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## Carrera vulcan e bike manual

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They are definitely popular with buyers of all ages. The price of £1000-£1500 1500 is the most competitive, and this is where many great improvements are being made. The Vulcan E Race has always been one of Halfords' best-selling electric mountain bikes. But it has remained unchanged for the past couple of years. The latest 2020 model has a number of subtle improvements, but is it better than the outgoing model? In this review, I'll take a closer look at the specification to see what has changed (and whether it changes for the better). BUY THE LAST RACE VULCAN E A HALFORDSSummaryThe Carrera Vulcan E has always sat in this 'land without hands' where it is not particularly cheap, but it is not too expensive either. The £1199 price tag may put some potential buyers off, especially when considering electric bikes such as Decathlon's excellent Rockrider E-ST500 are £200 cheaper. Regardless of the price tag, the Carrera Vulcan E has always been one of Halfords' best-selling ebikes. It helps that most towns and cities in the UK have a Halfords shop. People are often reluctant to make an expensive purchase like an electric bike without seeing it meat first (and perhaps trying it). Another big point for customers is the fact that the Vulcan E falls within the price support of the cycle2work scheme, making it popular with travelers. The current incarnation of the Vulcan E has been around a little over 2 years, and generally speaking, it has had very few problems, and plenty of positive customer feedback. I've ridden the outgoing model on several occasions, and I've always been an electric bike decent enough for money. What's new for version 2020? Well, there has been some effort to catch up on the bike, with the re-design of the frame. But the components, electric motor and battery remain largely unchanged. Like the hybrid brother of the Vulcans, the Crossfire E. The new frame design incorporates cleaner battery integration and internal routing cables. The engine controller is no longer mounted on the back of the battery casing, but has been installed perfectly in a retreat where the downtube meets the bottom support. The latest version still uses the tested Suntour HESC rear center engine with ATS torque detection pedal assistance and a 36v11.6ah (417Wh) battery pack. The Shimano Altus group, and hydraulic brakes also remain unchanged. So, in total, apart from a new frame, the rest of the bike is quite identical to the 2018 model. Will it be good enough to keep Vulcan selling in high numbers until the 2020s? I'm not so sure. When the Vulcan was first launched, the market was flooded with cheap ebikes, some of which had a bad reputation. But fast forward a couple of years, and now a thousand pounds can actually get you a pretty good electric bike. Competition is fierce, and with the electronic bike market predicted to continue to grow well in 2020, Halfords will have their work cut out for them. Electrical componentsThere are no changes here for the Carrera Vulcan E. Halfords 2020 have touched it and stayed with the reliable Suntour HESC 250w rear center engine. As far as oriented center engines go, this is definitely one of the best units out there, so I think it was a right decision to stick with it. ATS Active Torque SensingOther great features that remains unchanged, is Suntour's active peer detection pedal assistance system. This works in combination with a cadence sensor, to measure the amount of force the rider is applying to pedals. Pedal lighter, and you won't get much help, pedal harder and the engine will provide you with no electrical assistance problems. This translates into a very smooth and pleasant riding experience, which also contributes to engine efficiency. DisplayThe Vulcan E uses the same LCD screen as the 2018 model. Displays speed, attendance level, and has a battery level indicator and travel computer. BatteryThe battery has the same energy capacity of the 2018 model at 36v 11.6ah. The only difference is that, in the latest model, the engine controller is not located inside the battery casing, but is well equipped within the frame, near the lower support. This makes the battery look physically smaller and cleaner. The claimed range of 60 miles is the same as before. I would say this can be achieved with the frugal use of pedal assistance, and will be influenced by the weight of the rider, direct wind and hills. A realistic range would be more in support of 35-40 miles. As with the rest of the Carrera electric bikes, this battery is covered by a 2-year warranty, which will give buyers extra peace of mind.ComponentsGearingThe gear of the Vulcan E has also remained unchanged. It still has a single 38t front chain with