



Biketest



Telescopic post

**First look**

A capable everyday e-bike with a punchy motor, wide tyres and extensive equipment

**RICHARD PEACE**

Richard is a cycling journalist and author. His books include *Electric Bicycles* and *Sustrans' Traffic-Free Cycle Rides*

EBCO Street 2

E-bikes aren't only for cyclists with deep pockets. **Richard Peace** tests an entry-level urban runaround for just £1,400

EBCO is a well-established UK-based company that offers a range of practical-looking e-bikes divided into three broad categories: **Street (20in wheels), Urban (700C wheels, 42mm touring tyres) and Adventure (700C, 55mm gravel tyres).**

Street is perhaps a slight misnomer. While they are clearly designed to have an edgy, urban appeal, all Street models have large-volume (58-406) knobby tyres that will cope with rough railway paths, canal towpaths and the like. The Street 2 is the cheapest at £1,399. That's a competitive price, given that this is a UK-based company offering a two-year guarantee – including for the battery, which is warranted to hold 60% charge after two years or 500 charge cycles.

The Street 2 has a discreet Bafang rear hub motor (pricier models across all ranges get Bafang mid-drives) and a frame-integrated 360Wh battery. This is removable for servicing/replacement only. The bike components include budget, 7-speed Shimano derailleur gears, hydraulic disc brakes, alloy mudguards, rack, kickstand and hardwired lights. For the price, it's an impressive spec list.

Why the small 20in wheels? Compact e-bikes like



Above: The charging port is fiddly to access and in the firing line from wheel spray

this are generally quick off the mark, easy to weave through town traffic and less trouble to manhandle and store when not being ridden. They're also easier to use in combination with trains than bigger-wheeled machines. The downsides of smaller wheels are livelier handling and a harsher ride over humps and bumps, but they're offset by the Street 2's large-volume tyres.

Visually it's a striking e-bike and one that could easily pass for a non-electric model, as the battery, motor and cabling are well integrated into the design. The frame's down tube isn't overly large but hides the 360Wh battery and most of the cabling effectively, while the rear hub motor is little larger in diameter than the biggest cassette sprocket. The lime green paint job stands out and may (hopefully!) result in fewer SMIDSY moments with motorists.

Motor and gearing

I rode the Street 2 on and off road in some very wet autumn conditions. Despite one or two niggles, it was impressive in all test conditions. The Bafang motor is quiet, smooth and responsive to pedal stroke movement (but not pedal pressure – it's cadence sensing, not torque sensing). Hill-