eZESTY AM

RANGE FOR 2019
CONCEPT

— OUR CHALLENGE
The feeling of a real All mountain with the little extra power that will make the difference.

— OUR PHILOSOPHY
We have a duty to offer bicycles that can be fitted to everyone’s needs. Our requirement was to offer a different product for “electro-sceptics” or people who want to switch to a softer engine. We have therefore combined the best of our know-how to create a new generation of eMTB AM.

— OUR PROMISE
Short of breath, thighs petrified…haven’t you ever needed a little more power? Completely re-designed integration, unique motorisation and optimised weight; the promise our eZesty Fazua.

A UNIQUE INTEGRATION AND MOTORISATION

CHANGE YOUR MIND ABOUT THE ELECTRIC ASSISTANCE

A DESIGN

THE RANGE
A UNIQUE MOTORISATION

WEIGHT AND COMPACTNESS
- Drive pack: 3.3 kg
- Bottom bracket: 1.31 kg
- Batterie pack: 1.38 kg - 250 Wh
- Engine: 1.92 kg - 400 Wh
- Drive pack: 3.3 kg

FREEDOM
Whether with or without assistance you will never feel any motor resistance even above 25 km/h, just like a non-electric bike.

THE MODE OF ASSISTANCE
- **BreezeMode**: Feel the evation tailwind while extending your battery runtime. **Up to 125 W**
- **RiverMode**: Add some solid power and sail the trail. **Up to 250 W**
- **RocketMode**: And rock on! **Up to 400 W**
- **NoSupportMode**: Now you rely on your power. **0 W**
A UNIQUE INTEGRATION

A NEW FRAME
We have rebuilt everything to create a different and resolutely high-performance bike. The geometry is totally new compared to our previous models in order to stick with customer’s practices and so... be modern. The finishing touches have been worked on in order to have the most complete bike possible.

MASS CENTRALISATION
Based on our previous development we know how mass management is important. The development of a new kinematic and the integration of the engine has allowed a better placement. Indeed, the system is positioned centrally above the bottom bracket. With a lighter engine, we have created the most natural experience possible with a eMTB.
We went back to the drawing board, so the way it behaves is totally different. The ICR (instant centre of rotation for the suspension) goes from front to back. This makes the bike much more sporty. It is as if the chainstays were long and have been shortened by being driven in. This means that the bike has more lift so you come out of the bends on the rear wheel, and this is accentuated by the fact that the link is very small and that creates more variation in the ICR. The cushion curve also contributes to this lightweight feeling at the front, because it is fairly full up to around 75% of travel, then more linear for the last 25.

NICOLAS VOUILLOZ EXPLAINS

The aim of this new kinematic is to minimise the chain tension in the suspension after the sag, so that the shock can work as naturally as possible with no interference.

The same philosophy applies here, too much anti-dive effect and the suspension slows down and doesn’t read the terrain properly, not enough and the suspension is too relaxed when braking and this results in having to over-inflate the fork to compensate for it.
CHANGE YOUR MIND ABOUT THE ELECTRIC ASSISTANCE

NICOLAS VOUILLOZ

"I knew where we wanted to go when we were developing the project, but when I was able to try the first prototypes it was amazing! Like the feeling to get an electric, non-electric MTB.

The autonomy is also very cool, with my 70kg on the lowest mode I reach 1400 - 1500 m of D+.

"Shorter bases compared to the VTTAEs on the market to increase nervousness and reactivity. At the same time, we have been working on the centralization of the masses in order to guarantee excellent climbing behaviour. This work has also brought stability to the driving and efficiency to the pedalling.

A smooth and jerk-free engine that is totally forgotten when you ride more than 25km/h, leaving the possibility of free pedalling without resistance and without noise. A promising autonomy to provide maximum pleasure.

