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# CHINAMOTOR

# MEGA

Motorcycle



165

Continued Improvement of  
China's Motorcycle Industry in June

SENKE Cafe Racer

Alien Creatures SK400-KG  
Dynamic Review

SHINERAY Free Wind  
Easier to Ride Than Your Imagine  
SIDE CAR 500cc

TAILG Works with UNEP to  
Promote Green Mobility in Thailand

Motorcycle Evolution in Jiangsu & Zhejiang Area:

Electrified, Personalized,  
with High Consumption Frequency



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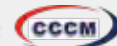
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# The Upsurge of Motorcycle Riding Drives Consumption Upgrading

Writer: Grace

From People's Daily's report of "Witness Motorcycle Manufacturing Transformation and Upgrading" to the CCTV media's report on the hot motorcycle driving license test and the rising number of women participating in the test, we see that motorcycles are gaining popularity and the domestic motorcycle industry has entered the consumption upgrading stage. The industry is drawing more attention from society.

Motorcycles are convenient, flexible, and fast, and now their social attributes are increasingly prominent, a vehicle for many people to demonstrate their personality. Race-aping, retro, rally, cruiser and other diverse choices attract the attention of young consumers who like everything distinctive and individualized. The motorcycle peripheral products also saw sales growth. With the rising young consumer group and the formation of a high-quality consumption trend, the motorcycle industry will usher in a new development opportunity.

Motorcycle manufacturing is not a new industry. China used to be number one in motorcycle production and sales in the world, but the industry development slowed due to safety, noise pollution, lack of brand competitiveness and other issues. But according to the data of CCCM, in 2021, China's motorcycle production and sales both exceeded 20 million units, the highest level in recent years. In the first half of 2022, the whole industry completed the production and sales of 10,554,300 units and 10,722,600 units, with a year-on-year decrease of 15.59% and 14.38%. The total export value of motorcycle manufacturers was 3.52 billion US dollars, with a year-on-year increase of 1.43%. The export of complete motorcycles was 3.953 million, a year-on-year decrease of 11.37%. However, with the gradual control of the epidemic, the cost and price of raw materials gradually fell back, China's motorcycle industry chain has basically recovered, and the production and sales have increased for two consecutive months. The industry operation has further stabilized and enhanced.

Manufacturing is the foundation of a nation. China's manufacturing industry is accelerating the intelligent, digital and green transformation. As a component of the equipment manufacturing industry cluster, motorcycle industry has been included in the development planning of some regions. In short, favorable policies will be a "booster"; intelligent manufacturing will add "vitality"; consumption upgrading will enhance "power"; thus, traditional industries will be revitalized to present a new look.

MEGA



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# Shineray FREE WIND



**Abundant DIY kits**

Being different is the most character in this era.

**Supreme power of new generation**

Max power:22KW

Max torque:36Nm

5 forward + 1 reverse gear

**Reverse joystick , easy to use.**

The XR500 engine is designed exclusively for "Free Wind", featuring 5 forward + 1 reverse gear, 470cc displacement, and precisely-calibrated gear ratio to ensure

less power waste.

**Reliable body structure**

With three years of R & D,the one-piece structure went through automobile-level test and obtained 15 independent patents, which adopted multi-point connection technology to create a highly torsion-resistant chassis.

**Universal fish eyeball head**

Using the Universal fish eyeball head on the key connection points guarantees strength and flexibility

**Half-round tube swingarm**

Half-round tube design is adopted, which is more solid and resistant.

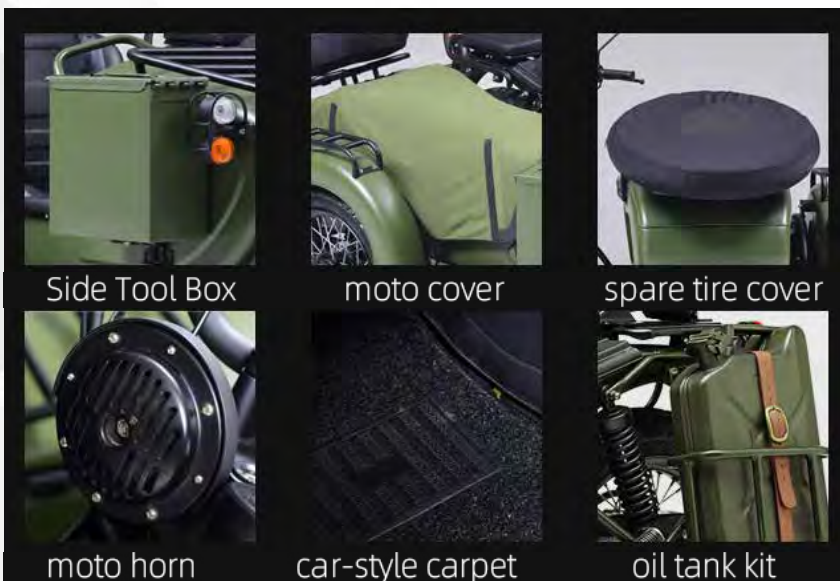
**Three wheels are interchangeable**

With exclusively designed wheel hub, the three wheels are interchangeable.

Reaching the top level handling for side car.

Front cradle type suspension.

Precise design of front tilt angle, brings you comfortable riding experience.



## Easier to ride than you imagined

*Shatter the shackles, free your nature, Everyone is his own hero in this ordinary world. "Shineray Free Wind" is flexible and easy to ride .come and go freely on your own will. Once you own this moto, you will enjoy chasing your dreams freely. Enjoy the extraordinary journey.*

The shock absorber is designed with a dust cover, enabling adjustable comfort.

High-efficient brake, more secure

Disc brake for three wheels, side-wheel / rear wheel linkage brake.

Two Channel floating caliper front disc brake, better braking efficiency wheels are interchangeable , long-distance journey is more confident

Tubless steel rim spoke wheel.

The main disc brakes are designed on the same side at the front and rear, which effectively solves the yaw phenomenon of the moto body during emergency brakes.

Timsun TS829 all-terrain tires ensures good abrasion resistance and grip performance.

1. Comfortable sitting position
2. The side car has enough leg room.
3. Inclined seat belts, automotive grade standards.
4. Child lock function, safer ride for children

Child lock function, safer ride for children

Ergonomic seat, comfortable

Three-point inclined seat belt

Side-car interior leather decoration

Large hydraulic strut type tail box

### Main parameters

Displacement :470.5cc

Compression ratio:9.0 :1

Max power(Kw/rpm):22/6000

Max torque(N.m./rpm):36/4500

Cooling method:Air/oil cooling.

Gear position: 5 drive and 1 reverse

Transmission method : Chain drive

Length X Width X Height(mm):2300X 1620 X 1240

Seat height(mm):Front 890 / Rear 910

Minimum ground clearance (MM): 190

Wheel base (mm) :1520

Curb weight mass (Kg): 317

Fuel tank capacity : 13L

The type of Chassis : Cradle

Tire specifications (Front/ side) : 4.60-18

Tire specifications (Rear) : 5.10-18

Tire specifications (spare tire) : 4.60-18

Braking system:front and rear disc brakes





## All-round New Playmate For The Weekend

*Multifunctional fashionable sidecar  
Weekend 2022*

### Put aside your troubles, and let's have a good weekend

Keep away from boring daily life and embrace the joyful weekend

Forget one's loneliness and enjoy every moment with family, friends and pets

Enrich the soul and happiness

This is an attitude to life, but also the release of the soul.

### Appearance

Delicate and interesting

The combination of retro style and

fashion outlines a fluid sculpture-like visual feast

Classic retro sidecar

Luxury yacht styling and sidecar design

Chrome round headlights with large diameter

New light luxury style decals

### Riding

Be easy to control

Be comparable to the two-wheeled motorcycle riding experience

New front shock absorber

New sidecar chassis system

Side wheel with independent shock absorption

Optimal adjustable system

### Space

Large space

Take away all the bonds

60.8L trunk can accommodate 3/4 full helmet at the same time

Rider's seat + pillion

Be easy to install and expand

### Long-trip

Big ground clearance and superb low-speed torque for all kinds of roads

Strong gradeability

Min. Ground Clearance:160mm

Max. Torque:30/5500 N·m/rpm

Maximum speed: 100KM/H

### Weekend // Three-wheeled motorcycle

Displacement (cc)	397	Gear Shift	5-speed and reverse gear	Number of Tyres	3
Engine Type	SOHC, Single Cylinder, 4 Stroke	Transmission Type	International gear	Wheel/Tyre(Front)	100/90-18
Compression Ratio	8.6:1	Method of transfer	chain drive	Wheel/Tyre(Rear)	130/70-17
Bore X Stroke (mm)	85X70	Dimension (mm)	2130*1580*1130	Braking System	Front and rear disc brakes
Max. Power (kw/rpm)	19.5/7000	Seat Height (mm)	790	Suspension System	Hydraulic upright front fork/rear double shock absorber
Max. Torque (N·m/rpm)	30/5500	Min. Ground Clearance (mm)	160	Speedometer	Mechanical/LCD
cooling Method	Oil-cooled	Wheelbase (mm)	1420	Lights	35/60W High-low beam
Fuel System	EFI	Net Weight(kg)	230	Handle bar	Stainless steel one-piece round tube
Starting System	Electric start	Curb Weight (kg)	252	Battery	12V9A
Fuel Consumption	l/100KM	Fuel Tank Capacity (L)	14	Carburetor/EFI	DELPHI
Homologation	EEC 5	Chassis Type	tube cradle		
		Max. Speed (km/h)	100		



# Shineray Plays to Its Strengths to Develop Products



## New 650cc Retro Moto

Since the release of the classic 400CC retro motorcycle in 2014, Shineray has taken the lead in the market of retro motorcycles. No matter how the market changes, it always keeps providing

the most reliable and stable retro motorcycles in the market. Now, the 650CC retro motorcycle is relaunched with new design concept.

### 395A//SPECIFICATIONS

Type	SOHC with balance shaft, oil-cooled, single cylinder, 4-stroke
Displacement(ml)	643.7
Bore X Stroke (mm)	100×82
Max.Power (kw/r/min)	25/6000
Max.Torque (N.m/r/min)	45/4500
Compression ratio	8.3:1
Fuel consumption(g/kw.h)	≤354
Fuel system	EFI (Delphi)
Starting system	Electric
Clutch type	Manual
Speed	5
Front brake	Disc
Rear brake	Disc
ABS	Yes
Shock absorber	Normal
Wheel	Spoke wheel
Tyre	On road tyre
Front tyre:	100/90-19
Rear tyre:	130/70-18
Tank capacity(L)	13
Oil capacity(L)	2.2
Length X Width X Height (mm)	2130 × 760 × 1140
Seat height (mm)	790
Wheelbase (mm)	1420
Min.ground clearance (mm)	160

## Modern Retro Models

### 390T//SPECIFICATIONS

Engine Type	SOHC, Single cylinder, oil-cool, 4-stroke
Displacement(ml)	397
Bore X Stroke (mm)	85 × 70
Max.Power (kw/r/min)	19.5/7000
Max.Torque (N.m/r/min)	30/5500
Compression ratio	8.8:1
Starting system	Electric

Clutch type	Manual, wet multiple plate
Gear system	5 speeds
Fuel consumption(L/100KM)	≤3.4
Fuel system	EFI
Ignition	CDI
Brake (front/rear)	Disc/Disc
Front tyre:	100/90-18, tubeless

Rear tyre:	120/80-17, tubeless
Tank capacity(L)	17
Oil capacity(L)	2.5
Length X Width X Height (mm)	2110 × 830 × 1100
Seat height (mm)	840
Wheelbase (mm)	1410
Min.ground clearance (mm)	190
Net weight (kg)	158

The modern retro style is popular in the world, starting from the CBR300 of Honda in 2019. Shineray had developed Dream 250cc and Legend 400cc Modern Retro Motorcycles with modern technology. The model is more sporty and flexible with gorgeous colors. The retro motorcycles benefit from modern technological products including LCD meters, LED atmosphere light, Bluetooth, GPS, ABS and EFI which are integrated with cafe Racer, Scrambler, Bobber.





## 494A/472E Retro Off road Models

494A



Shineray was destined to be with off-road motorcycles after it won in the motocross in Belgium in 1998. Since China's first large-displacement off-road motorcycles of X series, it has developed Adventure 400 and X rider650 and successfully obtained Euro V certification, US EPA certification and CARB certification. Shineray 650cc and 200cc off-road motorcycles and its retro style takes people back to the economic heyday of the 1970s in Europe.

