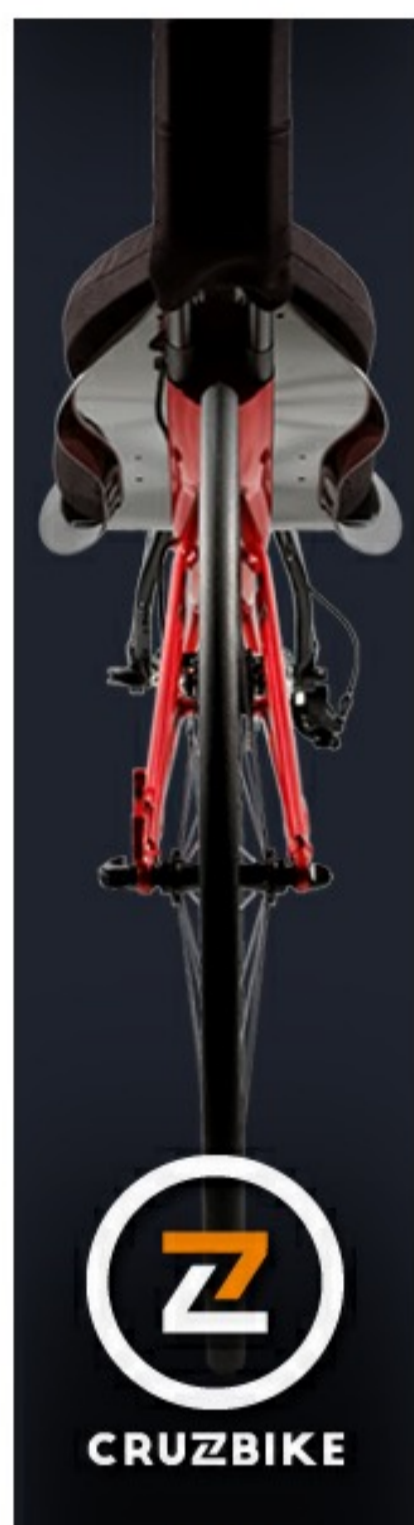


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 trike Easy Racers  
 Folding FWD  
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## AZUB T-TRIS

Posted on June 12, 2012 by Bryan Ball



By **BRYAN J. BALL**  
Managing Editor

Azub has been one of the busiest recumbent manufacturers in the world lately. In the last year the Czech firm has signed up a dozen or so American dealers, exhibited at every bicycle show in the world that would have them and released two new folding trike designs.

These new folders aren't the brand's first foray into the three wheel market. Their non-folding Eco model

was well received by reviewers (myself included) but didn't catch on as much with buyers. The new T-Tris and Tri-Con both have a folding feature that Azub hopes (in concert with its dramatically larger US dealer network) will lure in more buyers. I chose the less expensive T-Tris model for this review.

The T-Tris is based on the non-folding Eco and definitely has a family resemblance. One glance and you know it's an Azub. It has the same thick tubing and overbuilt but still somehow elegant look as their two wheelers. The frame is coated in the durable flat powdercoat that Azub is so fond of. The overall finish looks great but I wasn't really a fan of the red quick releases. A folding trike has a lot of them and the fact that they didn't match the paint well made the trike look a bit cheap.

This is normally the part where I would dissect the T-Tris' component spec. However, most Azubs are coming into the country as framekits and being built up by the individual dealers so this will vary widely. Most US dealers are retailing the T-Tris between \$2400 and \$3000 depending on spec. If you're buying outside of the USA the starting price is €1990.

You can also pick and choose anything you want from Azub's custom shop. Just about any component spec or color option combo you can dream of can be had.

Azub's mesh seat is quite similar in shape and feel to a Greenspeed seat (Azub used to be the European distributor for Greenspeed). I've always found Greenspeeds to be very comfortable and the Azub is as well. The T-Tris also uses Azub's 'Ideal Position System' which allows you to adjust not only the seat's angle but also its position on the frame. Since the Azub also has an adjustable boom this not only guarantees a comfortable seating position, it also makes it easy to customize the trike's weight distribution.

The T-Tris also has a very adjustable and ergonomically pleasing handlebar system. Combine that with the aforementioned luxurious seat and the fairly moderate bottom bracket height, and you have a rather comfortable trike.

The ride's not even too bad considering the beefy aluminum frame and rather short wheelbase. It did bounce around a bit on my less-than-perfect local trails but the shock chord used in the mesh seat absorbed a fair amount of it. If you want an even smoother ride, the T-Tris will accept large volume tires.

The steering geometry on the T-Tris is largely similar to the Azub Eco that it is based on. That means it has a rather light feel but is still stable and predictable at higher speeds. The turning circle is very tight and I really didn't notice any appreciable pedal or brake steer.

The T-Tris isn't meant to be a sports trike but its very stiff frame and boom do help it get off the line rather quickly. It also guarantees that you won't waste any energy on the climbs but the fairly middle-of-the-pack weight of around 37 pounds stops it from being a real mountain goat. On the other hand, you can adjust the seat into a fairly aerodynamic position so it is a fairly quick trike on the flats.

When Azub released the Eco trike, it came out of the gate with a wide range of accessories. Thankfully, most of these parts work with the T-Tris. That means there is a rear rack, fenders, headrest and computer mount available straight from your Azub dealer.

My favorite T-Tris accessory is the rack. Azub seems to be taking rack design very seriously lately and they've come up with some very clever solutions. The T-Tris (and the Eco) can now carry four panniers. That's an impressive amount of cargo capacity for a trike with a 20" rear wheel. If you only carry two small panniers you can just use the optional forward rack by itself and have your cargo tucked right up almost underneath your seat. Azub also makes its own complete like of panniers and bags that obviously work very well with their trikes.

Of course the T-Tris' biggest difference over its predecessor is its ability to fold. I folded and unfolded the T-Tris several times and I have to say that there "F2F" flat fold system works just as well as anything else out there. The handlebar fold is actually the best I've seen. The only downside is that you can touch painted metal against painted metal if you're not careful.

I think anyone whose read my reviews of Azubs in the past, knows that I'm a fan of this company. It's been great to watch them grow and improve over the years. I've always loved their bikes and trikes but was slightly hesitant to fully recommend them to US buyers because of the limited support network. Now that there are several stocking dealers in America, that apprehensiveness is gone. It's now a company with one of widest ranges of bikes and trikes in the industry with a large and growing dealer network. They may not be Catrike or TerraTrike or Greenspeed yet, but they are definitely the real deal.

The T-Tris itself should be a big seller for them if people ever realize it exists. It's priced well against the competition, is comfortable and handles well. There are still some minor rough edges that I'd like to see ironed out but nothing that would stop me from considering one if I was looking for a sub \$3k folding trike.

### AZUB T-TRIS

Highs – Good handling, Good comfort, Easy fold

Lows – Just a few rough edges

MSRP – Starting at \$2400 in the USA and €1990 in the EU

More Info – <http://www.azub.eu/CZ/folding-recumbent-trike-azub-t-tris/>



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