A precise bike in the driving, which allows you to position yourself correctly and easily. The eZesty is certainly heavier than a non-electric MTB in the same category, but this overweight is quickly forgotten when it comes to riding in committed singles."
eZESTY AM LTD ULTIMATE

RANGE OVERVIEW

eZESTY AM 9.0 ULTIMATE
**HIGHLIGHTS**

- NEW eZesty AM FULL CARBON ULTIMATE 150mm travel, BOOST, METRIC, THRU AXLE
- NEW FAZUA EVATION 1.0 DRIVE PACK + 250Wh BATTERY PACK
- NEW FOX 36 FLOAT FACTORY KASHIMA BOOST 15x110 160mm
- NEW FOX FLOAT DPS FACTORY KASHIMA LV EVOL TRUNNION
- SRAM X01 CARBON EAGLE 12SPD
- NEW FSA CARBON e-Bike ISIS 170MM w/SRAM XSYNC II 32T RING
- NEW SRAM PG1230 EAGLE 11-50 12SPD
- NEW SRAM NX EAGLE 12SPD
- SRAM GUIDE RE
- SRAM CENTERLINE 200/200
- SRAM GX EAGLE MATCHMAKER SINGLE CLICK 12SPD
- FSA ORBIT ZERO STACK
- RACE FACE SIXC CARBON 20MMx785MM
- LP LOCK-ON
- NEW LP FULL CNC 0° 35MM (M, L), 45MM (XL)
- LP CARBON DROPPER 125(M), 150 (L, XL)
- NEW Lapierre CRMO by Velo
- LP eAM+ CARBON 584x33 BOOST, TUBELESS READY
- NEW MAXXIS HIGH ROLLER II WIDE TRAIL 27.5x2.5 3C MAXTERRA EXO FRONT & REAR
- NW-91K
- TUBELESS TAPE + VALVES
- FAZUA CHARGER 2A

**WEIGHTS: 18.5KG** (Size M, proto version)

| SIZE | M | L | XL |

**7 599€**
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<th><strong>HIGHLIGHTS</strong></th>
<th>eZESTY AM 9.0 ULTIMATE</th>
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**Frame**
- NEW eZesty AM FULL CARBON ULTIMATE 150mm travel, BOOST, METRIC, THRU AXLE

**System**
- NEW FAZUA EVATION 1.0 DRIVE PACK + 250Wh BATTERY PACK

**Fork**
- NEW FOX 36 FLOAT PERFORMANCE BOOST 15x110 150mm

**Shock**
- FOX FLOAT DPS PERFORMANCE LV EVOL TRUNNION

**Rear Derailleur**
- SRAM GX EAGLE 12SPD

**Crankset**
- NEW FSA Alloy e-Bike ISIS 170MM w/SRAM XSYNC II 32T RING

**Sprocket**
- SRAM PG1230 EAGLE 11-50 12SPD

**Chain**
- NEW SRAM NX EAGLE 12SPD

**Brakes (front-rear)**
- SRAM GUIDE RE

**Rotors**
- SRAM CENTERLINE ROUNDED 200/200

**Shifters**
- SRAM GX EAGLE MATCHMAKER SINGLE CLICK 12SPD

**Headset**
- FSA ORBIT ZERO STACK

**Handlebar**
- LP 66108 760MM (M), 780MM (L, XL)

**Grips**
- LP LOCK-ON

**Stem**
- NEW LP FULL CNC 0° 35MM (M, L), 45MM (XL)

**Seatpost**
- LP 7075 DROPPER 125(M), 150 (L, XL)

**Saddle**
- NEW Lapierre CRMO by Velo

**Wheelset**
- NEW MAXXIS HIGH ROLLER II WIDE TRAIL 27.5x2.5 3C MAXXTERRA EXO FRONT & REAR

**Tires**
- NEW NW-91K

**Pedals**
- TUBELESS TAPE + VALVES

**Accessories**
- FAZUA CHARGER 2A

**Weights:**
- 27.5”
- NC
- SIZE M L XL

**Price:**
- 5,999€
Size S not available: too many compromise to do for developing this frame and finally not well fitted for the customers. That’s why we have choosen not to develop it.

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