### 494A//SPECIFICATIONS

Engine Type	SOHC engine with balance shaft, single cylinder, oil-cool, 4-stroke
Displacement(ml)	643.7
Bore X Stroke (mm)	100× 82
Max.Power (kw/r/min)	25/6000
Max.Torque (N.m/r/min)	45/4500
Compression ratio	8.3:1
Fuel consumption(g/kw.h)	≤354
Fuel system	EFI-Delphi
Starting system	Electric
Clutch type	Manual, wet multiple plate
Gear system	5 speeds
Front brake	Disc

Rear brake	Disc
ABS	Dual channels
Headlight	LED
Indicator	LED
Tail light	LED
Front absorber	Normal
Wheel	Spoke wheel
Front tyre:	90/90-21
Rear tyre:	130/70-18
Tank capacity(L)	12
Oil capacity(L)	2.2
Length X Width X Height (mm)	2200 × 830 × 1220
Seat height (mm)	890
Wheelbase (mm)	1510
Min.ground clearance (mm)	250

472E



### 472E//SPECIFICATIONS

Engine Type:	Single cylinder, air-cooled, four-stroke
Displacement (cc):	197
Max. Power (kw/rpm):	10.2/7500
Max. Torque (N · m/rpm):	14.0/6000
Starting System:	Electric/Kick start
Front Brake:	Disc Brake
Rear Brake:	Drum Brake
Front Tire:	80/100-21
Rear Tire:	110/100-18
Ignition:	C.D.I
LxWxH(mm):	2200x840x1160
Seat Height:	860
Wheelbase:	1350
Min. Ground Clearance (mm):	280
Fuel Tank Capacity (L):	19



## 34A/201F Cross over and Sporty Moped

34A



Shineray pays close attention to each users including the owners of small-displacement motorcycles. It integrates the retro style into a full range of product lines. It creates this fashion Retro, adventure, cross over moped. Shineray cooperates with the world's famous design companies to develop a series of advanced 125CC cubs. In terms of color matching and configuration, it strives to recommend sports products with modern Model 201F.

### 34A//SPECIFICATIONS

#### Engine

Engine Type:Single cylinder,air-cooled,four-stroke

Displacement (cc):119.6

Max. Power (kw/rpm):6.0/7500

Max. Torque (N · m/rpm):9.0/6000

Starting System:Electric/Kick start

#### CHASSIS

Front Brake:Drum Brake

Rear Brake:Drum Brake

Front Tire:2.75-18

Rear Tire:3.0-17

Ignition:C.D.I

#### DIMENSIONS

LxWxH(mm):2000x730x1040

Seat Height(mm):795

Wheelbase(mm):1250

Min. Ground Clearance (mm):180

Fuel Tank Capacity (L):14

### 201F//SPECIFICATIONS

Engine Type	Horizontal engine, single cylinder, air-cool, 4-stroke
Displacement(ml)	119.6
Bore X Stroke (mm)	52.4× 55.5
Max.Power (kw/r/min)	5.3/7500
Max.Torque (N.m/r/min)	8.0/6000
Compression ratio	9.0:1
Fuel system	Carburetor
Starting system	Electric/Kick
Clutch type	Automatic, Wet multiple plate
Gear system	4 speed
Light	LED
Ignition	CDI
Front brake	Disc
Rear brake	Disc
Backrest	Yes
Wheel	Alloy wheel
Front tyre:	70/90-17 (tubeless)
Rear tyre:	80/90-17 (tubeless)
Wind shield	Yes
USB	Yes
Tank capacity(L)	4.5
Oil capacity(L)	0.9
Length X Width X Height (mm)	1950 × 730 × 1170
Seat height (mm)	770
Wheelbase (mm)	1250
Min.ground clearance (mm)	150
Curb weight(kg)	100

201F



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## Congratulations on the Launch of the “Arena” Brand and the Completion of the First Scooter FORTEX

**CHINA** - European design style highlights personality

On May 31st, the launch ceremony of the “Arena” brand and celebration for the new scooter Fortex was successfully held at the Taizhou production base. The Fortex has been completed and taken off the assembly line, which means a new forceful competitor will be soon launched onto China's scooter market.

Due to the global epidemic, the launch ceremony of the new “Fortex” scooter was a low-key event. However, this activity attracted much attention, and invited many famous guests including the gymnastics world champion Zhang Hongtao, the Mongolian singer Gloria and China Hongkong actress Wu Yasi, as well as more than ten network media and the motorcycle industry media, including Tencent, Sina, Sohu, NetEase, Ifeng.com, Chinanews.com, China.com, hc360, Eastday.com, etc. Arena leaders and other important representatives attended the ceremony.

Mr. Li Jie, Arena sales director, made a



speech, “Fortex has an optimistic and potential market. The Taizhou production base will focus on the product, personnel, service, and guarantee quality and capacity to ensure prosperous “Fortex” production and sales .

“Fortex”, Arena’s first scooter product for the Chinese market, comes out after nearly three years of R&D. Arena engineers are strict with all R&D links.

The design and improvement process was completed at the British design center, Shanghai R&D base, and Taizhou manufacturing center, striving to bring users a unique and super comfortable experience.

“Fortex” is an elegant British brand-based scooter that has a bright market prospect. Arena will start a new era of scooters. Wish Arena a prosperous future. **MEGA**  
(<https://www.arena-motor.cn>)





# CCCM's Fourth Council Meeting Held in Chongqing

**CHINA** - On July 21, the 2022 CCCM's (the China Chamber of Commerce for Motorcycle) fourth council meeting was held in Chongqing. The meeting mainly summarized CCCM's work in 2021, and discussed its work progress in 2022 and plans for the year. The meeting deliberated the motorcycle industry's Carbon Peak and Neutrality Proposal (the "Proposal"), examined the proposals of establishing an international development branch, setting up an expert technical committee and vice president, and adjusting council members, among others.

Mr. Li pointed out, "in the first half of the year, affected by the epidemic, the industry encountered great difficulties, with production and sales continuing to decline. From January to June, the whole industry completed production and sales of 10,554,300 units and 10,722,600 units, with a year-on-year decrease of 15.59% and 14.38%. But seeing from the data of May and June, with the epidemic under control, China's motorcycle industry chain has basically recovered, production and sales increased for two consecutive months, and the industrial operation has further stabilized and picked up. Recreational motorcycles above 250cc continued rapid growth, with a cumulative increase of 50% in the first half of the year. With the improvement of the domestic economic situation, domestic demand will increase and the industry is expected to resume growth in the later period of the year. In addition, we can see the production and sales declined but product profits rose. This is largely due to the initial success of the transformation and upgrading of Chinese motorcycles in recent years and the rising of the young generation consumers. Over the next few years, electric motorcycles



will be an important product category, and urban short-distance transportation will be mainly on electric motorcycles. Fuel motorcycles still have great potential in energy saving and emission reduction, and the mainstream direction will still be large-displacement recreational motorcycles.

Mr Zhang said in 2021, CCCM strove to overcome the difficulties brought by the pandemic, actively carried online and offline industrial activities, paid close attention to the needs of the industry, conducted multiple times of research on issues such as chip shortage, high transportation cost, compulsory traffic insurance rate of electric motorcycles, the ASEAN free trade area tariff and motorcycle restriction in cities. We actively communicated with relevant departments to promote the solution of the problems and achieved specific results. In 2022, CCCM will continue to enhance communication and contact with relevant government departments according to changes in domestic and international situations, and strive to obtain policy support for the industry in stimulating domestic demand, promoting the development of entertainment and new energy motorcycles. We will actively intensify communication and project cooperation with public security, traffic administration department and local

governments, enhance publicity on the role of motorcycles in transportation and in people's livelihood, and comprehensively promote the solution of "motorcycle bans" in cities.

The meeting examined and approved the Proposal, and reached a consensus in relevant issues. With the accelerated green energy and digital technology revolution, it is an inevitable requirement to promote "carbon peak and neutrality" and completely, accurately, comprehensively implement the new development concept to achieve high quality development. The motorcycle industry should fully understand the significance of carbon peak and neutrality, and accelerate transformation and upgrading to achieve green development.

Finally, CCCM President Zuo Zongshen made a summary speech. He pointed out that since this year, the industry has encountered unprecedented challenges and difficulties, and CCCM should play a leading role in the industry, guide the transformation and upgrading of enterprises, promote exchanges between enterprises, strengthen communication with government departments, identify and reflect the demands and the actual situation of the industry, and strive for a fair and just development environment for the industry.

## 2022 SRK600 RR Comes with Five Upgrades

**CHINA** - At the 2020 CIMAMotor, QJMOTOR officially released the SRK600 RR. As the first model of QJMOTOR's "Racing Replica (RR)" series, the bike carries a four-cylinder power platform, and has gained much attention as soon as it comes on the market. The RR series have several new models since then, and now the "ancestor" 600RR received upgrades in 2022.

The new SRK600 RR has a new look to appear more aggressive. It continued the short tail design, and the tail increased 50mm. The license plate rack is changed to be higher, and the exhaust to the side. The most obvious body change is the addition of the front wing, which can provide a certain downforce at high speeds and increase stability.

In terms of power, there are not many secrets about this engine. Smooth power output and very pleasant sound are the biggest features of this four-cylinder water-cooled 16-valve engine. The displacement is 600ml, and the compression ratio is 11.5:1. However, the engine has been improved on the new 600RR, with maximum power increased from 60kW to 65kW (11500r/min) and maximum torque increased by 1N.m to 56N.m (10500r/min). The 600R also has luxurious configurations. It has adjustable front inverted KYB damping, and preload adjustable rear sin-

gle-tube damping. The Brembo braking system contains front two opposite four-piston calipers, Brembo up-push pump with Sunstar 320mm semi-floating disc, and rear opposite two-piston calipers with 260mm disc. Such a braking configuration is close to the specification of a 1000cc racing replica. It adopts MAXXIS ST2 sport tires with front specification 120/70 ZR17 and rear specification 180/55 ZR17.

The seat height of the new 600RR is reduced to 790mm, further reducing rider threshold. The handlebar is higher. The overall sitting posture is designed to more suit the daily use purpose. The 5-inch TFT full-color LCD meter is also upgraded to the new UI interface, adding tire pressure monitoring, vehicle networking, mobile phone screen projection and other functions, with USB-A and Type-C dual charging interfaces. Compared with the previous model, the weight is reduced by 2kg and the curb weight is 213kg.



## Benelli Tornado 402 Exposed in Design Sketch

**CHINA** - With the opening of the domestic 400cc level race-aping bike market, more and more manufacturers come up with corresponding models to join the competition. Not to be left behind, Benelli has recently disclosed the design patent application information of its 400cc race-aping model of the Tornado series. We temporarily call it Tornado 402.

As can be seen from the design drawing, Tornado 402 continues the familial front face design of Tornado series. However, it is horizontally stretched in the layout of the light bars. The



hollow-out design of the front face is cancelled. It can accommodate a larger engine, and in the same time increase the wind resistance protection area.

Tornado 302 and Tornado 252, which are currently available on the market, are designed with double rocker arms, while Tornado 402 has a single rocker arm. There is an additional support beam at the lower edge of the rear rocker, presumably to improve the rigidity of the rocker arm, or possibly be part of the connecting rod support.

No specific engine specifications have been revealed, but it is likely to be powered by the same engine of QJ400GS-J. As for whether there is a difference in crankshaft form, it is impossible to see the engine's internal changes from the appearance.

Judging from the current situation, if Tornado 402 is the QJ400GS-J with a different appearance, it may not win a place in the market. We expect that Qianjiang will continue to improve quality while developing high-speed bikes, and bring more diversified products of its two brands.



## DAYUN NEW 200CC RETRO BIKE INTRODUCE

**CHINA** - Dayun launched its entry-level retro bike, the LATTE 200-6F. This 200cc bike is available at 8,980 yuan for the Classic version and 9,980 yuan for the Spark version, with only color difference between the two versions.

The LATTE 200-6F has many configurations in line with its positioning. It has LED lights, digital LCD instrument, CBS, and 17-inch spoked hubs.

It is equipped with a 198cc single-cylinder air-cooled engine with a maximum power of 10.5kW and a maximum torque of 15.5N·m, which is competent for such an entry-level retro bike.

The LATTE 200-6F has a somewhat conventional appearance. Details such as the front fender show that the design language of the bike is still at a road bike level. Such designs need to be improved if Dayun wants to make it suit young people's taste of "riding a handsome but not fast bike".



## GAOKIN GK1000 READY TO BE LAUNCHED

**CHINA** - Gaokin has just released the new GK1200 model, and recently is busy preparing for the launch of another 1000cc cruising model-GK1000. It has gone through the approval procedures of the MIIT and the CCC certification.

This cruising motorcycle is equipped with a 997cc V-twin engine with a maximum power of 66kW. The torque is not disclosed yet. Seeing from the GK1200's maximum torque of 108N·m, this literbike is expected to have a good torque data.

According to the disclosed information, this literbike will be equipped with Bosch ABS. The front 130-inch and rear 240-inch tyres are retained. The bike basically maintains the appearance showed at CIMAMotor. The 269kg curb weight is also

in line with that of big cruising models.

Not much has been revealed about the GK1000's other features, but the GK1200's electronic throttle and cruise control are expected to be available with this bike.

The GK1000's positioning is not as high as the retro GK1200. Seeing from the GK1200's price 65,800 yuan price tag, this cruising model's price is expected to be somewhere near 50,000 yuan.



