

★★★★☆

Cube Nuride Hybrid EXC 625 Allroad

£3,499 E-pedal-powered SUV for the city streets

Weight 25.1kg **Frame** Aluminium **Fork** X-Fusion MIG32 Air **Gears** Shimano Deore (38t, 10-51t) **Motor** Bosch Performance CX, 625Wh PowerTube battery **Brakes** Shimano MT200 hydraulic disc **Wheels** Shimano MT400 hubs, Alex EX23 rims **Finishing kit** Seatpost, saddle, bar and stem – all Cube, Schwalbe G-One Allround 57c tyres

+ The Good
Upright position; comfy ride; well-considered accessories

× The Bad
Pinched tyres give handling quirk; a rack would be good

AS MUCH AS I HAVE DISDAIN FOR big, heavy SUVs, I can see why they dominate our city streets. They give a commanding view of the traffic ahead, have a bullet-proof persona around town, and shrug off our dilapidated road surfaces.

So, it's no surprise that I've appreciated the performance that Cube's city-orientated Nuride Hybrid EXC 625 Allroad has provided during the past six months of testing. The Nuride family is built for the urban environment, with a comfortable sit-up style frame, chunky pothole-proof rubber and components designed to make your life as easy as possible. Oh, and there's a Bosch Performance CX motor and generous 625Wh battery bolted in to boot, so you've no excuse when it comes to those cross-city chores.

The hydroformed alloy frame comes in three options. Mine has a traditional top-tube, while there's a dropped top-tube option and an 'Easy Access' model with a stiff down-tube and no top-tube at all. The down-tube hides the battery neatly, and merges smoothly into the housing for the motor around the BB. The stays are moderately chunky, and I'd like the top-tube to be a touch lower to make slinging the leg over a little easier when the bike's loaded up.

Handling is calm thanks to the relaxed 67.5° head angle and an upright position, created via a high-rise stem and riser bars that helps you see any trouble ahead.

Comfort is a clear consideration here. The frame might not have much 'give' but Cube has bolted a 100mm travel X-Fusion MIG32 fork at the front. This has an air spring that you can easily tune for your own weight, as well as a lockout lever in case you want a rigid fork (not that I ever did).

Further back, there's a thick, padded saddle – fine for the short city hops this bike is designed for, but I wouldn't want to spend all day pedalling around on it. It's attached to a Cube-branded suspension seatpost, but sadly this never offered any bounce.

Most of the rear's comfort, as well as ample grip on cindered cycle-path surfaces and wooded dirt tracks, comes from the broad Schwalbe G-One Allround tyres. Their 57c width is generous and allows lower pressures with less puncture risk – I was running around 30psi. Their low-profile file tread still manages to roll fast, with only a little rumble on smooth surfaces.

IMMEDIATE MEDIA Co
CYP_405_p74_nb2F1.pgs 24.03.2023 13:11

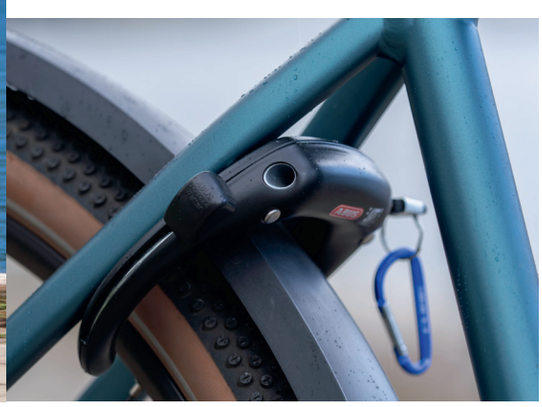
20 40 60 80 100 20 40 60 80 100 20 40 60 80 100 20 40 60 80 100 100 100 100



"Bosch's motor is ideal for city use. The four modes on offer give everything from gentle help when you need it through to full assistance if you have a heavy load"

Below A built-in 'nurse's' lock is handy for quick stops

Right The cassette gives a good range of gears

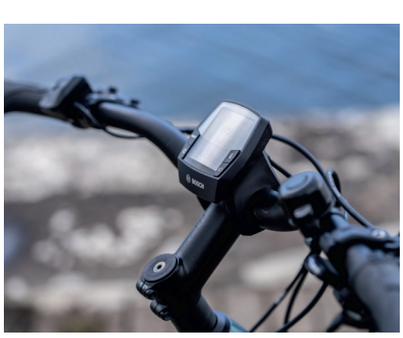




The tyres are wrapped around Alex EX23 rims. They aren't particularly wide and give the tyres a slightly pinched profile. I found that instead of a nicely rounded profile, the tyres are more 'pointed' at the top. This means that when the bars are turned, or you tip the bike into a corner, it can drop slightly faster than you'd expect into the turn, with a hint of front-wheel flop (ie the bike turns more than expected due to the front wheel "flopping" over when the handlebars are turned and the front of the bike lowers). It was unnerving at first, but I soon got used to this handling quirk. Wider rims might help ease this problem.

The rims are drilled for Schrader valves, and these are fitted on the stock inner tubes. This is a normal spec detail on an urban bike, but if you live in a puncture-prone area and wanted to upgrade to tubeless, you'd need to find some tubeless-ready Schrader valves (both rim and tyre are tubeless compatible, fortunately).

Bosch's motor is ideal for city use. Its four modes give everything from gentle help when you need it through to full assistance if you have a heavy load, or want to get across town without putting effort in. The motor drives a full Shimano Deore 12-speed drivetrain. The wide-ranged cassette gives plenty of gear spread, while shifting under load is very good – far better than a mix-and-match drivetrain.



Above The tall stem and riser bar help you keep an eye on traffic

Below It comes fitted with full mudguards and lights



The Shimano non-series MT200 brakes on my test bike aren't fancy, but their long levers are comfortable, and do a decent job of bringing you to a stop.

Cube has done a good job with the bike's finishing touches, too. The grips have a broad palm pad, which is comfortable as you weave through traffic, while full mudguards come fitted as standard. Despite regular inner-city bike-stand parking, they're rub and rattle free. The rear has an integrated light, controlled by the on-bar Bosch head unit, which, though small, is bright. Up front, there's a proper headlamp too, which easily lights the way. Further back, there's a kickstand – it's stable on most surfaces. There's no rear rack, but the frame has bolt holes for one. ***Tom Marvin***

Verdict Comfortable and composed for about-town trips

Photography Steve Sayers

IMMEDIATE MEDIA CO
CYP_405_p75_nb2F1.pgs 24.03.2023 13:12