

Long-term Test

Ezee Carro trike

Still a trike best buy



Last spring I made the leap from being a seated pedestrian on a three-wheeled electric mobility scooter to being a road user on an electrically-assisted tricycle, the eZee Carro. My first impressions (A to B 62) were nearly all positive: the silver Carro struck me as attractive and refined, mechanically sound and very well equipped, from lights through the parking brake to a load-carrying basket.

In e-bike mode it takes me anywhere in and around surprisingly hilly Norwich, with or without pedalling. The battery state indicator may show yellow or red when going up these hills but it soon recovers to green at the top. (If it shows red when riding on the level, I prepare to pedal like fury.)

The overall width of the trike is 75cm, but it's important to remember that that applies only when going in a straight line. Wiggling through a width restriction means approaching at an angle, making the back axle effectively wider - up to 90cm. I've been caught out by one of these barriers and I had to get off and use a bit of grunt to lift the machine around and between the posts.

Over the last year my fitness has noticeably improved: I pedal more and harder, and my breathing is freer. I'm a fair weather tricyclist but I have been rained on, and the front brake certainly retains its effectiveness in the wet. The back brake is totally enclosed so its performance is unlikely to be affected... but it's not much of a brake in the first place.

I'm getting between 17½ and 22½ miles out of a fully charged battery. My latest observations of distances has me believing that yellow and red indications are coming sooner as the batteries age. Perhaps it is because I left the lights on all day one time and rode with very soft tyres on another. If I'm going on a trip that looks as though I'll reach 17 miles then I take the charged-up spare.

Concerning tyre pressures: I had an expensive bicycle pump that wouldn't fit or pump. I twice went to the helpful Cycle Hut at Halfords for assistance, and it turned out that the Carro's valves are the same sort as those on cars, so I bought a foot pump from Halfords, complete with pressure gauge, for £6.99.

A trike gives you a constant feeling of leaning to the left, which comes from riding along cambered roads, but I'm getting used to it. The back axle sub-frame is held to the main frame by a pair of vertical plates. I still think there's enough flexing in the plates to accentuate that sideways lean, and soft tyres certainly make it worse.

The variety of reactions from passers-by continues and is augmented by requests for a lift from quite large people! On the road nearly every vehicle gives me plenty of room; the exceptions are white vans, Range Rovers and some coaches and buses. Lorry drivers are always very generous. I always seek a reaction from motorists when I get to the front of a traffic queue turning right, looking for some sign of acknowledgement of my hand signal. Roughly two-thirds of drivers do give a brief wave or a nod; the others either sign too briefly or just didn't see me.

In my review a year ago I said I was doubtful about how strong the petite Carro is as a piece of machinery, and that it sometimes felt like a machine in two sections: the back axle section, and the frame and front wheel section, but I no longer have doubts about its robustness, and I have got used to any flexing. Since acquiring the Carro just over a year ago I continue to recommend it.

Ezee Carro £1,495. Claimed Weight (trike) 24kg (Li-ion battery) 3.3kg (total) 27.3kg (60lb)
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