Electric scooters with removable batteries

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While I tested each scooter"s top speed, acceleration, hill climbing, range, shock absorption, braking, and ride quality, I also placed particular emphasis on the design and effectiveness of their removable batteries.

Firstly, the range you get for a sub-$600 scooter is remarkable. The dual 36V 7.5Ah batteries supply 540Wh of stored energy to deliver up to 50 miles on a single charge, or 25 miles when factoring in the results from my real-world tests. No other scooter in its price class gets close to this level of performance.

To put this into perspective, if you were to buy 2 additional batteries ($89.98 each), you could achieve a real-world range of around 50 miles. Better yet, this would cost hundreds of dollars less than opting for a scooter like the EMOVE Cruiser S – a popular long-range model that has a 48-mile real-world range.

Detaching the removable unit is also a piece of cake. You simply lift the small knob that"s positioned at the top of the stem to free the battery from its shell. To reinsert, rinse and repeat, then pull the knob down.

Once the batteries have run out of juice, they take 4 hours to recharge. You can do this simultaneously by using the charging port on the scooter, as well as the dock. Alternatively, if you had an additional battery, you could charge 2 of them via the port (8 hours) and 1 in the dock (4 hours).

My only grumble when it comes to the V8"s batteries is that they use standard FST cells, which are inferior to name-brand units like those from LG and Samsung. Because of this, their lifespan is a couple of years shorter. Nevertheless, it"s important to consider the V8"s price and the fact that the vast majority of electric scooters use batteries with FST cells.

With one unit positioned on the stem and the other under the deck, I found that the V8 has an even distribution of weight across its frame. The result is best-in-class handling. In particular, the heaviness and hexagonal shape of the stem provided excellent control of the wide handlebars. This is a key reason why I chose to include the V8 over the X7 Max – another popular model from Turboant. Here, the X7 Max has a top-heavy design due to its stem-located battery and light chassis. During my tests, it became increasingly clear that the V8 had better ride quality.

I also found that its reassuring ride was further augmented by the dual rear springs and grippy air-filled tires (you can also purchase the V8 with honeycomb tires). Now, it"s important to note that while its suspension wasn"t the most plush that I"ve tested, it"s impressive nonetheless. Finding a sub-$600 scooter with a suspension system is exceedingly rare, let alone one that combines it with two batteries – one of which is detachable.

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Its plucky 36V 450W motor, meanwhile, is yet another string to its well-strung bow. Among the sub-$600 class, it achieves one of the fastest top speeds, while its 6.3-second acceleration to 15 mph is enough pace for first-time riders.

Counterbalancing this power is a mechanical disc at the rear and an electronic braking system at the front. Together, they brought me to a stop from 15 mph in 4.7 meters. If the V8 had a more powerful motor this level of performance would be a cause for concern, but given its beginner-friendly pace, it"s adequate.

So, where else to begin but with this much-hyped feature? The Mukuta"s 48V 15.6Ah battery has a maximum range of 39 miles in its locker, or 22 miles when factoring in periods of fast acceleration, cruising, and multiple stops.