## LIFAN'S TWO NEW MODELS COME WITH UPGRAD-ED POWER AND CONFIGURATION

**CHINA** - Lifan unveiled two entry-level street bikes, the KPS191 and KPS239, with the former available in standard and ABS versions and the KPS239 coming in ABS version only, starting at 11,780 yuan.

The names of the two are really elusive. In fact they are the upgraded versions of the previous KPS150 and KPS200. They have the same displacement as the old models, but the power has been optimized. Lifan also changed part of the appearance design, and upgraded some configurations.

The new KPS191 and KPS239 seems to share a lot of parts. They both use new LED headlights, digital LCD instruments, aluminum split-type pedal, and the same exhaust.

The braking system of the two new models has front 300mm disc double-piston calipers + rear 220mm single disc with single piston calipers. ABS is optional on the two models. The suspension system is an inverted front fork with a rear central shock absorber.

In addition to these conventional configurations, the most outstanding should be the cruising range. The two models,

equipped with a 15L fuel tank, are capable of delivering a range of 500km, according to official information.



## Tailg Helps Promote Motorcycle Electrification in Thailand

**CHINA** - in May, Tailg group signed a memorandum of agreement with Thailand's National Energy Technology Center (ENTEC) and Electricity Generating Authority of Thailand (EGAT) to jointly promote the electrification transformation of motorcycles in the Southeast Asian country. Tailg donated 50 electric motorcycles to the Thai government. Tailg is expected to mass-produce electric two-wheelers and three-wheelers



in Thailand by the end of this year and sell them throughout Southeast Asia.

ENTEC director Sumittra Charojrochkul expressed her gratitude to TAILG' support to the UN e-mobility project and Thailand's shift from fuel-based mobility to electric mobility. With the efforts of public and private sectors, Thailand is expected to significantly improve energy efficiency in urban transportation. According to the plan of the Thai government, by 2030, electric motorcycle ownership in Thailand will reach 30%. Tailg will help the Thai government achieve this goal.

Tailg has been a partner of UNEP's e-mobility project since 2018. The project plans to conduct pilots in six countries, namely Ethiopia, Kenya, Uganda, the Philippines, Thailand and Vietnam, to integrate two- and three-wheeler electric vehicles into their existing transport systems.

According to Tailg's president Yao Li, the company will establish a technical center and manufacturing base in Thailand to advance the use of electric motorcycles in Southeast Asia and help the region achieve low-carbon road traffic.



## KYMCO RELEASES A NEW 125CC SCOOTER WITH ABS AND TCS

**CHINA** - Kymco recently released its new scooter VJR125, which is available in a standard version and a premium version equipped with TCS, priced at NT\$82,000 and NT\$91,000 respectively.

The most outstanding part about this entry-level new scooter is that Kymco has equipped it with ABS and TCS. With such configuration, it should gain the upper hand compared with other 125cc models that still use drum brakes and CBS.

The VJR125 officially appeared in 2015. On this updated 2022 version, the engine is also upgraded to the 4-valve air-cooled engine, which delivers 10.4ps of maximum power, with a 0-100m acceleration of 8.51 seconds.

The suspension is the SSC horizontal suspension system with better handling and comfort. The braking system has standard front and rear 180mm discs and ABS. The front brake is enhanced by double-piston calipers. The TCS version also uses better-performance metal brake hose.

The other big change of the new VJR125 is a new appearance. It

has a sharp V-shaped front face, long and narrow indicators, LED headlight and LED taillight bar. The revamped model also has a new 4.5-inch high-contrast LCD meter. Other features include USB charging outlet, 20.6L under-seat space and comfortable non-slip cushion. The seat height is 750mm, and the curb weight is 106kg.

The new VJR 125 is available in dark, white and blue. It mainly targets young users. Better configurations come with a higher price. Is it too much for a 125cc model to have TCS?



## SYM 150CC SCOOTERS TOOK UP MOST MARKET SHARE IN DOMESTIC SALES

**CHINA** - According to the production and sales news released by the Motorcycle Association of CAAM, in 2021, SYM 150cc scooters ranked first in domestic sales.

Since its debut at Milan 2021, the HUSKY 150ADV has been welcomed by motorcyclists with its 15L fuel tank, wild look, 4V water-cooled engine, key-less start, ABS, TCS and other features.

CRUISYM 150X has a sports appearance, with a body length of 2003\*798\*1115, a seat height of 775mm, a weight of 140kg, and a minimum ground clearance of 107mm. The front and rear ABS and TCS ensure riding safety.

CROX α is powered by the new single-cylinder water-cooled four-valve 150cc engine. The lighting system still maintains a full LED configuration. With the integrated symmetrical design of four-lens headlight, the V-shaped face looks aggressive. It has handlebar guard, dual channel

ABS, 12-inch wheels, front fuel tank, and dual rear shock absorbers.



## KTM ANNOUNCES 2023 SX LINE

**AUSTRIA** - TV commentator Georgia Lindsay and KTM racing hero Ryan Dungey teamed up to host the global on-line unveil of KTM's 2023 SX motocross bikes on May 10th. Although the presentation was titled "Nothing Changes" in reference to KTM's legacy on the track — KTM has won 5 AMA 450 Supercross titles since 2015, 30 of 51 possible MX World titles since 2000, 12 of the last 14 MX2 World titles, and 8 MXGP titles since 2010. Meanwhile, virtually everything changes on the 2023 motorcycles! From foot pegs to handlebars, chassis to powerplant the SX and SX-F models are most definitely changed from 2022!

"These are the most innovative and high-performing ready to race production motocross bikes ever built," said Lindsay, setting up Dungey's 6 points of what it takes to win on the track and the specific features engineered into the bikes to make every rider a winner.

Starting with the brand new chassis, Dungey pointed out each of the highlights, but cutting to the chase, partnerships with companies such as KEIHIN, PANKL and Brembo means performance possibilities have expanded. The 2023 KTM SX range

feature 2 maps (one standard, softer and linear power and another for a more aggressive response), launch control, traction control, quick-shifter, a 'roll-over' sensor, an hourmeter as standard with electronic fuel injection status and a fuel indicator through the Keihin engine management system.

The 2-strokes may be even more impressive. At a time when most OEMs are exiting the space, KTM has added a ton of technology and a new open class 300cc model. The new engines feature fuel injection, electric start and electronic power-override.



## BMW M 1000 RR 50 YEARS WISHES M HAPPY BIRTHDAY WITH INSANE LIST OF EXTRAS

**GERMANY** - This year, the letter M takes the center stage in the automotive world. It is now that German carmaker BMW is celebrating the 50th anniversary of its high-performance division, a half a century of history that started with the 3.0 CSL homologation special.

The mighty M 1000 RR was born as the first-ever BMW M-developed superbike. Already present in several competitions on various tracks around the world, the motorcycle also became the center of M celebrations, with the launch of the special M 1000 RR 50 Years. Not significantly modified from a mechanical standpoint from the regular models, this anniversary one makes use of the full complement of extras BMW M has on the table for motorcycles.



Wrapped in Sao Paulo Yellow, the model is fitted with the M Competition Package as standard, which comes with things like an M carbon package and M milled parts package. It also gets a lighter swingarm, now in silver anodised aluminum, the unlock code for the M GPS laptrigger, the M Endurance chain, and pillion package.

Otherwise, the 50 Years is your regular 1000 RR, if such a word can be used to describe it. It has a water-cooled four-cylinder in-line engine in its frame, developing 212 hp and 113 Nm of torque, M brakes under M carbon wheels, and five riding modes.



# TRIUMPH'S TIGERS ARE NOW MORE COLOURFUL, GRAPHITE REMAINS THE NAME OF THE GAME

**UK** - Shortly after new hues being available for the Roadster and Rocket lineups for their 2023 incarnation, now it's time for the company's Tigers to get a similar upgrade.

Saying it responds to customers' requests, Triumph announced it brings to the table a total of no less than six color combinations for the Tiger 900 range and three for the Tiger 950 Sport.

The 900 GT and 900 GT Pro can now be had in three overalls, two old (Pure White and Sapphire Black), and one completely new, namely Caspian Blue (tank, seat panel, beak, tank end panel, and front mudguard), with Matt Graphite radiator cowls.

The 900 Rally and 900 Rally Pro throw into the fight as a new arrival the Sandstorm, which joins the existing Matt Khaki Green and Pure White. The new one is applied on the fuel tank, beak and seat panel, and is offset by Matt Jet Black tank end panel and radiator cowls.

Last on the list is the 850 Sport, which can be had in Graphite and Baja Orange (a new combination), Graphite and Caspian

Blue, and Graphite and Diablo Red.

Triumph does not say exactly when the new colors will become available for order, nor are we informed of any price changes for those wishing for their two-wheeled ride to look different than anything that came before.



## Naked Malaguti Drakon 250 Under Development

**ITALY** - Malaguti was founded in 1930 in Bologna, Italy, focusing at first on bicycles before building motorcycles in the late '50s. It reappeared under the ownership of Austria's KSR Group, launching a range of Aprilia-based bikes. That same year it showed its first new in-house design, the Drakon 125, which is edging toward production now.

Now a second model, the Drakon 250, has emerged via a Chinese type-approval filing. As with some of its other brands like Brixton and Motron, KSR uses Chinese manufacturing to keep costs down, employing existing companies to make its machines. In the case of the Malaguti Drakon 250, the manufacturer is Zongshen, one of China's older and better-respected bike makers and part owner of the Zongshen-Piaggio joint venture that manufactures Aprilias in China.

Understandably then, the Drakon 250 features Aprilia parts, most notably the same 249cc single-cylinder engine that's used in the Chinese-market Aprilia GPR250 (an upsized RS 125) and GPR250S (essentially a 250cc version of the Tuono 125 that's offered elsewhere). The engine features a 72mm bore

and 61.2mm stroke, and has a claimed output of 27.5 hp and 15.9 pound-feet of peak torque, and isn't currently offered in anything outside of China. In comparison, the Drakon 125 has a claimed 13.4 hp and 7.7 pound-feet of peak torque—so as well as twice the capacity, the Drakon 250 has slightly more than double its sibling's power output.



# Motorcycle Evolution in Jiangsu & Zhejiang Area:

**Electrified, Personalized, with High Consumption Frequency**

**Writer: Mr. Jiang**

**C**hinese motorcycle market rebounded during 2019 to 2022, middle and large displacement motorcycles rose quickly, with main consumer groups in Beijing, Jinan, Chengdu, and Xi'an, among others. Chinese motorcycle manufacturing enterprises have finally seen signs of bottoming out. Thanks

to boosting domestic motorcycle consumption, the important traditional Chinese motorcycle industrial bases, the Chongqing area, Jiangsu & Zhejiang area, Guangdong area, Shandong & Henan area, have seen important changes. This issue analyzed the main changes in the Jiangsu & Zhejiang area.

## **Jiangsu--large scale, electrification, higher consumption frequency**

With sinking fuel motorcycle market, the survived brands, including Jincheng, Sundiro, Linhai and Yamasaki, Kymco,

and ZXMOTOR are scattered in Jiangsu. Recently, more electric motorcycle, electric moped, and electric bike industrial clusters have formed in China, such as Wuxi gathering Yadea, Aima, Tailg, XDAO, Xinri, and Slane, and Suzhou gathering

parts solution brands such as Bafang, Shengyi, Phyllion, Tongsheng, XOFO and Vinka.

The electric motorcycle enterprises in Jiangsu are scaling up. Both electric motorcycle and electric motor manufacturing enterprises far exceeded the traditional fuel motorcycle manufacturing enterprises in terms of scale, production and sales. Yadea group's FY2021 financial results showed that its operating revenue reached 26.968 billion yuan, up 39.3%; the sales in 2021 broke 13.86 million units, a year-on-year growth of 28.3%, further strengthening its world's leading supremacy. The sales of the Chinese fuel motorcycle leader Haojue in 2021 was only 2,343,900 units. China's overall production of fuel motorcycles in 2021 was 16,236,300 units, with sales totaling 16.252 million units.

However, the "de-grassroots" problem facing the electric motorcycle manu-





facturers has not been solved. “High-end” seems to be a fake concept in the traditional electric motorcycle industry. Consumers tend to prefer for traditional motorcycle manufacturer for high-end products, such as Honda V-SUN, Zongshen Cineco, and CFMoto ZEEHO. After a series of complicated and fierce competitions such as scale, price and technology wars, traditional electric two-wheeler brands entered an involution stage. Many small and medium-sized brands

are squeezed in the market approach the zero profit line. With short development cycle, fast iteration speed, large product lines, electric motorcycles became quick-consumption products. The entertainment attributes and homogeneity remained to be a problem, thus, no classic models appeared. Quick consumption leads to rapid replacement of products, resulting in waste of social resources and increased difficulty in post-market services.

