



Pros & cons
 + High & low beam modes
 + Good beam spread
 - Heavy



aero bar. There's an unsightly plate screwed to the top, which can be used with the contents of a 'Loaded' pack (available separately) to mount the light in front of and below a stem front cap. The light must not be strapped to the handlebar upside down, which would negate the cut-off beam feature.

It is supplied with a USB charging cable and a remote control button, which mounts using an O-ring and plugs into the charge port. The remote offers the same mercifully brief range of functions as the main button: press and hold for on or off and press to toggle between high and low beams. The light shines steadily in both; flashing modes are not allowed in either front or rear lights under German regulations. The remote button shines blue when the light is in high mode.

Switching modes provides a real choice of beam coverage, with the high beam casting noticeably higher and further than the height-limited low. It is also a lot brighter than the low beam alone. On low beam, however, run time is increased, from the high beam's two hours to three and a half. There's a green/amber/red battery charge status indicator in the on/off button. A recharge takes up to six hours. ●

Richard Hallett

Lezyne Power HB Drive STVZO 500

A high-power headlight with a non-dazzling option

£120 lezyne.com

Beautifully made in the style of all the manufacturer's products, Lezyne's elaborately named Power HB Drive STVZO 500 has a squat shape due to the width required to incorporate two separate LEDs and their associated reflectors side by side in the CNC-machined aluminium housing.

This front lamp is designed to take advantage of a change to German road traffic regulations from 2020. That allowed StVZO-approved cycle lights, which must have a beam that only projects below a cut-off line to prevent dazzling oncoming road users, to have a supplementary high-beam

mode similar in concept to the high and low beams cast by motor vehicle headlights.

These regulations aren't enforced in the UK but the HB Drive 500's impressive 500-lumen output on high beam makes it an attractive proposition for commuters on unlit roads, while the cut-off low beam is an effective way to reduce the impact of a powerful cycle light on other road users.

Weighing a not insubstantial 286g, the Drive 500 attaches via a thick rubbery strap with enough anchor holes for the hook to accommodate any size handlebar. Remove the half-round bung from the strap base and it will even work with an

Verdict

This well-made, good-looking if bulky front light is an effective operator on the road even if you ignore the German road regulation-compliant high/low beam feature, which makes it possible to cast a powerful beam on unlit roads with the option to avoid dazzling oncoming traffic.

Other options

RAVEMEN CR1000 FRONT LIGHT £99.99

Small, light and easily mounted high-output front light with numerous operating modes. Read a review at cyclinguk.org/ravemen-cr1000. ravemen.com



BONTRAGER ION PRO RT £119.99

Front light with 1,300-lumen maximum output and USB charging. Double-click switch means it shouldn't come on accidentally in your bag at work. trekbikes.com

