



**Biketest**



Light, powerful



**First look**  
A lightweight e-gravel bike with a superb mid-motor and wide variety of applications



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## Cube Nuroad Hybrid C:62 SLX 400X

E-bikes with mid-motors tend to be heavy. Cube's new e-gravel bikes aren't. **Richard Peace** puts the mid-range Nuroad Hybrid C:62 through its paces

**T**he Cube Nuroad Hybrid C:62 SLX 400X is a lightweight electric gravel bike that features Bosch's latest motor, the Performance Line SX. That weighs just 2kg, making it Bosch's lightest motor yet and around 1kg less than most of the company's others. The frame and fork are also lightweight as they're made from Cube's own C:62 carbon; the frameset is less than 2kg.

I weighed the complete Nuroad Hybrid at 14.4kg, including my own pedals. That's towards the lighter end of the e-gravel bike spectrum. What makes it really stand out, however, is that the Nuroad Hybrid is powerful as well as light. To me, the SX motor felt more like Bosch's top-of-the-range Performance Line CX, even though it's 800g lighter and claims a torque of 55 Newton metres against the CX's 85Nm.

### Climbing prowess

This is a fantastically effective climber, right up there with the quickest e-bikes I've tried, while remaining quiet and smooth. In all power levels it responds beautifully to your pedal action; Bosch's torque-sensing algorithms have become exceptionally well refined. Spinning lightly you



**Above:** The shifting isn't entirely wireless as the e-bike battery powers the rear mech

get nice even power, but when you step on the pedals the motor responds in kind. The synergy between human power and electric assistance is at its most elevated level yet with this motor setup.

It's remarkably efficient, too. I estimate that, ridden in the lower power levels, it would take my 80kg weight around 50 miles. Even using the higher levels liberally in very

hilly Pennine country, I managed 30 miles. If you need more range, Bosch's MorePower 250 range extender gives 250Wh of extra 'plug and play' battery capacity that can be removed from the bike for charging elsewhere (unlike the main, frame-enclosed 400Wh battery).

It's also a pretty nice e-bike to ride without power. I found I could cruise along on the flat and up smaller inclines without assistance.

The hydraulic brakes are very effective, as you would expect, but the wireless SRAM GX Eagle AXS derailleur shifting really stands out. The rear mech is powered by the main bike battery so you won't need to worry about a standalone derailleur battery running flat. Shifts are quick, precise and smooth.

This iteration of SRAM GX Eagle AXS is a relatively low-maintenance, high-performance