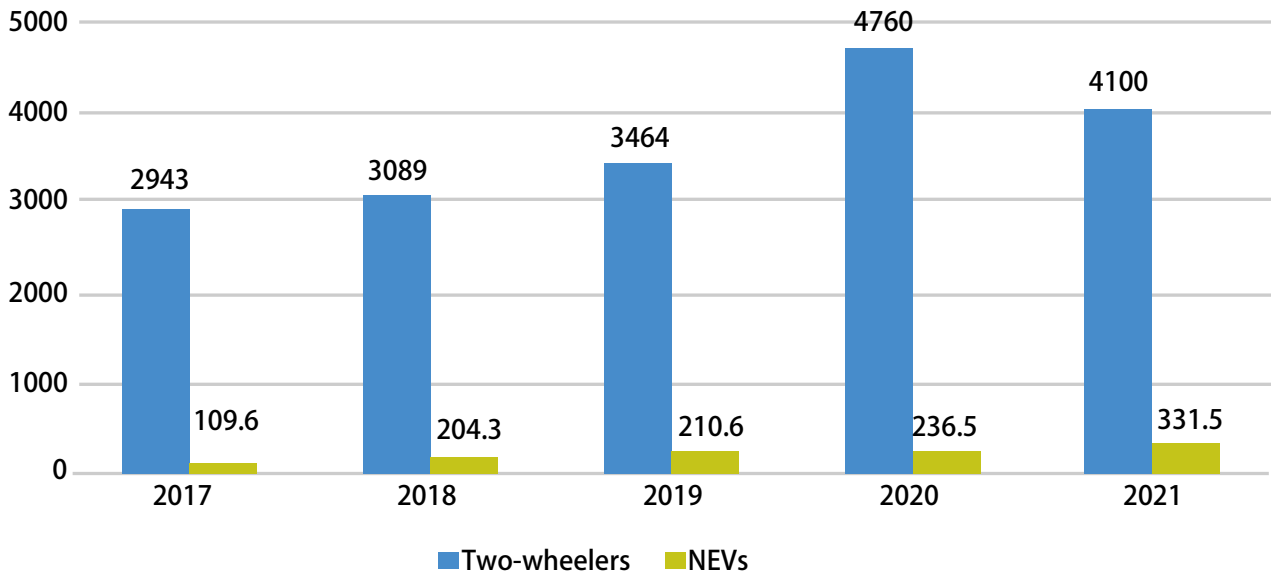
### **Taizhou--walk on the edge of a knife**

Zhejiang Taizhou has always been a core production base of Chinese scooter, relying on the advantages of mold and plastic parts cluster. But after the reshuffle in the motorcycle industry, apart from Wangye, other major Taizhou players including Benzhou and Jonway have gradually faded out of the two-wheeled motorcycle field. Qianjiang (including Benelli, KEEWAY, QJMOTOR), ZNEN (including the acquired Moto Morini), ARIIC, TARO, and Tianying have formed the new motorcycle manufacturing forces in Taizhou. Taizhou’s emerging brands generally focus on the single popular product strategy, which not only exists in the vehicle manufacturing enterprises, but also the plastic parts development enterprises. Their single product expectations are too high, the product consistency, stability and intergenerational planning are still



SALES OF ELECTRIC TWO-WHEELERS AND NEVS, 2017-2021

( Source: HYPERLINK )



insufficient.

We need to talk about Qianjiang separately. China Securities Journal disclosed that Qianjiang (stock code 000913) achieved a total operating revenue of 4.309 billion yuan in 2021. Most importantly, it contributed important production and sales in large displacement models. In 2021, the sales of Qianjiang’s 250cc and above models were 58,000 units in the domestic market (a 20% year-on-year increase) and 54,000 units in overseas market (a 53% year-on-year increase), with the domestic market share of 21.1% and overseas market share of 29.4% ranking first in the

industry.

The story about the QJ300-12 and BD300-15 (Chinchilla ) pushed Qianjiang to the forefront of public voice. Certainly, Qianjiang is not a simple price butcher. Benelli’s comprehensive technology digestion and price sinking directly led to high sales and profits.

**Hangzhou--the “Longwan” of motorcycle field**

The biggest surprise of the whole Jiangsu and Zhejiang area comes from Hangzhou and Ningbo, which is also the future Hangzhou-Ningbo area. There are the hot brands CFMoto and BENDA, the

multi-brand based Longjia (Longjia, Victoria, Changjia three-wheeler), the leading designer WT, the 2022 iF award-winner Tromox, the lithium battery brand SKYRICH, the outstanding parts trader Yuanda, and huge parts industry clusters. Following the main development direction of “Large displacement”, “intelligence”, “electrification”, CFMoto products have been well recognized in the overseas market, especially in the European and American markets. According to www.wabei.cn, CFMoto (603129) recently released its FY2021 annual report. During the reporting period,







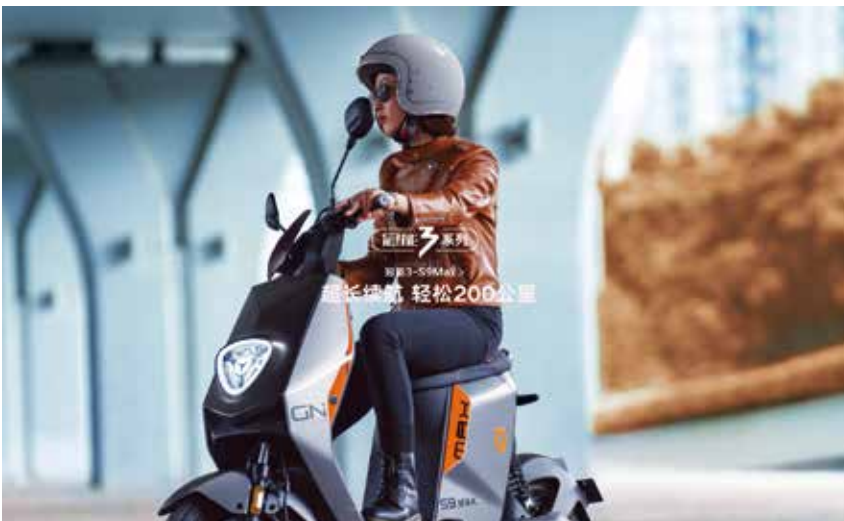
the company achieved operating revenue of RMB 7,861,487,956.52 yuan, with a year-on-year growth of 73.71%; the net profit attributable to shareholders of the listed company was 411,522,357.03 yuan, with a year-on-year increase of 12.78%. Its ATVs/UTVs have ranked first in export among the domestic brands for many consecutive years. In 2021, CFMoto ATVs/UTVs accounted for 72.62% of the total export of Chinese ATVs/UTVs, primarily to the

European market. With focus on 250cc and above models, CFMoto product lines cover street bikes, cruisers, touring bikes, retro bikes and official models, with the sales of middle and large displacement models taking the leading position. In addition to motorcycles, a large number of leading enterprises such as Shanghai Volkswagen, Geely and Bosch have settled in the Hangzhou-Ningbo area. The Hangzhou Bay New Area is benchmarked against Wolfsburg of Germany,

where Volkswagen headquarters is located, to develop the “Longwan China”, the world-class automobile industry cluster center. The investment reached 1.5 trillion, matching the industrial dream of German industry 4.0.

Overall, Jiangsu & Zhejiang area still retained the highest activity of the Chinese motorcycle industry. With internet and IoT technologies, big data matrix, artificial intelligence, general aviation, automobile, intelligent electrical manufacturing, new materials, healthcare, high-end equipment, and many other high-end R&D and manufacturing industrial clusters, motorcycle manufacturing enterprises in this area have unique cluster advantages in terms of forward-looking product research and development, rapid transformation of popular models, extensive application of new materials, new technologies, big data and human-computer interaction systems, development of new marketing strategies, and bold attempts in promotion methods.

MEGA



# Continued Improvement of China's Motorcycle Industry in June

In June, the industrial chain was basically recovered with the epidemic under control including the industry of China's motorcycle. The production and sales increased for two consecutive months. Despite of the year-on-year decrease, the decreasing amplitude narrowed month by month. The 125cc motorcycles, recreational motorcycles with a displacement of 250cc and above took the lead in ending the downward trend, and resumed growth year-on-year and month-on-month. Recreational motorcycles with a displacement of more than 250cc continued the trend of rapid growth last year, with a cumulative increase of about 50% in the first half of the year. In the second half of the year, with the improvement of the domestic economic situation and the recovery of domestic demand, the industry is expected to resume growth.

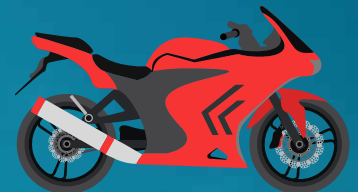
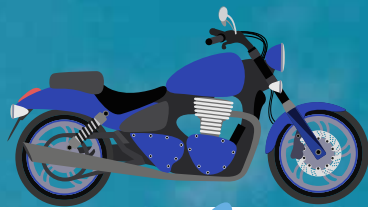
## PRODUCTION & SALES

In June, Chinese motorcycle industry completed the production and sales of 2,007,500 units and 2,040,500 units, with a month-on-month increase of 8.89% and 9.53%, and a year-on-year decrease of 8.67% and 7.70%. Among them, the production and sales of two-wheeled motorcycles were 1,810,100 units and 1,838,600 units, with a

month-on-month increase of 11.29%, and 11.88% and a year-on-year decrease of 9.56% and 8.78%. The production and sales of three-wheeled motorcycles were 197,400 units and 202,000 units, with a month-on-month decrease of 9.13% and 8.1%, and a year-on-year increase of 0.46% and 3.52%. The production and sales of fuel motorcycles were 1,256,500 units and 1,257,900 units with







a month-on-month increase of 3.97% and 5.09%, and a year-on-year decrease of 7.45% and 7.14%. The production and sales of electric motorcycles were 751,000 units and 782,600 units with a month-on-month increase 18.25% and 17.49%, and a year-on-year decrease of 10.64% and 8.57%.

From January to June, the production and sales of Chinese motorcycle industry totaled 10,554,300 units and 10,722,600 units, with a year-on-year decrease of 15.59% and 14.38%, and a decrease of about 2% from the previous month. Among them, the production and sales of two-wheeled motorcycles reached 9,439,200 units and 9,594,500 units, down 16.07% and 14.88% year-on-year. The production and sales of three-wheeled motorcycles were 1,115,200 units and 1,127,800 units, down 11.35% and 9.84% year-on-year. The production and sales of fuel-consuming motorcycles were 6,887,500 units and 6,975,800 units, down 14.56% and 13.84% year-on-year. The production and sales of electric motorcycles were 3,666,900

units and 3,746,700 units, down 17.47% and 15.37% year-on-year.

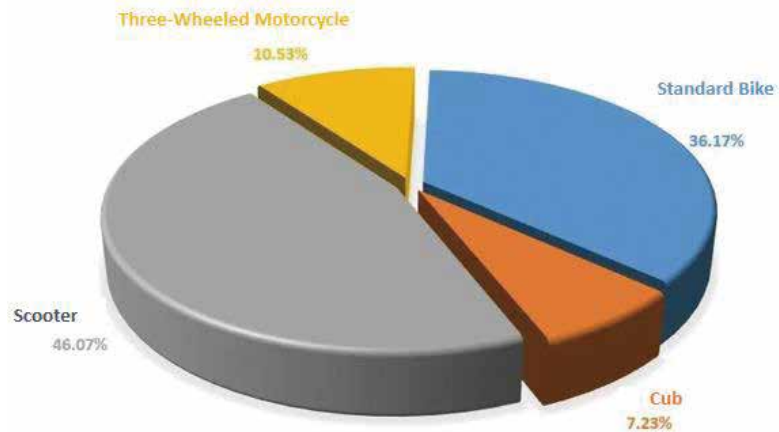
From January to June, the production and sales of standard bikes were 3,810,500 units and 3,875,800 units, with a year-on-year decrease of 13.82% and 12.17%. The production and sales of scooters were 4,808,800 units and 4,937,400 units, with a year-on-year decrease of 14.83% and 13.15%. The production and sales of cub were 770,700 units and 775,100 units, down 34.5% and

33.88% year-on-year. The sales of standard bikes, scooters and cubs respectively accounted for 40.4%, 51.46% and 8.08% of the total sales of two-wheeled motorcycles.

From January to June, the production and sales of 50cc series reached 278,500 units and 304,400 units, down 38.59% and 30.72% year on year. The production and sales of 110cc series reached 762,700 units and 790,500 units, with a year-on-year increase of 26.27% and 22.6%. The production and sales of 125cc series reached 2,513,600 units and 2,558,000 units, with a year-on-year decrease of 8.6% and 8.55%. The production and sales of 150cc series reached 1,470,400 units and 1,472,200 units, with a year-on-year decrease of 18.1% and 17.93%. The production and sales of 250cc series were 651,300 units and 664,800 units, with a year-on-year growth of 35.84% and 37.7%.

