its innovations for the 2019 season. The new portfolio includes a 15.9 kg lightweight carbon full-susser, a 150 mm travel eMTB with Brose Drive S Mag motor and in-house battery, as well as a full-susser eSUV. Here are all of the most important info you need to know:

The new BULLS WILD FLOW EVO is said to weigh less than 16 kg in its high-end version — a carbon frame and Fazua drive make this possible. If we were to exclusively look at the performance the Fazua wouldn't stand a chance against the more powerful Shimano Steps E8000 and Bosch Performance CX competitors. However the Fazua offers two great advantages: on the one hand the motor produces virtually no drag above the 25 km/h limit and on the other it allows for



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BULLS WILD FLOW EVO SL | 120/120 mm (f/r) | ca. 15.9 kg | € 7,999

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The BULLS WILD FLOW EVO SL is the high-spec version of the line-up and comes with a new 12-speed Shimano XTR drivetrain at a price of € 7,999. It features a FOX 34 Float Factory fork and a FOX Float DPS Factory shock with 120 mm of



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SL – the engineers at BULLS opted for a Tune cockpit and Schmolke seatpost to complete the picture. A set of high-end DT Swiss XRC 1200 Spline carbon wheels round off the overall package.

Spec of the BULLS WILD FLOW EVO SL – € 7,999

Motor Fazua, 255 Wh

Fork FOX 34 Float Factory, 120 mm

Rear shock FOX Float DPS Factory, 120 mm

Drivetrain Shimano XTR 1×12

Brake Magura MT8 Carbon

Stem/Handlebar Tune Geiles Teil/Turnstange Carbon

Seatpost Schmolke Carbon

Wheels DT Swiss XRC 1200 Spline Carbon

Tires Schwalbe Rocket Ron 29" x 2.25"



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The Fazua motor is compact enough to allow for eMTB builds under 20 kg. However this comes at the expense of performance.



The FOX Factory-suspension combo is designed to...



... deliver the necessary performance on demanding terrain.



Pushing the boundaries of lightweight construction: the Schmolke Carbon seatpost...



... and the Tune Cockpit shave off precious grams from the WILD FLOW EVO.



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The Shimano XTR 1×12 offers a massive gear range and pleasant gear jumps

