

## Mini Mobility Scooters: SmartScoot vs TravelScoot

Feature	SmartScoot	TravelScoot
Seat and backrest	<p>Backrest has mesh support, minimizing sweat buildup.</p> <p>Backrest hinges to fold down for transport – but for airline travel this is unsecure.</p> <p>Backrest structure disconnect by unscrewing large bolt with a large screw knob on it.</p>	<p>Backrest is covered in solid material trapping sweat.</p> <p>The vertical adjustment is a friction fit, so the backrest is easily pushed down out of position when leaning on the scoot for mounting / dismounting.</p> <p>Backrest structure disconnects quickly by depressing spring-button.</p>
Collapse for Airline travel	<p>Hinging down the handlebars is convenient, but results in a potentially hazardous situation as unfamiliar handlers grab the hinged tube bars to pick up the scooter to lift – and can get pinched. Same with the backrest that hinges forward. Both the handlebars and seat back requires a safety strap to secure the scoot in its travel configuration for easy handling.</p> <p>Foot pedals, however, securely fold up and stay without additional straps.</p> <p>We are somewhat concerned about the vulnerability of the disk breaks during airline transport and will investigate fashioning a protective cover for the front wheel.</p>	<p>Easily compacts into an airplane ready configuration just by removing the back rest and lowering handlebars. This configuration is quick to achieve, and stable/secure to hand off to baggage handlers.</p> <p>Foot pegs do not stay folded up on their own – requiring a small bungee or rubberband to hold them up.</p>
Carry-On Luggage carrying	Comes with a rack to mount to front of handle bars	Can lie across frame support under rider's legs.
Fold-ability	I'm unsure of the folding options.	Advertised to easily fold down into a very compact configuration, and comes with shoulder-carried duffel bag for transport. Sounds amazing... however we never even attempted to break it down to this level.
Frame design	Center structure is a single bar – which makes it easier to mount scooter because there is less to lift your leg over.	<p>Center structure is a triangular shaped frame. Makes a place for a very useful pouch for storage and carrying items.</p> <p>Requires lifting leg higher and wider to mount scooter.</p>
Use scooter as a chair	Turning the front wheel 90 degrees, and folding down the handlebars down to the floor completely frees up the space in front of the rider down to their feet to pull up to any level of counter or furniture.	Lowering the handlebars sinks them to just about knee height, so that rider ought to be able to pull up to any table-level counter. But they remain in place in front of your knees.
Foot rests	Paddles – more comfortable. Securely stay up on their own when folded up.	Pegs – less comfortable over long distances. Do not hold their position when folded up – we had to fasten them up with a rubber band.
Battery mounting	Removable metal frame is extremely easy to attach / detach single handedly and does not shift at all when in place.	Battery is held on with Velcro straps, which takes two hands to connect / disconnect. While less stable, the battery is certainly securely held in place.

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Battery plug	Plug in is standard power plug – into a stationary socket. Easy one handed operation.	Plug is a plastic electrical coupling with both ends on wires. This requires two hands to match up the ends, and some finger dexterity / strength to pinch the tabs on either side at the same time to release.
Charging	Second port for charging means you do not have to unplug the battery from scooter.	Requires unplugging from scooter motor to hook up charger.
Unmounted maneuvering (when terrain prevents riding)	Can pick up the front drive wheel, and easily pull it along on the two rear “free” wheels.	Since drive wheel is in the back, there is some inherent resistance to rolling in this configuration. Works none the less.
Full width handle throttle	Easy to hold in position for long rides because of the palm paddle -- so that fingers do not need to grip throttle to hold in place.	Throttle is cylindrical, and extends only half way down the handlebars requiring finger/thumb gripping to hold in place.
Drive Wheel Config	<p>Front Drive Wheel</p> <p>Less traction? Probably. But we did not notice issues other than possible spin out on slick surfaces at takeoff.</p> <p>Can essentially pivot in place by turning front wheel 90 degrees at takeoff.</p> <p>Front wheel drive would never turn the scooter over backwards.</p>	<p>1 Rear Drive wheel</p> <p>Does not spin out on takeoffs, but our model’s motor would cut off under strain, or on grass.</p> <p>I have heard reports of people turning over backwards on hills – speculation suggests back wheel drive contributes to that risk.</p> <p>Cannot turn front wheel very hard at takeoff, else motor cuts out – 60 degrees maximum? That makes for larger turning radius.</p>
Elevator use	Because of front wheel drive, and the ability to nearly pivot in place - makes using elevators much simpler	Turning radius is larger – necessitating backing in to elevators, unless you are the only passenger.
Speeds	3 forward speeds makes it easy for Dave to hold throttle at max, but go at speeds appropriate for the environment.	<p>2 forward speeds are not standard – must be configured at purchase</p> <p>Fastest forward speed 3.75 mph.</p>
Brakes	<p>Disk breaks – function equally well forwards and backwards</p> <p>When locked, scooter does not roll around.</p> <p>Only one break lever.</p>	<p>Band breaks function better forwards than backwards.</p> <p>2 Break levers – 1 for each hand.</p>
Reverse gear	Has very annoying backup warning beep – which is piercing and inappropriate in many environments such as museums, restaurants, etc	No backup warning beep.
Breaks vulnerability	Disk is exposed and vulnerable to being damaged	Fairly impervious to damage in travel