From January to June, the production and sales of three-wheeled motorcycles

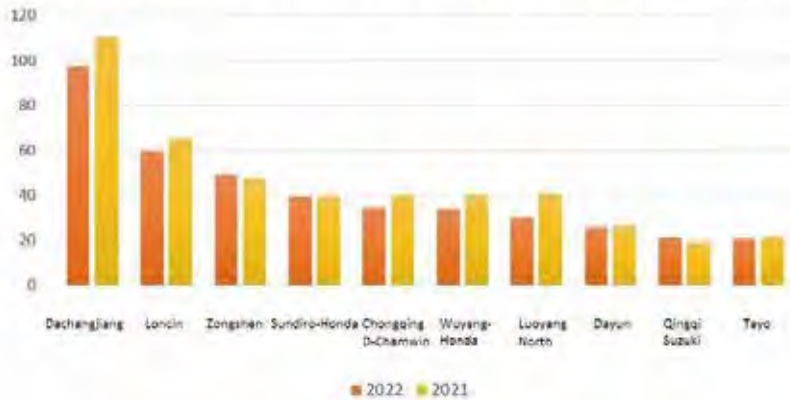
**Sales By Motorcycles Type From January To June 2022**



**Cumulative Monthly Sales of Motorcycles From 2021 To 2022**



Top Ten Enterprises In Sales Of Fuel Motorcycles From January To June



were 1,114,500 units and 1,127,300 units, with a year-on-year decrease of 9.28% and 8.23%. Among them, the production and sales of general cargo tricycles were 892,500 units and 904,500 units, with a year-on-year decrease of 18.7% and 16.97%. The production and sales of general passenger tricycles were 221,000 units and 221,700 units, with a year-on-year increase of 41.12% and 40.14%.

From January to June, the top ten enterprises (groups) in terms of sales of fuel motorcycles were Dachangjiang, LONCIN, ZONGSHEN, SUNDIRO HONDA, CHONGQING D-CHAMWIN, WUYANG-HONDA, LUOYANG NORTH, GUANGZHOU DAYUN, QINQI SUZUKI and TA YO. The volume of electric motorcycle sold were 972,200 units, 600,000 units, 491,500 units, 398,200 units, 342,700 units, 336,200 units, 302,600 units, 255,600 units, 211,000 units and 206,700 units respectively. From January to June, the top ten enterprises (groups) in sales of electric motorcycle were Yadea, Zhejiang Luyu-

219,500 units, 150,700 units, 81,300 units, 57,300 units, 43,600 units, 39,000 units and 28,400 units respectively.

**EXPORT**

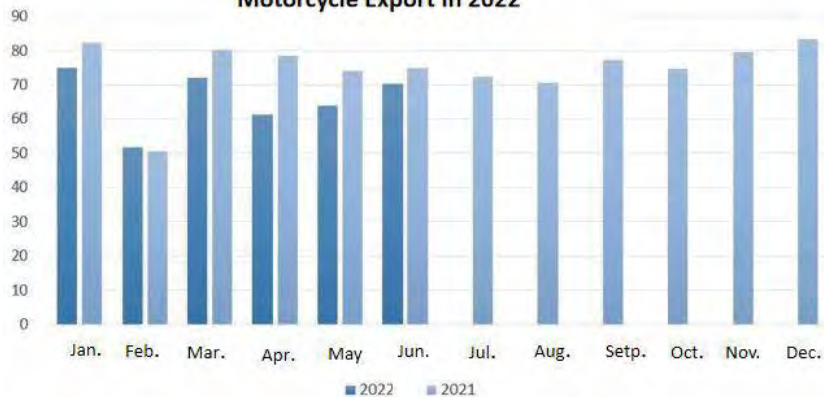
In June, with the prevention of epidemic in China and various policies took effect for stabilize growth, China’s motorcycle gradually could be exported. The export volume of motorcycles increased significantly month-on-month, and the year-on-year decreasing amplitude narrowed. In the second half of the year, the impact of the epidemic

on the industry will be further weakened, and the cost of raw materials will be reduced. Good domestic policy will continue to be implemented, and the demand of enterprises will be met gradually. The exports of China’s motorcycle will be recovered constantly.

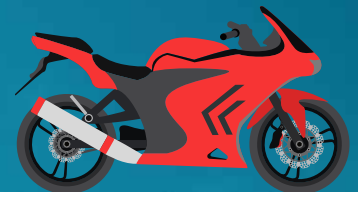
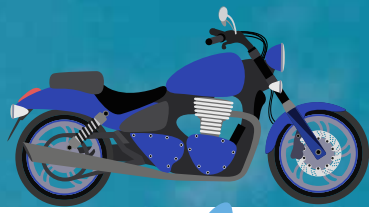
In June, the export volume of motorcycles was 702,200 units, a month-on-month increase of 10.01% and a year-on-year decrease of 7.74%, and the export value of that was 481 million US dollars, a month-on-month increase of 9.89% and a year-on-year decrease of 2.07%. The export volume of two-wheeled motorcycles was 663,400, a month-on-month increase of 10.79% and a year-on-year decrease of 7.2%. The export volume of three-wheeled motorcycles was 38,800 units, a month-on-month decrease of 1.9% and a year-on-year decrease of 16.04%.

From January to June, the total export value of motorcycle manufacturers was 3.52 billion US dollars, a year-on-year increase of 1.43%. The export volume of

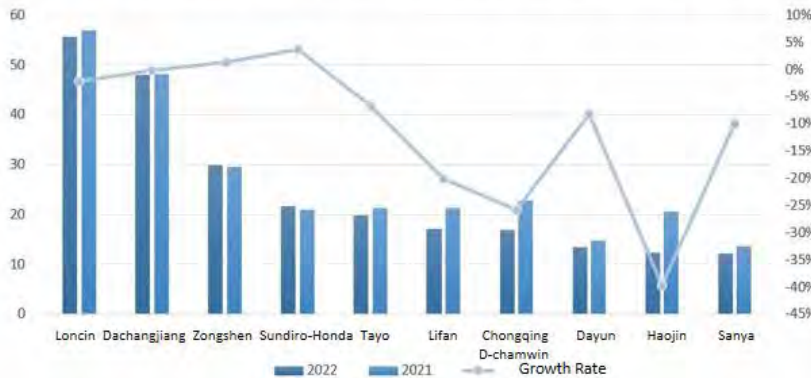
Motorcycle Export In 2022







**Top Ten Enterprises In Exporting Motorcycle From January To June**



motorcycles was 3,953,000 units, down 11.37% year-on-year and the export value of that was 2.76 billion US dollars, a year-on-year decrease of 0.21%. The export volume of motorcycle engine was 480,400 units, a year-on-year decrease of 28.69% and the export value of that was 111 million US dollars, a year-on-year increase of 2.26%. The export volume of ATV was 203,700 units, a year-on-year decrease of 17.39%, and the export value of that was 479 million US dollars, a year-on-year increase of 15.63%. The export value of motorcycle part was 169 million US dollars, a year-on-year decrease of 6.57%.

From January to June, the top five series in terms of export volume were 125cc series, 150cc series, 110cc series, 250cc series and 50cc series with exports of 1,417,800 units, 949,700 units, 544,400 units, 428,000 units and 174,400 units respectively. The 125cc series decreased by 3.86% year-on-year. The 150cc series decreased by 15.15% year-on-year. The 110cc series decreased by 20.96%. The 250cc series increased by 4.47%. The 50cc series decreased by 37.09%. From

January to June, a total of 3,514,200 units of the above five series were exported, accounting for 94.7% of the total export of motorcycles. 242,000 units of three-wheeled motorcycles were exported, a year-on-year decrease of 11.87%.

From January to June, the top ten enterprises (groups) in terms of volume of exporting motorcycle were LONCIN, Dachangjiang, ZONGSHEN, SUNDIRO HONDA, LIFAN, CHONGQING D-CHAMWIN, DAYUN, HAOJIN, SANYA. The ten companies exported a total of 2,470,200 motorcycles, accounting for 62.49% of the total exports of motorcycle, an increase of about 2% compared with the same period last year.

### **ECONOMIC EFFECTIVENESS**

From January to May, motorcycle manufacturers completed a total industrial output value of 51.399 billion yuan, a year-on-year increase of 2.10%. The sales value of industry was 51.892 billion yuan, a year-on-year increase of 2.37%. The added value of industry was 7.868 billion yuan, a year-on-year increase of

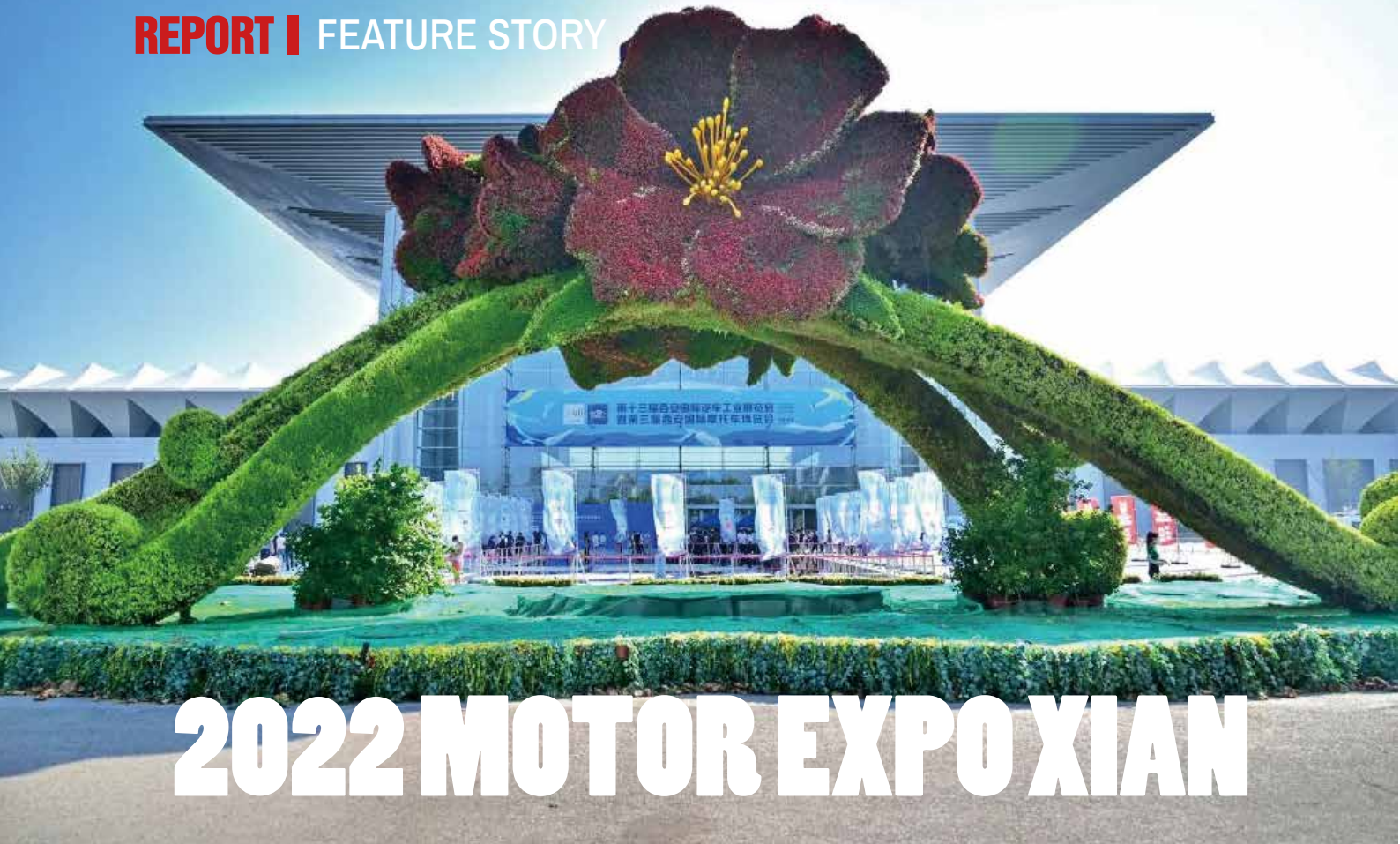
2.91%.

From January to May, motorcycle manufacturers achieved operating income of 56.450 billion yuan, a year-on-year decrease of 1.39% and got a total profit of 2.674 billion yuan, a year-on-year increase of 47.55%. The total profit and tax were 4.175 billion yuan, a year-on-year increase of 58.75%.

From January to May, the operating cost of motorcycle manufacturers was 49.161 billion yuan, a year-on-year increase of 0.12%. Taxes and surcharges were 478 million yuan, a year-on-year increase of 21.61%. The marketing expenses were 1.612 billion yuan, a year-on-year decrease of 15.99%. The expenses of management were 2.251 billion yuan, a year-on-year increase of 15.99%, an increase of 1.74%. The R&D expenses were 1.568 billion yuan, a year-on-year increase of 9.97%. Financial expenses were -287 million yuan, a year-on-year decrease of 203.81%. The four expenses were 5.144 billion yuan totally, a year-on-year decrease of 11.81%.

At the end of May, the notes receivable and accounts receivable of motorcycle manufacturers were 20.531 billion yuan, a year-on-year increase of 17.19%. The inventory of finished products was 5.123 billion yuan, a year-on-year increase of 10.34%. The two types of payments amounted to 25.654 billion yuan, accounting for 22.16% of the total current assets, an increase of 0.3% year-on-year.

