

Reviews

Gear up

COMPONENTS, KIT, AND MEDIA SELECTED
AND REVIEWED BY BIKE JOURNALISTS AND CYCLING UK STAFF

Put to the test

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Ravemen

CR1000 & TR200 lights

Powerful front and rear lights that don't dazzle

£99.99 & £49.99 ravemen.com

Pros & cons

- + Effective front beam spread
- + Loads of modes
- Loads of modes

The ever-increasing output of today's cycle lights has a downside: they can make life unpleasant for onlookers, whether pedestrians or other road users. Many are bright enough to cause discomfort not only to motorists but to fellow cyclists. Some types of flashing mode only add to the misery inflicted.

Packing 1,000 lumens in its slimline, hard-anodised aluminium body, Ravemen's CR1000 front lamp addresses this problem with an optical anti-glare lens casting a T-shaped beam with a well-defined upper edge. This allows the light to be angled to illuminate both foreground and far distance without dazzling

oncomers. Full beam is notably more effective than the maximum output of my venerable Exposure Strada 800.

Even the 600-lumen 'mid' setting gives a beam bright enough for brisk riding on unlit lanes, while giving an extra hour's run time over max power's two hours. Two lower level steady and two flashing modes are available for a total of six, which takes some scrolling. This can be made easier using the remote switch provided. The remote also provides a long-push-operated high-beam function when in another mode. Additional features include side-visibility lighting and the ability to extend the run time by using an external

power source.

The rechargeable TR200 rear lamp packs four high-efficiency red LEDs and six riding modes plus a brake-light function. Three of the modes are variations on flashing frequency, with the maximum output reserved for one of them. The other two are 100 lumens each, with steady modes at 40, 20 and 5 lumens. While the fierce 200-lumen flashing mode might have a use in heavy daytime traffic, the 5-lumen steady mode is surely sufficient for unlit rural roads, even with the light tilted downwards using the angle-adjustable mounting bracket. This can also be used to minimise the effect of brighter modes on other road users.

Both the IPX6 water-resistant lights use detachable brackets secured to the handlebar or seat post using a stretch band with multiple length options. While the lamp can be removed to prevent theft, the bracket is easily stolen if left on the bike. Both are rechargeable via a standard USB port using the lamp-specific cable provided. Usefully, both have a mode memory function, which remembers the last-used mode when the light is turned on. ● **Richard Hallett**

Other options



**LEZYNE MACRO DRIVE 1400+/
STRIP DRIVE 400**
£150

Max run time of 300 hours for the front! Both are USB chargeable. lezyne.com



BONTRAGER ION PRO RT/FLARE RT
£159.99

USB charging and 1,300-lumen maximum front light output. trekbikes.com

Verdict

Excellent light output and a proliferation of modes give both lights impressive specifications that are enhanced by features such as braking detection and mode memory.



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