Spec of the BULLS WILD FLOW EVO RS – € 4,999



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Motor Fazua, 255 Wh

Fork FOX 34 Float Performance, 120 mm

Rear shock FOX Float DPS, 120 mm

Drivetrain Shimano Deore XT 1×11

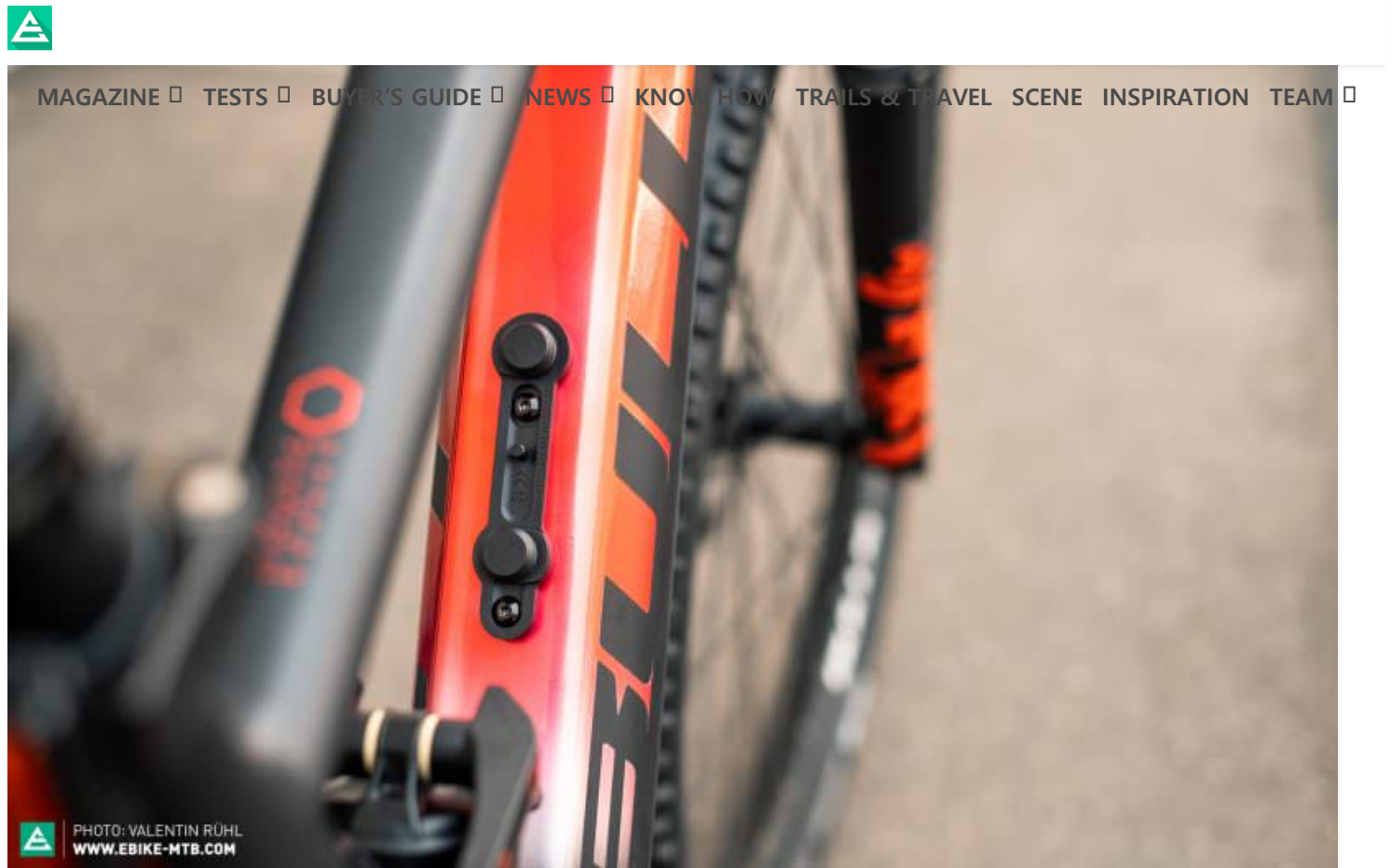
Brake Magura MT5

Stem/handlebar BULLS

Seatpost Kind Shock

Wheels BULLS

Tires Schwalbe Nobby Nic 29" x 2.35"



With a maximum permitted rider-weight of 90 kg and a sporty geometry the BULLS WILD FLOW EVO is aimed at performance-oriented eMTBers.

Size	S	M	L	XL
Seat tube	410 mm	440 mm	480 mm	540 mm
Top tube	601 mm	616 mm	634 mm	651 mm
Head tube	130 mm	130 mm	140 mm	150 mm
Head angle	68°	68°	68°	68°
Seat angle	74°	74°	74°	74°
Chainstay	445 mm	445 mm	445 mm	445 mm
BB Drop	25 mm	25 mm	25 mm	25 mm
Wheelbase	1,164 mm	1,179 mm	1,197 mm	1,216 mm



Stack

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616 mm

KNOW HOW

616 mm

TRAILS & TRAVEL

625 mm

SCENE

634 mm

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The BULLS WILD FLOW EVO will also be available in a more affordable version — the WILD FLOW EVO RS version for €4,999. The frame construction of the RS version is identical to the one of the SL model but swaps the 12-speed XTR group for an 11-speed Shimano XT drivetrain. On the cheaper version BULLS still uses Magura brakes — only this time a more basic MT5 4-piston version instead of the posh MT8 Carbon model. The BULLS WILD FLOW EVO RS model weighs just 1,5 kg more than its high-end cousin.

The BULLS WILD FLOW EVO is expected to hit the shops by the end of 2018.

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BULLS ICONIC EVO 29 – Fullsuspension eSUV



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BULLS ICONIC EVO 29 TR2 | 120/120 mm (f/r) | € 3,999

eSUV means nothing more than a full-suss-eMTB equipped with road-optimised components. This is why the BULLS ICONIC EVO 29 features both a mountain bike-compatible 120 mm chassis and chunky Schwalbe Super MotoX tyres which are designed to deliver top grip on tarmac. In addition the ICONIC EVO 29 features a Fuxon and Supernova lighting system, mudguards and a pannier rack with a maximum load of 25 kg.

Spec of the Iconic EVO TR 2

Motor Bosch Performance CX, 500 Wh

Fork BULLS Lytro 120 mm

Rear shock FOX Float DPS 120 mm

Drivetrain Shimano Deore XT

Brake Magura MT5/MT4

Seatpost BULLS

Wheels BULLS

Tires Schwalbe Super MotoX 27.5" x 2.4"



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Pannier rack and mudguards are mandatory on an eSUV!



And so are the lights front and rear...



... and powerful brakes



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For touring riders and commuters especially the wide saddle is a welcome, very comfortable addition



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The [Bosch Kiox display](#) is stylish and provides you with all the most important information.

The BULLS ICONIC EVO 29 is powered by a Bosch Performance CX motor with a 500 Wh battery. The motor is designed to perform effortlessly even on steep climbs — for example on your weekly shopping mission with the kids. All BULLS ICONIC EVO models come with a new [Bosch Kiox display](#) and rely on a set of Magura hydraulic disc brakes.

The BULLS ICONIC EVO is expected to hit the market between October and November 2018.

