



Cycle's test promise

At Cycle, we are proudly independent. There's no pressure to please advertisers as we're funded by **your** membership. Our product reviews aren't press releases; they're written by experienced cyclists after thorough testing.



This is the battery, not a mid-motor



The Mycle's throttle is limited to 4mph



It can also haul two kids or another adult



The Velosta's brakes are hydraulic

fixings won't fit the oversize tubing used for these racks, 'saddlebag' style panniers are probably best.

The ride

Both bikes feel controlled and stable even with moderate-to-heavy loads. The key is to avoid carrying a load heavier than about 80% your bodyweight, and to get that weight evenly distributed and as low down as possible. Riding heavily laden is different from regular riding; you need extra time and space for manoeuvres and for stopping. I carried loads of up to 70kg on the Mycle and 45kg on the Velosta, and both coped well. Heavier riders may feel comfortable with even more weight on the back before the 'tail starts to wag the dog'.

The power systems on both bikes have enough oomph for their load ratings and enough torque for steep hills. The Mycle has the potential to power very heavy loads up steeper hills more easily. By contrast, the power on the Velosta is more subtle but smoother and more responsive to rider pedal input; the Mycle has noticeable lag. On an extended hill-climb test, with 5-10% gradients, the Mycle surged quickly to the top. While the Velosta was slower, I was impressed with its performance given such a small motor.

The Velosta comes into its own in stop-start urban traffic, where that lovely, responsive power pickup is a delight. The Mycle has a switched, twistgrip-style throttle control but only as a walk-assist function for low-speed manoeuvres. More motor assist from the throttle would have been great for maintaining balance when setting off with heavy loads.

There is a twist-and-go-only throttle option on the Velosta "for off-road use". It's a bit of a

Other options



BABBOE CURVE-E

£3,449+

Babboe is a longstanding player in the e-cargo market, specialising in big-capacity budget-priced box bikes and trikes. The Curve-E looks like a lot of load trike for the money.

babboe.co.uk



RIESE & MÜLLER LOAD

£6,309+

If you need a full-suspension box bike, this is the only e-cargo model out there that fits the bill. It comes in smaller (60) and larger (75) sizes.

r-m.de

missed opportunity for both e-bikes, because throttles can supply quick power that's useful for keeping a big load under control. Note that independent throttles (twist and go) are legally allowed on e-bikes if they provide power up to 4mph only. Throttles can also legally provide assistance up to 15.5mph as long as the pedals are turning.

The range of both bikes should be in excess of 30 miles if ridden reasonably carefully over rolling countryside. While the Mycle has twice the battery capacity, it's also heavier and uses a more powerful motor. Heavier loads and more hills can substantially eat into the range of either bike, of course. ●

Verdict

Both of these e-cargo bikes are remarkably effective within their brief, and can be tailored with carrying options to meet your needs. If you regularly haul significantly heavier loads, such as a small adult passenger, two children, or very bulky items, the Mycle Cargo is the more practical option.

If nipping through traffic or regularly picking up the bike is important to you, the Velosta is a better choice; its low weight and small size distinguish it from heavier e-cargo bikes. Velosta says it was originally designed with a smaller rider and child in mind, for situations where larger cargo bikes would feel unmanageable.