a 9-speed 11-34 rear cassette, with Shimano Altus shifter, and Shimano Altus subsequent derailment. A decent KMC X9 string ends up out of the packet. This reliable Shimano group is found on many cheaper mountain bikes, and works absolutely fine. All these parts work well and are easy to replace if carried over time.BrakesThe Clarks M2 hydraulic brakes combined with 180mm disc rotors provide safe and secure braking. They provide decent modulation with a nice bite. Very useful when negotiating steep declines! The front suspension forks are Suntour XCM, with a useful 120mm of travel with a locking and adjustment function. These forks are definitely at the cheaper end of the ladder, so they will be more than suitable for horse riding through. They also do a good job of dealing with potholes and other road debris. These forks are designed with the recreational rider in thinking, so they will not face the extreme downhill mountain bike. As long as you are aware of the limitations and not Big jumps, or stunts, you'll be fine. Wheels and tyresThe wheels are hard 27.5 double wall alloys with thicker spokespeets on the back to deal with the extra weight and torque of the electric motor. The front wheel has a Formula DC-20QR center. As with other Carrera bikes equipped with the Suntour Suntour engine Subsequent dropouts are 145mm wide (unlike the standard 135mm). The tires are quite basic Kenda K1027, which offer a basic level of puncture protection, and reasonable grip on and off the road. Kit FinishThe chair is comfortable enough for the shorter trip, but we're all built differently and older riders may want to swap for something with a little more cushioning. The handlebars are a good width, ensuring good control when riding off the road. The seat pole and stem are made of alloy and are career components. Carrera Vulcan E has flat pedals. FrameThe frame is made of alloy 6061, and has a good enough geometry for some smooth off-road driving, and yet it's relaxed enough to ride to work on daily commutes. The main difference between this frame, and the outgoing model frame, is the built-in battery area, the engine controller housing (near the bottom support) and the internally routed cables. This makes for a clean look. The finish is a pleasant matte metallic grey finish, with the decals of the Carrera brand. Error: You have booked with us and would like to stay at La Casa del Món. Who is Carrera Vulcan E aimed at? Like most electric bikes I've reviewed in this section, they're not aimed at hardcore mountain bikers. The Vulcan E Race is certainly more capable, than its cheaper brother Revenge. But it still has its limitations. If you are a beginner or intermediate, and you are not planning to address anything too extreme, then the Vulcan E will meet your needs. If you are right after a rugged and versatile commuter bike, then the Vulcan E Race comes out trumpet! Adjust to some mud protectors and a rear rack, and you'll have a large urban commuter bike, which will tackle everything the city's streets can throw at it. Reliability I know a few people who have owned Carrera electric bikes for a couple of years, and the general consensus is that they are very reliable. Suntour's engine and battery seem to hold up well, when used regularly in the wet weather we get here in the UK. If problems arise, the guarantee that Halfords provides will cover electrical components for 2 years, which should give owners a degree of confidence. Conclusion It's nice to see a re-vamped version of the popular Vulcan E Race finally appear. I was starting to think halfords had rested on their laurels! What happens is that the e-bike industry is evolving at a rapid rate. Many of the modern electric bikes don't even look like ebikes. They are lightweight, have hidden batteries and small engines. The £1000-£1500 price support is probably one of the most fiercely competitive sectors in the ebike market in the Kingdom and with bikes like the Decathlon Rockrider E-ST500 selling for £999, Halfords has some serious competition to think about. How does the new Vulcan E Race rise in the competition? Personally, I think Halfords could do with reducing the price to less than a thousand pounds to make it more competitive. But they may not need to, as they have brand loyalty on their side. The Vulcan E is a good enough bike. The re-vampire frame with internal cable routing and controller housing looks good. The rest of the bike remains unchanged, but fairly, the Suntour engine and battery combination are good reliable electrical components, and the Shimano Altus group is also more than adequate. In total, if you want a decent, entry-level electric bike, which looks great, rides well and has decent support after sales, then the latest Vulcan E Race isn't a bad buy. 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