BULLS E-STREAM EVO AM 4



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BULLS E-STREAM EVO AM 4 | 150/150 mm (f/r) | € 4,999

The new BULLS E-STREAM EVO AM 4 is designed to fill the gap between conventional touring bikes and fun trail rigs with 150 mm of travel. The engineers at BULLS opted for the new **Brose Drive S Mag motor** with 90 NM torque and combined it with their proprietary 750 Wh SuperCore battery.

The 150 mm suspension-combo consists of a FOX 36 Float Rhythm fork and a FOX Float DPS rear-shock — which should give you plenty of reserves on demanding trails. The BULLS E-STREAM EVO relies on a set of powerful Magura MT5 brakes, a Shimano Deore XT 11-speed drivetrain and Kind Shock droppers with up to 150 mm of travel. The Schwalbe combo with a 2.8" Magic Mary at the front and a 2.8" Nobby Nic at the back deliver huge amounts of grip.

Spec of the BULLS E-STREAM EVO AM 4

Motor Brose Drive S Mag, 750 Wh

Fork FOX 36 Float Rhythm, 150 mm

Rear shock FOX Float DPS 150 mm

Drivetrain Shimano Deore XT

Brake Magura MT5



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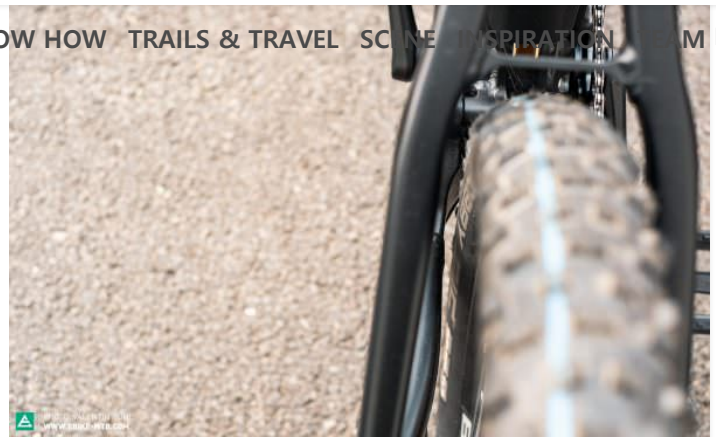


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Snazzy integration: not only is the speedometer of the E-STREAM virtually invisible but it's also safe from external impacts.



Limited tire clearance: the BULLS E-STREAM won't allow for tires bigger than 2.8"



The classic Brose handlebar-remote control is small and discreet

Both the saddle and the stem bear a Monkey-Link connector for lights, reflectors and mudguards. In addition you can attach a bottle holder to the down tube – very good!



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The geometry of the BULLS E-STREAM EVO AM 4 is more touring-oriented. With a reach of 450 mm and a stack of 603 in size L the riding position is rather upright whilst the 1,212 mm wheelbase and 460 mm chainstays are promising a relaxed, smooth-ish handling.

Size	S	M	L	XL
Seat tube	410 mm	440 mm	490 mm	540 mm
Top tube	590 mm	604 mm	623 mm	642 mm
Head tube	110 mm	110 mm	125 mm	140 mm
Head angle	67.5°	67.5°	67.5°	67.5°
Seat angle	74°	74°	74°	74°
Chainstay	460 mm	460 mm	460 mm	460 mm
BB Drop	7 mm	7 mm	7 mm	7 mm
Wheelbase	1,177 mm	1,191 mm	1,212 mm	1,233 mm
Reach	421 mm	435 mm	450 mm	465 mm
Stack	590 mm	590 mm	603 mm	618 mm

The BULLS E-STREAM EVO AM 4 is available with an optional Connect C module. Alongside all the common navigation, location and route-recording options it's designed to adjust the support levels individually via the app. On top of this the app will also allow you to access data such as remaining range, speed, cadence and battery temperature and suggest a recommended support level.

The BULLS E-STREAM EVO will be available from January 2019.

For more information head to bulls.de



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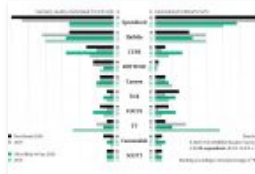
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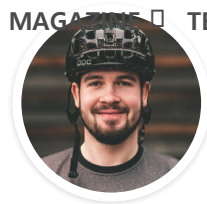
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Valentin Rühl



Vale loves technology! Whether its cameras, headphones or practical accessories, he knows his way around a gadget. He also excels professionally, whether as a photographer or as a voluntary truck driver for our bigger productions – he's got everything under control. As head of publishing, his core responsibilities are diverse. Website piece, newsletter or social media post, he ensures that our articles show up at the right time, in the right format, at the right place, in their most beautiful form and with maximum visibility. A dirt jump master, when he's on his bike he likes collecting air miles though he also enjoys his daily commutes where he racks up countless kilometres.

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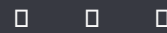


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