**MEGA**



# 2022 MOTOR EXPO XI'AN

**T**he 3rd Xi'an International Motorcycle Expo kicked off on June 30. This is the first motorcycle industrial event this year. Many motorcycle fans were depressed by the postponement of the Beijing International Exhibition in May due to the pandemic. Finally, there was an event for them to release pressure. Although not many models were exhibited due to the impact of the pandemic this year, there were still a few attractive new products.

## Motorcycles

### VOGE SR150GT

The SR150GT is a sport scooter with a mid-beam design and 8L fuel tank. The curb weight is only 139kg, and the seat height is controlled at 755mm. It is powered by a 149.6cc single-cylinder water-cooled engine with a high-position intake system, delivering a maximum power of 10.5kW/8250rpm, a maximum torque of 14N·m/6500rpm, and a top speed of 110km/h. It also features pulse ignition for quiet starting and an automatic start-stop system to improve fuel economy. The SR150GT comes standard with dual-channel ABS, emergency braking flash, second-generation T-Box interconnection, keyless start, remote locating, and 2.0USB interface. The TCS version has a 1080P camera.







### JEDI FR750 and JD750

The FR750 is a sporty retro street bike, with a seat height of 795mm and a 18L fuel tank, delivering good cruising range and flexible handling. It is equipped with Brembo radial calipers and Brembo upper pump. The JD750 uses a magnesium alloy double-spar frame, with aluminum alloy rear fork and handlebar.

The body of the JD750 is not a completely wrapped structure, but the front face presents a cruiser style. It will be equipped with a 730cc in-line twin-cylinder engine and matched with Bosch electric injection system. The maximum power of this engine is 50.5KW/7500rpm, the maximum torque is 67N·m/6750rpm, the maximum design speed is 208km/h, and the 0-100km/h acceleration will reach 4.3 seconds.

### HONDA NT1100

The NT1100's frame is based on Honda's Africa Twin. The electrically adjustable windshield has two wings to effectively

reduce the disturbance of wind on the hand when riding at high speeds. The front foot pedal is also designed with wind resistance reduction details.

The NT1100 adopts the same two-cylinder engine as the Africa Twin, and is positioned as a sports touring bike. It has a full-color dual-meter instrument to show clear and complete information, and the larger meter has touch-screen function.

### Qingqi Suzuki GSX150F

Qingqi Suzuki exhibited the UY125, and Gixxer 155, GL150, among others. Gixxer 155 is equipped with a Suzuki single-cylinder air-cooled EFI engine with an actual displacement of 155ml, a maximum power of 10.4KW, and a maximum torque of 14N·m., which is matched with a five-speed transmission.

It has an integrated LCD meter, front and rear disc brakes, front vertical and rear central shock absorbers. It is a sports bike featuring a compact body

design, flexible control, and adequate power.

### Haojue Suzuki GSX250R, DL250

Haojue Suzuki unveiled a new color version GSX250R and DL250.

GSX250R is equipped with a dual-cylinder water-cooled EFI engine, reliable and durable. It has a 15L fuel tank. GSX250R presents a standard sports bike design: large casing, low handlebar and a cocked pillion seat.

The DL250 is a recreational road bike, with a negative display LCD instrument, LED taillight, and a key with built-in chip to improve the vehicle's anti-theft function. For the braking system, the front wheel is equipped with 290mm discs with dual-piston Nissin calipers and the rear wheel has 240mm discs with single piston calipers. The DL250 uses IRC semi-hot melt tires: front 110/80R17 and rear 140/70R17, which has excellent road holding on dry roads. The DL250 carries a 248cc two-cylinder water-cooled 4-valve SOHC engine that has been optimized based on the GW250 engine, generating a maximum power of 18.4kW/ 8000rpm and a maximum torque of 23.4N·m/6500rpm.

### Haojue UHR150

The UHR150 has a wheelbase of 1315mm, a curb weight of 140kg, a minimum ground clearance of 135mm, a seat height of 760mm and a fuel tank of 8L. The front wheel is 110/80-14 and the rear is 130/70-14. It is provided with vertical front fork and binocular rear shock absorber. Dual channel ABS is standard for both the front and rear disc brakes of the UHR150. Moreover, the UHR150 has idle stop, keyless start, LED lights and other features. It is powered by a water-cooled single-cylinder engine.

MEGA

(Source: [https://mp.weixin.qq.com/s/4ZPDge\\_KrUWr4k7Ljsh5uQ](https://mp.weixin.qq.com/s/4ZPDge_KrUWr4k7Ljsh5uQ))





# KAWASAKI LAUNCHES 2023 400S WITH FRESH PAINT AND EURO5 COMPLIANCE

**K**AWASAKI'S 400 range has received some updates for 2023, as the new models for this year have been released, with both the Z400 and Ninja 400 returning.

Starting with the Ninja, which receives some more green paint on the bodywork for the 2022's KRT Edition, the power remains the same for 2022 as the previous, 2020, version. 33.4kW (44.7 horsepower) is the maximum output for the 399cc liquid-cooled paral-

lel-twin, with 37Nm of torque.

As before, it features a steel trellis frame, 310mm front disc (semi-floating), and a 220mm on the rear, with 41mm telescopic front forks and a Uni-Trak rear shock with adjustable preload at the rear. The bore and stroke are

exactly the same as 2020, at 70x51.8mm. In fact, the only noticeable difference between the specs of the 2020 Ninja 400 and the 2023 Ninja 400 is that for 2023 they forgot to add "kg" to the "168," which is the bike's weight, and also identical to 2020.

Two differences between the two that might be felt, apart from the paint, are the clutch, which Kawasaki says is 20% lighter to pull than before, and the torque, which is actually one Newton-metre less than in 2020.

Like the Ninja, the Z400 features the





same 399cc, liquid-cooled parallel twin as the previous 2020 model did. And, like the Ninja, the Z400 features almost no technical differences in 2023 to the 2020 version.

That means the same 310mm single semi-floating front disc, 220mm rear disc and 41mm telescopic forks; the same Uni-Trak rear shock with ad-

justable preload, 70x51.8mm bore and stroke, and 167kg curb weight as in 2020 for the Z400. One technical difference is that the 2023 model has lost a Newton-metre of torque compared to 2020, with 37Nm instead of 38Nm, just like the Ninja.

So, to summarise, the 2023 Ninja 400 is identical to the 2020 model, apart

from the clutch which is 20% lighter to pull, and the torque which is marginally less; and the Z400 is identical in 2023 to 2020 with the exception of that one less Newton-metre.

But, of course, the big thing about both of these bikes is not the actually technical performance, or the colour, or the fork travel, it is that they are Euro5-compliant. This means that they can continue to be sold in Europe, and also might be the reason for the minor drop in torque. The previous 400s from Kawasaki were non-compliant with Euro5 emissions, since they were not updated for 2021, meaning that additional Z400s and Ninja 400s of the previous years were unable to be shipped to Europe for market. Now, though, the Euro5-compliance means the Z400 and Ninja 400 are able to be shipped once more to Europe, just don't expect anything especially different from the previous models. **MEGA**

(Source: <https://www.visordown.com> )

# Honda

## Developing

## Motorcycle

## Autopilot

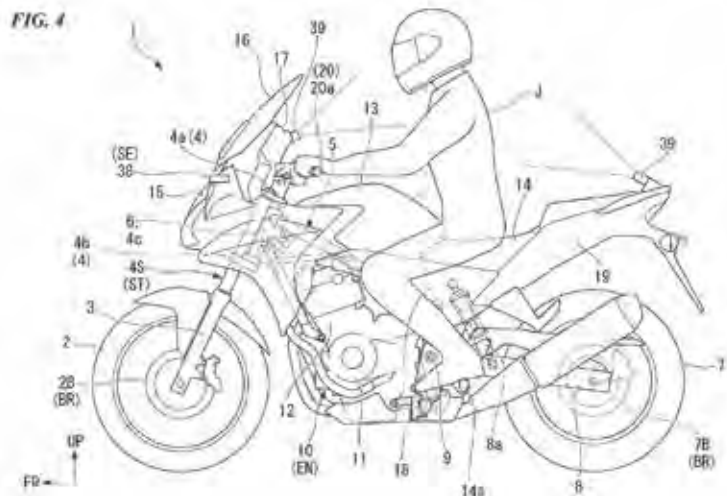
The idea of a motorcycle-autopilot system might be anathema to many, but the same technology that allows an increasing number of modern cars to steer, accelerate, and brake automatically is clearly heading to two wheels in the future.

Most of us ride for pleasure, so a self-riding bike initially sounds as appealing as a steak that eats itself, to save you the trouble. But it's hard to argue that hours of straight-line riding on a freeway can provide as much joy as a few minutes on a twisting back road. What's more, as modern car safety systems prove, tech that can provide semi-autonomous driving can also step in to prevent or mitigate accidents. The fact that Honda—a pioneer of such systems on four wheels—is working to bring them to motorcycling is a logical progression.

Honda might be lagging behind BMW, Ducati, KTM, and Kawasaki at the moment, when it comes to fitting radar-assisted adaptive cruise control and warning systems to bikes, but that's likely to be

a result of the firm's tradition of developing technology in-house rather than adopting existing, off-the-shelf technology. Over the last couple of years, Honda has left a paper trail of patent applications that illustrate just how seriously it's taking semi-autonomous riding, and now another such document has been published that shows how a host of individual systems can be integrated to work together in a seamless safety system.

We've already seen patents showing that Honda is developing radar systems, likely to appear on models like the Gold Wing and Africa Twin initially. While the company's own Riding Assist and Riding Assist-e concepts have revealed a working steering-control system, operating in tandem with automatic braking and acceleration to allow motorcycles to balance themselves at low speed—even without a rider on board.





Its latest patent shows how those features can be combined, along with other technologies including: on-board cameras, a LiDAR (light detection and ranging) sensor, GPS, and short-range vehicle-to-vehicle communication systems to create a bike that can intervene when required with an autopilot-like cruise control or aid when the rider fails to spot or react to a danger.

The patent, titled “Drive Assistance Device for a Saddle Riding Type Vehicle,” shows a motorcycle fitted with cameras, radar, and LiDAR that uses that array to build a 3D image of its immediate surroundings, tracking other objects and vehicles and effectively keeping an eye

out in every direction to monitor for dangers. It describes a built-in steering servo, using the same “magnetostrictive” torque sensor technology that can distinguish between rider inputs and external forces—resisting movements of the wheel from bumps or potholes but helping to turn the wheel when you put pressure on the bars. There are also pressure sensors in the seat, handlebar grips and footpegs, allowing the bike’s computer to tell if you’re holding on with both hands, combined with a rider-facing camera fitted to the dash, monitoring your posture and weight distribution to help interpret your intentions.

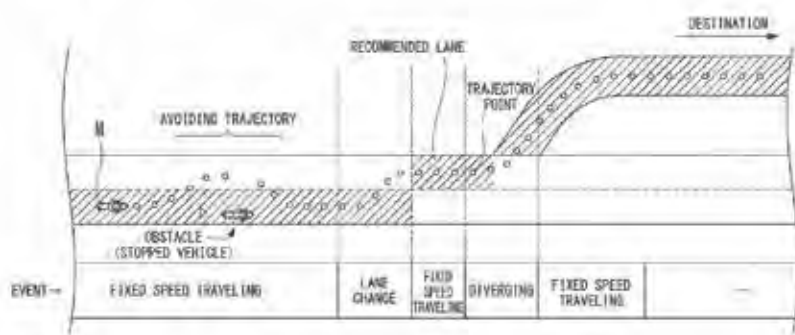
It might sound over the top, but most

of these systems are developments of ideas already used in high-end cars to enable semi-autonomous driving. Honda has plenty of experience here, as it was among the first to introduce radar-cruise control and lane-keeping systems on cars—going back to as early as 2004. Honda’s Japanese market Legend luxury sedan is the first available in the world with a Level 3 Autonomous system, which can pilot itself in congested traffic and in certain circumstances doesn’t even require the driver to pay attention and be ready to take control.

Honda’s motorcycle version of the system, described in the new patent, includes adaptive cruise control and lane-keep assist as well as the ability to avoid obstacles in the road, but in some ways it’s actually more complex than the tech used on cars. In particular, it has to recognise the fact that bikes have much more flexibility when it comes to how they use the lanes they’re riding in. The patent explains that, when cornering automatically, a bike will use its sensors and GPS to straighten corners as much as possible, taking a wide entry line, cutting toward the apex and drifting wider again on the exit, all while staying in its lane. It also shows that when following another bike, the system will move to one side of the lane to create a staggered pattern and give more stopping distance.

Don’t expect to be able to buy a bike with this technology anytime soon. This is clearly a long-term project, and we can expect it to evolve over generations of the technology. A radar-assisted adaptive cruise control and lane-keep-assist system is likely to be the first step—probably coming on a future-generation Gold Wing—but in a decade’s time it’s quite possible that your bike will be able to step in and save you from an accident before you’ve even realized the risk was there.

