



Clockwise from left:
 Note the space for a second battery behind the first.
 User-friendly e-bike controls.
 Powerful four-piston brakes

£4,000 cargo e-bike

TERN GSD S10

A compact cargo bike with electric assistance, the Tern GSD is a versatile utility vehicle. **Dan Joyce** tested it

MOST LONG-TAIL cargo bikes are about as big as tandems. The Tern GSD is dinky. Thanks to 20-inch wheels, it's only the length of a big-wheeled solo, despite having a longer wheelbase and a capacious rear rack. As such, it's easier to store and live with. The acronym stands for Get Stuff Done. The GSD will haul shopping, cargo, two toddlers in rear childseats, two bigger children, six conventional panniers, or a mixture of these things. It's essentially an e-bike MPV.

FRAME & FORK

The GSD is rated to carry 180kg, including the rider. The aluminium frame is triangulated using chunky tubes, and it's designed for Boost hubs, which are wider. While smaller wheels are already stronger, wider hubs boost (sic) both strength and lateral stiffness by increasing the bracing angle of the spokes at the rim. It makes sense for a cargo bike.

The single frame size should fit riders from 150-195cm as the seatpost is telescopic and the stem adjustable. A step-through frame makes it easy to hop on and off. However, short cyclists may struggle to get a toe down at the lights as the bottom bracket is a lofty

30cm. I'd be tempted to fit a dropper seatpost. Any rider could then put one or both feet firmly down, helping to balance heavier loads. Saddle height adjustment would be instant and the lack of quick releases would prevent theft.

Manhandling the GSD isn't easy: it's 30kg. Yet storing it is in some ways easier than a conventional bike. It partly folds to become narrower and less tall. The seatpost goes right down. The 'handlepost', the long tube between steerer and stem, folds down against the front wheel, where it's secured with a rubber strap. (Turning the front wheel through 180° first saves a little space.) Thus folded, it could fit under a table or in the boot of a car.

Alternatively, you can stand it up on its end on the rear rack. To do so, apply the rear brake when the bike is unfolded and walk backwards. The near vertical bike can be rolled into place, then stood up. Just be careful it can't fall – 30kg could do real damage. Standing the bike on end is the easiest way to adjust the brakes and gears or to remove the wheels.

The frame and fork bristle with fittings. The front Transporteur Rack is particularly useful. It holds a 30x40cm crate, and there are bottle mounts on the back. To carry boxy loads at the rear, you'll want the Shortbed Tray (60x40cm) or the Sidekick Lower Deck supports.

COMPONENTS

The pedelec motor is a 250W Bosch Performance Line model with four assistance modes: eco (adds 50% of your pedalling effort in extra Wattage); tour (120%), sport (190%), and turbo (275%). There's also a walk mode for pushing the loaded bike.

By default it comes with one 400Wh battery, with a range of 50-110km (31-68 miles). I was getting around 40 miles even in quite hilly terrain. For £699, you can extend that by slotting a second (500Wh) battery behind the first, giving a range of 'up to 250km'.

The drive sprocket at the cranks is only 20t but is stepped up by a factor of 2.45 by the Bosch internals. Effectively you've got a

THE ACRONYM STANDS FOR 'GET STUFF DONE'. IT'LL HAUL SHOPPING, CARGO, KIDS... >

