



## Mini Crosser T 4W-Heavy Duty

# Muscle Man

Normally the loading limit for what scooters can manage is 120 to 150 kg, depending on model. The Mini Crosser Heavy Duty is the scooter for anyone who weighs in at higher levels, as it takes up to 250 kg. The MC T-HD thus joins a trend whereby many medical aids are moving into XXL categories. The question of whether a scooter of this type could ever deliver convincing arguments for realistic daily use is revealed by the Mini Crosser muscle man in our HANDICAP test.

### Quality/Appearance

Neither at first or second glance does the Heavy Duty (HD) look as if it could carry so much weight. Its special capabilities are worn with good grace, though the noticeably wider seat is very conspicuous. Even this, however, does not appear out of proportion; instead it makes a comfortable and welcoming impression. The scooter's quality and workmanship, as usual on Mini Crossers, is very high, the only difference being that on the HD model everything is discretely one step up in solidity and stability.

### Travel/drive

Unlike most other Mini Crosser models, the HD is not available in a 15 km/h version. The very high load makes it necessary to employ output on torque and climbing ability, so the top speed has had to be limited to 10 km/h. But correspondingly, the Mini Crosser HD has power in spades. Even when our tester, not one of the world's lightweights, took off for a ride with two sacks of cement on the foot plate, the motor never seemed strained and showed only a hint of overloading. And with all that load there was neither loss of acceleration nor a decrease in driving



pleasure. The brakes too showed no weakness under full load. Even when just releasing the drive lever and thus activating the motor brake, the HD came to an immediate standstill. For safety reasons the scooter also has a second brake to give the occupant a safer feel when travelling downhill under full load. A power package like this is just right for long trips, even those far from pedestrianised areas and asphalt surfaces. In towns, the MC T-HD is actually completely under-employed. However, astonishingly enough, even with the most skilful manoeuvring, the scooter could not mount normal-height kerbstones. However, where the pavement was slightly lowered, there were no problems at all. With respect to torsional stiffness the Mini Crosser HD is unbeatable as a result of the extra reinforcement. No other scooter sits so solidly on the road or in bends.

### Suspension/seating comfort

The Mini Crosser's suspension consists solely of rubber cushions at the wheels, meaning that jolts and unevenness are transmitted to the occupant but are so dampened that there are no painful peak loads. This effect is aided by the very comfortable seat which is fully sprung and normally 60 cm wide. On request even larger seat widths are available. Unlike all other test candidates, sitting in the Mini Crosser is not like using an office chair, but rather more like the sofa at home. The armrests

on the HD model have been made particularly stable, so heavy-weight users can feel free to use them for support. For stability reasons rapid adjustment facilities have been done away with, but an Allen key allows the seat and armrests to be adapted in many different ways.



*Slimline: at first glance the Mini Crosser HD does not reveal its enormous loading potential*



Stoical: even under full load the scooter effortlessly makes its way up steep gradients



Well set-out: wipers and horn can be operated on both sides, but on the standard model the acceleration and brakes can unfortunately so far only be operated on one side.

### Operation/general ease of use

The Mini Crosser's instrument panel is remarkably well set out. It has large, stable buttons and levers and a clear multi-colour battery level indicator. The winker buttons and the horn are both placed on both sides of the handlebars, but you need to have very long fingers to reach them without letting go of the steering. The accelerator and brake handle are made of stable metal and are easy to operate with both the thumb and the first fingers, but are located on one side only - a pity. If you want to accelerate with your right hand or left hand, you need to consider this at the time of ordering, or else select the optional extra of operation on both sides.

### Price/Accessories

The heavy-duty version of the normal 130 T scooter, correctly designated MC T HD, is a mass-produced article, but is put together with lots of manual labour as a special construction, and also takes account of highly individual needs. Naturally that has its price, which for the 150 kg model amounts to EUR 7883.75, rising to a substantial EUR 11,721.50 for the 250 kg version (our test vehicle). As for accessories, as usual Mini Crosser offers an as yet unmatched selection. True enough, the fully-enclosed cabin with heating and windscreen wipers is not available for the HD due to width considerations, but otherwise there are no extras which are not available: trailer, bags and baskets, sun protection and special controls. The stable bumper, which also functions as transport attachment in a (large) car, is in any case part of the standard fittings.

### Conclusion

The Mini Crosser T HD is a very special scooter, and only of interest to persons who cannot use the standard model with a load capacity of up to 150 kg. But

Strong: The Mini Crosser HD can handle loads up to 250 kg

for anyone needing this kind of extra weight allowance, there is no need to lower one's sights with the MC T HD, as it is just as good as the other Mini Crosser models. The HD has been adapted for its special loading capacity with precision and consistency, and even small details have been considered and dimensioned correspondingly larger.



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