



Biketest

First look

Suits heavier loads best thanks to a high-torque rear hub motor and a big 720Wh battery



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Budget e-cargo bikes

An e-cargo bike is a viable alternative to a car for heavily laden journeys. **Richard Peace** tests models from Mycle and Velosta that cost less than £2,000

Conventional bikes and e-bikes can tackle many single-occupant car journeys, as any cyclist knows. Add a trailer and they can haul the weekly shop or a couple of pre-school passengers as well. E-cargo bikes go further. They can easily transport bigger, heavier loads and more and/or bigger passengers than is possible or practical by bike and trailer. Those journeys that people say you have to have a car for? An e-cargo bike can do lots of them.

The downside of e-cargo bikes, despite their low running costs, is that the initial purchase price can be high. Several thousand pounds isn't uncommon. We've looked at some of them before, such as the excellent Tern GSD ([cyclinguk.org/cycle-magazine/bike-test-tern-gsd-s10-electric-cargo-bike](https://www.cyclinguk.org/cycle-magazine/bike-test-tern-gsd-s10-electric-cargo-bike)). For this test, I'm focusing on e-cargo bikes that cost less than £2,000 – mid-priced for an e-bike, very much budget priced for an e-cargo bike.

Both featured models, the Mycle Cargo and the Velosta V1, have the benefit of coming from UK-based

companies who can provide help at the end of a phone. So there is extra value in that budget price too, compared to buying blind from an anonymous web discounter. The test bikes' contrasting sizes and carrying capacities have their own particular pros and cons, but that means that even at the low end of the e-cargo price scale there is real choice.

Frame and fork

Both bikes are longtails: the extra carrying capacity comes from an extra-long, super-strong pannier rack that's welded into the rear structure. This long rack can be fitted with various carrying accessories such as cargo boxes and child seats. The rear loading area is considerably bigger on the Mycle: I fitted a tall, 70cm-long carrying box on top (with ratchet straps) but was limited to a low-profile 60cm box on the