FIG. 3



MEGA

(Source: <https://www.cycleworld.com>)



**K**TM has been developing a new range of small-capacity, single-cylinder bikes for years now, and models including the next-generation 390 Duke have been spied several times already—but this Rally-styled version is by far the most extreme to have been spotted to date.

The chassis and single-cylinder engine are new, shared with the next-generation Duke singles. Various prototypes have been spotted around KTM's Mattighofen factory using the same components over the past couple of years. Eventually, the same engine is likely to be offered in a range of capacities from 125cc—to suit European new-rider rules—to somewhere closer to 400cc. The tubular-steel trellis frame is expected to be shared across KTM Duke and Adventure models, Husqvarnas including the next-generation Svartpilen and Vitpilen

models, and even the planned electric KTM e-Duke and Husqvarna e-Pilen. Currently, only the e-Pilen has been officially shown, albeit at a fairly low-key presentation and appearing

to be quite a way off from its final production form, but it's very clear that KTM is developing a modular platform that will be used across a vast range of machines.







That brings us to the question of what, exactly, this machine is. The most obvious possibility is that it's a hardcore Rally version of the next-gen 390 Adventure, but it's also quite possible that KTM will choose to paint it red and add it to the GasGas range. The Spanish company, which was bought by KTM parent company Pierer Mobility in 2019, has just entered the street-legal market with its new SM 700 supermoto and ES 700 enduro models—both lightly revamped versions of KTM's "690" equivalents—and the slab-sided look

of the prototype seen here would align well with those models—as well as matching the (also KTM-based) GasGas RC 450F Dakar Rally bike.

However, the styling also resembles KTM's 450 Rally Factory Replica, borrowing that bike's stacked headlight setup, and sharing components including the front fender. The slanted air outlet below the bars also mimics that of the KTM 450 Rally Factory Replica.

While the new model's frame and engine are shared with KTM's other forthcoming single-cylinder

models, this prototype features a new swingarm that hasn't been seen on previous prototype machines. The extreme "banana" shape helps increase ground clearance substantially compared to the next-generation Duke and even the model that's expected to replace the 390 Adventure. Prototypes for both those bikes have been seen already, each with KTM's signature, externally braced, cast-alloy swingarm. This bike, however, has a slimmer-looking unit without any of those visible braces. The wheels are off-the-shelf D.I.D DirtStar rims, 21-inch at the front and 18-inch on the rear, and the suspension is obviously WP kit, as you'll find on every model in the KTM stable.

At least two examples of the bike were spotted testing, one with more complete bodywork, but the existence of multiple prototypes—and the finished look of the swingarm—suggest it's a machine that's already been signed off on for production rather than simply a case of experimentation by the R&D department. **MEGA**

(Source: <https://www.cycleworld.com> )



# SENKE CAFE RACER ALIEN CREATURES SK400-KG DYNAMIC REVIEW

Writer: Grace

Photographers: Mr.Jiang/ Luke

Riders: Ada, Joann



On June 18th, the cafe racer Alien Creatures SK400-KG, hereinafter referred to as SK400-KG, was released by SENKE in Jiangmen, which is the third model after SK250-K, SK400-K of the Alien Creatures series. SENKE develops and upgrades its product at a high speed. SENKE returned to the motorcycle market in China with enriched product line.



—Junior female motorcyclist: Ada

This test ride was jointly completed by two specially invited riders of CHINAMOTOR. Ada, a junior female rider, is a fitness expert. Joann, a



—Intermediate female motorcyclist: Joann

Intermediate female rider who likes coffee and floral art. SK400-KG is examined from the perspective of motorcycle beauty.





**Futuristic and novel design.**

SK400-KG originates from alien elements and maximizes simplicity, exaggeration and centrality of the next-generation elements, which brings out a muscle exposed “motorcycle beast” and highlights the purest industrial aesthetic features. SK400-KG, the re-innovation of the street bike, combines British retro style with the unknown 2D elements, which presents a popular modern retro bike.

**Elegant retro appearance and comfortable configuration.**

Ada said that she was amazed by the concrete gray at her first sight of SK400-KG. It is elegant, low-key, simple and restrained. She couldn't wait to try it seeing the retro round headlight, full body contours and lines, metallic logo engraved on the fuel tank, round rear mirror, the black striped seat cushion and aluminum alloy rear rocker arm.

With a seat height of 760mm and a curb



## REPORT | ROAD TESTING

weight of 187kg, it can also be easily controlled by Ada, a junior female rider with a height of 160cm.

Ada said, “ the riding triangle of this motorcycle was comfortable, and it had a sliding clutch for smooth shifting. The dual-channel ABS ensured safe riding in curves and on water surfaces because of the effective brakes and the expedite acceleration for a female rider. The CNC aluminum tube and the stainless muffler were durable and the sound was powerful, which met my needs of daily urban commute. The cushion was slightly stiffer for the female rider.”

Ada added that she especially liked the retro headlights of SK400-KG. “The main light was composed of half-moon-shaped lens and six LED lights, which was made of advanced high-tech anti-fog materials. The light was clear and bright. In addition, the lights could always be on in the daytime, which ensured the safety of the rider. The lights were also excellent at night, and I found the camera above the headlight can record scenery and ensure my safety during the riding,” Ada said.

Compared with the Junior rider Ada, the intermediate rider Joann talked more

about the dynamic performance of the SK400-KG at a high speed.

### **Strong and stable power output and flexible handling.**

The displacement of SK400-KG is 378cc. It is equipped with an asynchronous two-cylinder water-cooled engine, a maximum power of 26.6kW/9000r/min, a maximum torque of 35N.m/6500r/min, a comprehensive fuel consumption of 3.8L/100km, and a fuel tank of 19L. Therefore, it's suitable for the long-distance motorcycle travel on weekends. The trellis frame design is perfectly matched with the power of the motorcycle. DEPHI EFI can effectively ensure the continuous output of power. Joann, an intermediate female rider, said, “the performance of this motorcycle was stable even if it was exposed to the strong wind. This motorcycle





could speed up smoothly, which may be because of its the dual-channel air filter. In terms of the suspension, the front shock absorber adopts an inverted shock absorber with a handle tube diameter of 37mm and the downlink board with the diameter of 51mm. The rear shock absorber is a rear central shock absorber (preload adjustable). The central rear shock absorber is hard, which may cater to the riding on unpaved roads and the wallop of different pavements and strengthen the stability and controllability.”

Joann said,“I had only ridden GSX250. Before riding this motorcycle, I was worried that the SK400-KG with the displacement of 378cc would be hard to control. when I rode it, I found that it was very light and easy to control. I am 165cm. And my feet could be completely on the ground when I sat on it, which made me feel relaxed. Moreover,this motorcycle could speed up smoothly and easily go around curves at the speed of 60 km/h. It could be easily up to 100km/h within 6 seconds. Although the sound of the front brake was too loud during high-speed riding, this didn’t affect the perfect experience it brought me. I would take it into consideration if I need buy other cafe racer. After all, it was cost-effective at the price of 26,800 yuan, which was very tempting.”

**Postscript**

What two riders shares confirms that SENKE creates the motorcycles earnestly. There are very few companies

that can successively launch best-selling models in Guangdong, and one of them is SENKE. SENKE has more than 100 patents and has won the Canton Fair Design Awards and China Excellent Industrial Design Award for many times. SK400-KG is the first model after SENKE

returns to the Chinese market ten years later. It is also the first global strategic product, which shows its determination to develop the domestic market and its ambition to take the lead in the global market.

MEGA



<b>SK400-KG Specifications</b>	
Engine Type	Parallel asynchronous double-cylinder four-stroke water-cooling
Displacement (cc)	378
Bore × Stroke (mm)	66.0X55.2
Max. Power (kw/rpm)	26.6/9000
Max. Torque (N·m/rpm)	35/6500
Max. Speed (km/h)	146
Dimension (mm)	2050x800x1100
Wheelbase (mm)	1390
Curb Weight (kg)	187
Wheel/Tyre(Front)	110/70-17
Wheel/Tyre(Rear)	150/55-17
Brake (Front)	Disk
Brake (Rear)	Disk
Starting System	Electric Starting





# CYCLONE

# RC401

# DYNAMIC

# PERFORMANCE

Through our previous static interpretation of RC401, we see the manufacturer's choice of RC401 configurations--with all mainstream configurations a 400ml model should have, reflecting its high cost performance. Now we come to another importance issue, the riding experience.

RC401, as the second race-aping model under Cyclone, is more mature than the previous model in all aspects. Looking at the history, Zongshen Group has a passionate race history. RC401 is created by the manufacturer by combining race and civil technologies. In addition, RC3's experience makes RC401's performance more mature.

Background: Zongshen Racing Team was founded in 1999; it was the 2021 EWC (Endurance World Championship) Suzuka champion, the 2002 EWC annual

champion, and got into the top 10 of the World Superbike Championship 2004, won the third place in the 2006 Asian Cup Road Motorcycle Championship, and won 125 stations titles and 29 annual titles CRRC and CSBK between 2003 and 2009.

The RC401's official data are: maximum power 33kW (9,500r/min), maximum torque 37N•m (8,000r/min). The data indicate that the power output of this

engine concentrates on the later stage. The 5.8s acceleration capability enables it to start quick at traffic lights. But does the high-rev power burst mean the low-rev riding experience is sacrificed?

The answer is no. RC401's performance at low revs is ok, if not excellent. After all, TC401 engine's tolerance is still very high, the adjustment of the engine retains certain low-torque performance. Taking the cruising speed commonly used







in cities as an example, RC401 has no obvious gear drag in the 3rd gear cruising at 40km/h, and can easily overtake other vehicles.

RC401 has outstanding high-rev performance. There is continuous power output from 6000rpm to 9500rpm, and the acceleration feeling extends to about 130km/h. The shift from low to high gears is smooth. Because it has dense engine teeth, the connection between gears is more natural in the shift process. The combination of sliding clutch and high gear ratio is a good one for less experienced riders.

In general, RC401 implements the power adjustment of mainstream race-aping models, i.e., RC401 is not uncomfortable when riding low revs, but passionate

when riding high revs. It has found a delicate balance between street and track riding.

If the RC401 balances street and track riding in terms of power set-up, its performance at corners is more track-friendly. Compared with purely street models, RC401 has better sensitivity at corners.

Its excellent curve performance is particularly bright on mountain roads. The riding experience is obviously different from street riding. Take the mountain turns as an example. RC401 takes a very short time to countersteer to pass the corner. This short transition time means that your brake point can come later. The preset shock absorbers also provide good support. (The front

and rear shock absorbers are adjustable, respectively: front 110mm-travel inverted shock, and rear 55mm-travel central shock).

Sensitive cornering, stable support and good grip of the tires make you easy to forget where the bike's limit is, until you feel the exhaust rubs against the ground. According to the previous information revealed by Cyclone, it can reach an inclination angle of 63°(approaching the racing bike level) after being modified with track-oriented accessories.

As mentioned above, RC401 has found a delicate balance between street and track in terms of power performance. It needs a bit of balance for beginners to adapt to in other respects, too. Race-aping models that sell good on the market always have one thing in common, i.e. being friendly to new riders. Thus, the first thing is a proper seat height.

RC401's 785mm seat height is friendly even to women riders. Although the sitting posture is low, but the split type handlebar allows the rider a forward riding position.

Another feature with this motorcycle is being "light". The "light" here refers not only to the weight of the body, but also controlling, braking, and clutch operation flexibility. The RC401 has a curb weight of 178kg. The "light" of the clutch is due to the sliding clutch. The "light" of the front brake is due to the strong braking force provided by the front double-disc brake. The addition of Bosch double-channel ABS makes RC401 safer. Overall, RC401 is suitable for beginners.

R401 seems to cause a cost performance competition among domestic race-aping models, but actually it has found differential track. Underpinned by the big brand's technology and experience, RC401 is truly cost-effective and easy to ride. **MEGA**

(Source: <http://www.chmotor.cn>)





# GAOKIN RETRO BIKE GK1200 REVIEW

**W**ould it be impractical to add "domestic" after the concepts of "1000cc engine", "electronic throttle", "traction control" and "cruise control"? Now Gaokin has made it a reality!

*The GK500 has shown us the ideal state of combining top-notch design with superb craftsmanship. GK1200's appearance is still designed by Brixton, and Gaokin is responsible for the overall R&D and manufacturing. It is not too much to say that GK1200 is "the ceiling of domestic retro bikes".*

The development of GK1200 took 4 years, with more than 200,000km of test mileage and more than 3000 hours of stand test.

### **Appearance**

The body size (2180\*800\*1115mm) and overall outline make people think of Triumph T120(2170\*785\*1000mm) with similar style. However, there is no plagiarism or homage. Retro bikes always have similar exterior designs. The point is whether they have their own characteristics.





Gaokin emphasizes the metallic lines of the body, and has impressive brand marks, which has been continued from GK500 series.

Considering that it has only been two years since Gaokin released its first product, it is not fair to compare it with Triumph, or it is a substantial brand to be compared with Triumph.

