

Delivering the Goods: maximising cargo capacity



Benefits of e-cargo cycles

Don't need licence, registration or insurance

Travel in bike lanes to avoid traffic and park anywhere

This makes them:

- [60% faster](#) than delivery vans in cities
- [90% cheaper](#) to buy and operate



But these benefits often not realised

In Australia, most cargo cycles can only carry small loads

Cheap Asian imports often non-compliant and based on traditional bike design

Suits on on-demand food and small grocery deliveries

Not suitable for high weight and volume deliveries



There are many more options...

Freight-transport

Kids-transport

Payload, in kg – excl. cyclist (75kg)

2 WHEELS



Baker's bike (W=20kg, MPW=125kg)



Long tail (W=25kg, MPW=125kg)

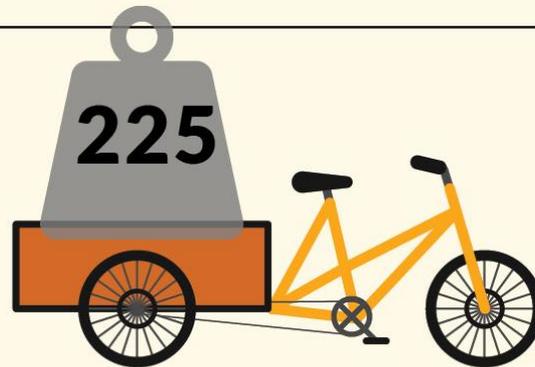


Long John (W=30kg, MPW=130kg)

3 WHEELS



Front loader (W=40kg, MPW=150kg)



Rear loader (W=40kg, MPW=300kg)



Compact car
(W=1,260kg, MPW=1,730kg)

W = vehicle weight **MPW** = Maximum permissible weight, incl. cyclist (75kg)

We're falling behind Europe



L1eA: a new category?

Up to 500kg loads, 1kW power, includes quadricycles



Maximising current cargo limits



Bafang M510

- 250W rated power
- 800W peak power
- 95Nm torque



Enviolo Extreme Hub

- Stepless auto shift
- 380% gear range
- 100Nm torque



Heinzmann CargoPower

- 125W per hub motor
- Up to 226Nm torque
- 500kg loads

HeavyHaul: cab chassis ute



FleetFoot: urban e-trolley

Deliver right to front desk

100kg loads

6kph, 50km range

In trial with Australia Post



Brike: moving people

Carries wheelchair and elderly passengers

Designed and built in Melbourne by social enterprise employing disabled people

Tandem passenger and tilting models in development





Commercial cargo cycle fleets, including Australia Post
Australia's largest network of MM service technicians
Partnerships with leading international suppliers
We seek partners and investors

