



High flyer

Wilier Triestina Cento10 hybrid

£9000 ▶ The latest e-superbike arrives

Hot on the heels of Cannondale's SuperSix EVO Neo, Scott's Addict E-ride and Orbea's Gain comes another lightweight electric superbike – the MAHLE

ebikemotion-equipped Cento10 Hybrid from Wilier Triestina. The five-bike Cento10 Hybrid range starts at £7110 for Ultegra Di2 and tops out at £10,080 for Dura-Ace Di2 and ULT38 carbon wheels. Our model splits the difference with Dura-Ace Di2 and Wilier's alloy wheels. It's based on the pro-level Cento10PRO with a frame that's been structurally reinforced to take the 250W battery. It has a claimed weight of 1340g for the frame and 390g for the fork.

The frame is based around kammtail-truncated aerofoil tubes, which 'cheat' the air into believing the aerodynamic tail is still there. Wilier's own one-piece Alabarda bar is also aerodynamically optimised and has a neat extra: the controller for the electrical assistance sits on a bracket between the stem and bar for easy access. The ebikemotion's 'iWoc' button is usually fitted flush in the top tube, so you have to take your hand off the bar to change the power level.

Feel the force

MAHLE's ebikemotion system is built around a powerful 250W rear hub motor that's powered



▶ The 250W battery can be found in the bike's down tube



▶ Shimano Dura-Ace Di2 provides top-notch gearing

by an integrated slimline 250W battery. This is housed in the down tube but you can remove it yourself, although this does involve taking the bottom bracket out. The idea behind the ebikemotion setup is that it provides just enough assistance when you need it, a more subtle approach than the bottom bracket-mounted systems from Bosch and Shimano.

Controlling the motor is simple, with colour-coded lights showing power level. Press on and the LED ring shines white; press and hold and it turns green for low assistance, orange for medium and red for full power. The button also doubles as a battery level indicator: white is 75-100 per cent; green 75-50; orange 50-25; red under 25; flashing red less than 10 per cent.

One of the best things about Wilier's Cento10 Hybrid is how well it rides with the motor off. The rear hub adds little drag and the extra weight only really becomes apparent when you're climbing without assistance, something you'll rarely do with an ebike.

Smooth operator

The Wilier's geometry is well-balanced between race and endurance, our large test bike has a low 586mm stack and short 384mm reach. It has a slightly less aggressive and more comfortable position than the non-electric Cento10, but it



A compelling option for its handling, riding range and the sheer fun and enjoyment it offers

A smooth ride with finely balanced handling



The bar features easy access to iWoc controls

A kammtail profile means it's aero optimised



SPECIFICATIONS

Weight 11.7kg (L)
Frame Carbon
Fork Carbon
Gears Shimano Dura-Ace Di2 9170, 50/34, 11-30
Wheels Wilier Triestina HY-NDR28
eBike system MAHLE ebikemotion X35+
Brakes Shimano Dura-Ace 9100 hydraulic disc
Finishing kit Alabarda integrated carbon bar, Prologo Dimension 143 saddle, Cento10 carbon post by Ritchey, Vittoria Rubino Pro G+ 2.0 28c tyres

does share the same swift handling traits that make the bike a blast to ride fast.

The smoothness of the ebikemotion motor, with its subtle yet powerful uphill assistance, rewards your efforts when climbing on long, drawn-out ascents and short, sharp blasts. Dura-Ace Di2 delivered its usual accurate shifting and the 11-30 cassette gives you the tools to attack any climb, though the motor's help meant the front mech was largely ignored for many test rides.

Cresting a climb quicker and feeling a little fresher means you can also exploit this Cento10's finely balanced handling on descents. The extra mass and low-down weight of the e-system adds a surefooted feel as the speed ramps up, a feeling enhanced by Vittoria excellent graphene-infused tyres. The Cento's contact points are also very good, with high-quality bar tape and Prologo's excellent take on the short saddle: its supremely comfortable Dimension.

Any ebike's range depends on numerous factors. These include topography, weather conditions – electrical systems perform less well in the cold – and rider weight. Wilier specifies a bike and rider limit of 110kg, so if you're under 98.3kg you'll be alright.

Our test rides were in temperatures between 5 and 10°C. The best I achieved on a single charge was an impressive 66 miles/106km

with 3571ft/1088m of ascending. This puts it in line with the other lightweight ebikemotion-equipped bikes I've tested recently.

Paying the price

I've been really impressed with Wilier's Cento10 Hybrid – and the repositioning of the control button is reason enough to recommend it. But there is one significant issue: the price. The Cento10's nearest competitor is Scott's Addict eRIDE – they share the same drivetrain and motor – but that's £651 cheaper and comes with a range-extending battery (a £599 accessory with the Wilier) and premium carbon wheels. This helps to make it 800g lighter than this Cento10 with its middleweight alloy wheels.

It's a shame that Wilier hasn't priced this more aggressively to compete with Scott, Orbea and Cannondale. If price wasn't a consideration, Wilier's Cento10 Hybrid would be a compelling option for its handling, riding range and the sheer fun and enjoyment it offers.

THE VERDICT

Expensive but gloriously accomplished use of ebikemotion



HIGHS

Superb handling; great use of MAHLE's ebikemotion system; custom controller

LOWS

Expensive compared to the competition

BUY IF...

You're looking for a bike with lots of fun... and you can afford to splash out