

Press release

Bafang gets stronger and lighter - the new power engine, the M510 mid-motor predestined for E-MTB enthusiasts who prefer steep ramps and bike parks

Suzhou, March 2022 - Bafang introduces the new M510 mid-motor, the successor to the proven M500 for rugged and demanding applications.

As one of the world's leading manufacturers of eBike drive systems, Bafang strives to offer the best motor and system solutions for a wide range of categories - and continues to do so with the new M510 in the powerful mid-motor class. The strong torque of 95 Nm is the same as the M500 but the overall torque curve of the M510 is higher than that of the previous model. This is clearly noticeable with the extreme support of the high cadence of 120 rpm. To further push this efficiency of the power increase, the rotor, the segmented stator was revised and a Magnesium housing was constructed, which reduces the total weight of the M510 by a full 500 grams (18%) to 2.9kg (weight M500 = 3.4kg).



Foto: Bafang



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Smooth starting, powerful acceleration

In addition, the software of the starting characteristics has been optimized to provide a smoother and more controllable start. These characteristics allow for a better entry into short curves or crisp climbs. With tremendous peak power, acceleration is customarily powerful and right on the dot!

Agile and sensitive

Because it is precisely on steep climbs or in tight bends that it is important for the engine to release the right amount of power with pinpoint accuracy. Too much power causes the tyres to spin, while too little power leads to unstable handling. Thanks to the high sensitivity of the torque sensor, the M510 can pick up the right amount of power according to the rider's pedaling force and dial in the appropriate assistance. With this power spectrum, the M510 mid-motor is the ideal choice for performance-oriented use, whether in the bike park or when conquering technically challenging uphill passages!

In addition to the lighter construction, the mid-mounted motor has been equipped with refinements such as increased waterproofing, a 12V light module and integrated connections. Furthermore, the M510 is compatible with a common chain guard, has the same motor mount as the M500/M410 and offers the option of a hidden speed sensor installation.

The M510 motor is compatible with most of the products in the Bafang portfolio, such as the Intube battery, the displays DP E180/181 with a clean LED HMI, the optional upgraded color version DP C242 HMI, the hidden speed sensor with two different magnet fixation solution and the upcoming new Bafang APP. By producing the above components in-house, Bafang is able to guarantee delivery times of 60 to 90 days.



Upcoming Bafang new APP (Riding mode customization and Online update function)



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The M510 motor has already been in successful use since the beginning of the year, in the professional team CST PostNL Bafang Mountainbike Racing team with team manager and MTB icon Bart Brentjens. Powerful. The comment of Kjell van den Boogert, E-Biker of the CST PostNL Bafang Mountainbike Racing Team, who is currently in Noli, Italy at the team trainingscamp: “I am happy with the new M510! The engine feels much more powerful and is also very quiet”. M510 – Powerful, compact, light and dynamic.

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About BAFANG: www.bafang-e.com

Bafang, one of the leading manufacturers of e-mobility components and e-drive systems, has been developing components and complete systems for electric vehicles since 2003. The company is listed on the Shanghai Stock Exchange (603489.SS) and focuses on all global e-mobility trends of the future: be it individual e-bikes, e-scooters or for public bike sharing systems. Bafang employs over 1000 people at ten international locations worldwide. The headquarters, development and production centre are located in Suzhou, in the immediate vicinity of Shanghai/China.

Bafang has sales and service centres in the Netherlands, the USA, Germany, Denmark, France, Italy, Japan, and Taiwan/China. The newly opened plant in Poland focuses on the production of mid-motor systems for the European markets.

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