

H



Duty



PROTECTIVE GRILLE:
Sturdy wire brackets shield your hands from bushes and similar obstacles.

**steadfast
lich:**The frame develops maximum lateral rigidity from a double-section top tube and generous tube cross-sections.

SUSPENDED MASS:
The bridge of the custom fork accommodates the front carrier on the standpipes. A maximum of 20 kilos of luggage springs with you.

OVERRUN PROTECTION:
The deflector ring and plate protect the chain ring and down tube from attacks from below.



1 solidity The massively dimensioned dropout neatly accommodates everything you need. The Rohloff hub torque arm is integrated into the brake mount.



2 standing aid So that the loaded front carrier is stationary with define

Text
John Donner

Photos
aniel simon

Interview



Lorena & Timm, on two Giant Expedition AT.

What appealed to you about the Giant Expedition AT?

The bike caught our eye at the Eurobike 2011 because of its special features. It offers everything that is important to us, such as a stable frame and luggage rack, 26-inch wheels and Rohloff gears. In addition, the Giant team was open to our idea from the very first moment and very friendly!

How do you like the bikes now after about 8000 kilometers?

After the initial back and forth adjustment, everything fits perfectly. We fitted Brooks leather saddles. There are no back, bottom or knee problems.

And unlike other touring cyclists we've met, we haven't had any problems with the bikes!

How do the fork and front carrier fare?

This is of course very comfortable on very uneven roads. Even if you lose every gram on mountain stages. But for sensitive technology such as cameras and laptops, the spring-loaded transport is great.

latz is in the smallest niche: "For us, 'Expedition' is a calling card. Giant wants what is possible in the extreme range," says product manager Steffen Barkhau. The Wanese bicycle giant is particularly proud of its highly developed frame production: Giant is one of the first manufacturers to use aluminum as a frame material. That is why they have well-founded experience in relation to the properties, selection and processing of the light metal. The **3**

The different frames of the two current Expedition models consist of liquid-moulded, extruded tubes that are designed to increase frame stability. Two parallel, ovalized tubes are used as the top tube. They use the entire width of the head and seat tube for support and are braced together. Together with the down tube, which is wide open at the head tube, this results in a lateral stability on the front frame that does not get out of control even with a 20 kg load on the front carrier. The rear triangle performs similarly: the highly oval-shaped seat stays take the seat tube in the middle, the chainstays use the entire bottom bracket shell as a support width: the extreme bike rolls with maximum luggage just as well as without. You can carry 40 kilos behind the in-house porter, 20 expect the front one. This is already at the limit of drivability. A torsion-free double bridge fork cushions the luggage on the front carrier. In cooperation with Suntour, this special fork was created exclusively for the Expedition AT. The sister model with the abbreviation LT (indicates the area of use: Light Terrain, All Terrain) rolls along on 28-inch wheels with a rigid fork (test in TREKKINGBIKE 1/2011). The low-maintenance steel spring fork has an additional clamp integrated into its lower bridge for the aluminum tubes of the front carrier. The luggage load hangs on the stanchion, which stretches over the spring. The sister model with the abbreviation LT (indicates the area of use: Light Terrain, All Terrain) rolls along on 28-inch wheels with a rigid fork (test in TREKKINGBIKE 1/2011). The low-maintenance steel spring fork has an additional clamp integrated into its lower bridge for the aluminum tubes of the front carrier. The luggage load hangs on the stanchion, which stretches over the spring.



Custom made Suntour supplies the maintenance poor 80mm steel spring fork too. Your bridge is a custom-made product: the spring-loaded girder is mounted here.









supported in the immersion tube. On our test rides, the fork functioned in a defined and predictable manner, responded sensitively and coped best with a luggage load of around 12 to 15 kilos. Then the steering behavior remains sufficiently agile for sensitive changes of direction. The well-engineered frame geometry and the choice of compact 26-inch wheels – for which spare parts are also available all over the world – are responsible for the comfortable handling of the extreme bike: you sit in the center of the bike, in a relaxed position and with a good overview. The wheels keep the center of gravity low, the wheelbase short and the rolling behavior still sufficiently smooth. This is even true when fully loaded. Bike, rider and luggage are allowed to weigh a maximum of 170 kilos: This means extreme stress for all components when driving. They don't always seem wise

"A bike for the really big adventure. A calling card for Giants, a dream tourer for Travelers."

bike.www.wearetraveling.de

distribution	Giant Germany; Tel. 0211/998940; www.giant-bicycles.com
price/weight o. p.	3000 euros/19.05 kg
Frame Material/Sizes	Alu/M/40 cm, L/45 cm, XL/50 cm
Fork	Suntour Raidon Double Bridge, 80mm; steel spring, integrated front carrier
Crank/Gear	FSA V-Drive Mega Exo/44 teeth
drive	Rohloff Speedhub 500/14, shifter 8206, pinion 16 teeth
brakes	Shimano BL-M505/BR-M446 Disc, 180/160mm
hubs/rims/tires	shim 3D72, Rohloff/DT Swiss EX 500/Schwalbe Mar., Extreme 57-559
saddle/seat post	Selle Royal Lookin 60° Moderate/Giant Connect
particularities	hydroformed tubes; OR doubled; handlebar lockable; Giant rear (40 kg), front carrier (20 kg); SKS sheets; Cyo-T, Toplight Line; Rohloff rope box, chain tensioner; 4 x bottle holders; handguards; Ergon GP3; compass bell; tool boxes on the carrier; underburn protection

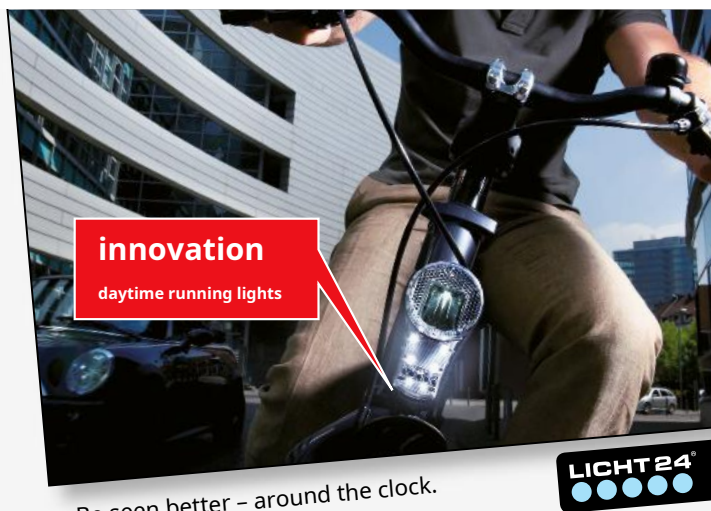
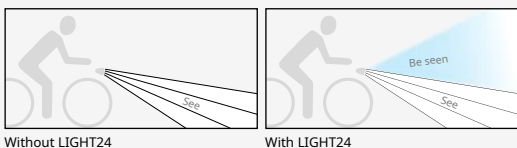
RATING:

Frame		 robust, rich equipment; good driving
Furnishing		 characteristics, seating position
Comfort		 problematic rim-tyre pairing,
Price-performance		 prone light wiring



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