The test ride GK1200 is in gray paint. The headlight continues the modeling of GK500 series, the English "BRIXTON" on the middle decorative strip creates a European retro tonality. The tank is cleverly decorated with the metal buoy brand logo with nickel plating surface treatment. Compared with the traditional round retro tanks, GK1200's tank is made with sharp lines. The rubber pad is very practical, which can isolate vibration and prevent paint damage.

The user-friendly elements of GK series are also shown in many parts of the GK1200. The foldable key with anti-theft chip is convenient to use. The suede material bring great comfort. The fuel tank outline is also made to facilitate riding of shorter users. To eliminate users' concern of use in rainy days, GK1200's cushion has an internal waterproof membrane to avoid the foam from absorbing water. But the user still need to wipe the surface water droplets to play the waterproof effect.

The aluminum double exhausts are also a highlight. The instrument is not a big one, but offers the economic and sports modes to display adequate data. Visibility is slightly impaired under direct sunlight, and not a big problem for experienced riders.

Overall, GK1200's exterior texture and

details are at superior levels, comparable to imported products. But there is room for improvement. Taking the brake oil can as an example, the square oil can does not go well with GK1200's overall style. We learned from Gaokin that the reason why such an oil can is retained is that there was not enough time for Nissin to redesign it.

### **Configuration**

The GK1200's biggest core configuration is, of course, the 1222cc side-by-side twin-cylinder engine. It produces a maximum power of 61KW at 6500rpm and a maximum torque of 108N·m at 3100rpm. Thanks to the use of a large number of aluminum alloy forgings, the weight is only increased by 45kg on the basis of GK500, while the weight added by the engine is nearly 40kg.

## REPORT | ROAD TESTING

In addition, GK1200 has an engine low temperature protection device. Generally speaking, the rev is limited within 3000rpm when the engine is just started. As the temperature rises and crankshaft bearing and other parts are fully lubricated, it will automatically free to reduce the wear of the engine internal parts. It's not a new technology, but it's the first time it's been applied to a big domestic motorcycle. It can effectively protect the motorcycle when it runs at high revs.

The handlebar buttons are very simple and clear. The cruise control button is on the left (when the speed is greater than 40km/h, press the button to enable the function, which will be automatically relieved when applying the brake). It

offers standard ECO/SPORT modes (press the switch button by 2 to 3 seconds, the UI images will also change). The traction control button is on the right side (after pressing the traction control button, the instrument keeps flashing, and the ASR is turned off).

GK1200 has front vertical 41mm shock absorber with a dust-proof rubber sleeve, and rear preload adjustable double-tube spring shock absorber. They are



KYB shock absorbers. For the domestic version, Gaokin adjusted it to have softer suspension to suit majority of Chinese





users, while harder on the European version.

It adopts Pirelli vacuum spoked wheels, front 100/90-18 and rear 150/70-17, which not only ensures super impact resistance, reduces the weight of the travelling system, but also facilitates tire replacement or repair. However, the export version is provided with central spoked wheels (which need glue processing before installation). The cost of side spoked hubs is much higher than the central spoked hubs.

The J.Juan calipers on GK500 series are replaced with Nissin calipers (front opposite double-piston floating calipers with 310mm disc, rear double-piston floating calipers with 260mm disc).

### **Details & workmanship**

The headlamp bracket does not use the inverted triangle design for mass production to ensure stability.

The water tank and engine cover can cope with more severe riding scenarios. The air cooling fins and carburetor-aping decorative board highlight GK1200's metal texture and retro tonality. The protective bar (optional for the European version) is designed with a separate lug at the connection with the frame, so as to ensure maximum protection of people and the vehicle in the case of strong impact while not causing damage to the frame.

Electronic throttle, cruise control, power switch and traction control are all

supported by MARELLI.

Removing the decorative cover, you can see the electronic throttle, battery and rectifier. The interior layout is compact. All the tubes, wires, and plugins are fixed in specified positions.

At present, there are two ways to achieve traction control. The first way is to adjust ignition angle or reduce fuel supply or even cut off fuel to reduce torque. The second way is to accurately control throttle opening and closing to achieve accurate torque drop. GK1200 is equipped with MARELLI TCS, making it the only domestic model that adopts the second way for traction control.

The frame uses a large number of integrated casting. The welding points of the steering column, rear fork, and tail support have gone through precision boring treatment, improving accuracy and effectively reducing the surface roughness. Soft connection between the main frame and sub-frame can effectively reduce vibration and improve riding comfort.

The spot welding of the whole frame is completed by robot, with quality screws used at the connections. The manufacturer carefully considered the actual use scenes, and designed dustproof rubber covers where necessary. There are many other details about GK1200 that will surprise you.

GK1200 represents the first grade manufacturing process of domestic recreational big motorcycles. I can give 8.5 out 10 for this motorcycle. Going from an 8.5 to a 9 or 10 is much harder than going from a 0 to an 8.5, but that's what Gaokin is trying to accomplish.

**MEGA**

([https://www.newmotor.com.cn/html/cph/126303\\_2.html](https://www.newmotor.com.cn/html/cph/126303_2.html))



# KYMCO KRV 180 REVIEW

The sports scooter market seems to be a little cold in the past two years, and users' interest in small sports scooters also decreases. This may be because that the boys riding scooters have grown up. Therefore, now it depends on core product capabilities to stimulate the enthusiasm of users.

At the end of last year, Kymco released a new mid-size sports scooter the KRV 180, which is similar to Kymco's flagship model AK550 in styling, positioning and structure. The KRV 180 excels in terms of performance and high-end specs, including TCS, ABS, front and rear 13-inch wheels, Keyless start, full LED, as well as a separate aluminum rear rocker arm and PTM belt drive that are only found on the AK550. The TCS and belt drive are the most eye-catching configurations, which shows that the KRV 180 has a high positioning. Kymco also offers versions without the TCS and keyless system to give consumers more choices.

The KRV 180 is a sports scooter with many highlights. The overall appearance design is highly attractive. The KRV 180 may be the most sporty model of Kymco so far, and the design language is to accommodate the young generation. The sharp head is fitted with separated LED headlights, and the neat LED

lamp eyebrows add to the sense of sport. The mid-engine layout also makes the scooter look more compact, which also leads to a more concise tail styling. The sharp tail echoes the front. The short license plate frame is connected with the turn signal, together with the split LED taillight, making the rear part of the KRV 180 highly recognizable.

There are many other surprises at the front. The KRV 180 uses





naked handlebar, which is also the preferred style of many sports scooters. Naked handlebars can not only enhance the sports styling, but also provide great convenience for later modification of horn, oil can, handlebar and other parts to meet the personalized needs of users. The sporty bronzed aluminum wheels also help improve the looks.

The KRV 180's unique dual-screen instrument integrates various indicators and information such as speed, rev, fuel, mileage and water temperature. The KRV 180 also features a keyless startup system for improved safety and convenience. The unlocking button is set on the left hand handlebar, and the central control switches are backlit. The fuel tank cap and cushion opening buttons are integrated in the central control switches.

As a sports scooter, the KRV 180 does not give up practicability. There are hooks and large storage space at the front. Beside, the under-seat space, with light sensitive illumination, can hold a full-face helmet. So the overall storage space can well meet daily needs. Two USB outlets are provided near the central lock, respectively 5V/2A and QC3.0 fast charging, which is absolutely a commendable consideration.

In 0-100km/h acceleration test, the KRV 180 recorded 14.5s. Although the belt transmission process caused a slight loss of power, it still achieved a good result of acceleration. The engine response is timely, and the revs rise quickly. The low rev range is not often used, so it always feels powerful. Power output at high revs is also durable and reliable.

However, this high-rev engine is not good in vibration suppression. The most obvious vibration is felt at the middle and rear part of the seat. From 4000rpm, the rider can feel obvious vibration on the saddle. Well, we may say this normal or what riders pursue on such a sports scooter, although some will feel uncomfortable. In addition, the sound of this scooter very stimulating to riders.

The front one-way double-piston calipers are matched with 270mm brake disc, and the rear one-way double piston



calipers are with 235mm brake disc, with double-channel ABS as a standard configuration. In the braking test, the KRV 180 recorded a braking distance of 17.3m for 60-0km/h.

The PTM system greatly improves handling. It no longer has a side transmission box. A smaller CVT transmission box is placed together with the engine at the center of the scooter, which transmits power through belt (Mitsubishi belt) to the rear wheels. The separated rocker arm also uses aluminum materials. All this makes the scooter more centered to achieve better front/rear counterweights.

You can also feel the weight reduction of the rear part during riding. Steering and cornering are more flexible, and the rear wheel feels more dynamic. The handling feels like that with a standard bike. The front vertical and rear single shock absorbers are also designed for the sports attribute, especially the rear shock absorber that is adjusted to provide enough support. However, because of the transmission structure, the wheelbase of KRV 180 is lengthened to 1400mm, which slightly affects performance in small bends. Fortunately, no side transmission box and higher exhaust make up for part of that defect.

In general, the KRV 180 is a medium-sized scooter with a clear positioning, aiming at the sports scooter market from the beginning of development. It has created its own characteristics and advantages with the PTM system. It makes a good choice especially for sports scooter enthusiasts. **MEGA** (Source: [https://www.newmotor.com.cn/html/sqsj/125037\\_2.html](https://www.newmotor.com.cn/html/sqsj/125037_2.html))





# **SYM** **Husky ADV150 Review**

## **Husky ADV Configurations**

ADV style scooters are hot these days. The 150cc and above scooters are very competitive on the market. This year, SYM launched the first ADV scooter the Husky 150, with a lovely appearance matched with the cute name.

The Husky ADV's 15.2-liter tank exceeds many 250cc/300cc big scooters and is close to that of most middleweight motorcycles, and this 150 scooter has a fuel consumption of 2.56L/100km in combined road conditions (including cruising and non-pavement driving). So if you're going to empty the tank at normal cruising speeds, it can run more than 600km. As SYM's flagship scooter this year, long range is just one of the Husky ADV's features.

Overall, the Husky ADV is not as cute as its name suggests. It looks rather angular with layered panels that elevate the design to a new level. High-brightness dual LED headlights work better at night. The hammer-shaped taillight, combined with the Husky ADV upturned rear part, provides a three-dimensional visual effect. The only thing needs to be improved is the turn lights. The turn lights are hardwired to the body, which can easily break when backing up.

We can see that designers have added more creativity to the details, such as the anti-slip lines added to the inside of the peg, and modular geometric surfaces. The head is equipped with a small windscreen, which is not adjustable and the windscreen effect is

not obvious.

Husky ADV comes with a 5-inch TFT LCD meter that displays comprehensive information, including speed, fuel, voltage, time and water







temperature and rev, and there are three modes. Husky ADV's meter is also integrated with a day-and-night backlight switching function, and can connect with the mobile phone APP via Bluetooth to provide simple route direction hints during driving. This eliminates the need for a phone stand and the need to worry about damaging the phone camera. The APP also allows you to locate your vehicle and check your the trajectory.

In addition to the smart meter, keyless start brings greater convenience. The key can automatically sense it when approaching the vehicle, and the key also integrates seat lock and fuel cap switch. There is also a QC3.0 USB fast charging port.

Although the Husky ADV has a relatively high seat height of 800mm, due to the narrowed front of the seat,



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the rider can slightly lean forward to achieve a more comfortable and relaxed riding posture. It has integral exposed handlebars, and the Husky ADV handlebars are significantly higher than the typical 150 scooters for urban commuters, with a width of 780mm and a large steering radius. The higher and wider handlebar design improves the flexibility on unpaved roads.

Although there is a large fuel tank, the

pedal space is still enough. For long-distance riding, because there are front pegs, the riding is still comfortable. But the pegs are at a slightly higher position, which may be not so friendly to shorter riders.

The Husky ADV is equipped with a water-cooled four-valve engine same as the DRG 150, with a maximum output power of 10.8kW at 7500rpm and a maximum torque of 14.5N·m at

6000rpm.

Husky ADV is also equipped with SYM's 3-zero technology. The zero-delay start, zero-noise and pollution idle system, in short, is quiet start. Thus Husky ADV has the idle start-and-stop function, which can be turned off via the switch on the right handlebar. Idle start and stop reaction is fast, feeling as good as that of PCX and NMAX and other Japanese models of the same level.

### Husky ADV TCS

One of Husky ADV's valuable features is the TCS, which controls power output to keep the vehicle stable when it detects a big difference in front and rear wheel speed. Some people will think that TCS is of little significance for small displacement motorcycles, but in fact, it is still helpful, especially to beginners.

The TCS was triggered during the test ride when the rear wheel slid slightly amid the rain. Without deliberately controlling the throttle, the power output began to decline, the vehicle body was quickly straightened, and the rear wheel regained grip.

Now let's talk about the actual driving experience. The engine feels no different from the DRG150. The rev rises very fast, but the output focus is still at the mid-high range. It is easy to run at 0-80km/h in the city, and the top speed can go up to 120km/h. The Husky ADV has a curb weight of 150kg, which is more than the DRG150's 135kg. With a full tank, the 0-100km/h acceleration is 2-3s slower than the DRG150.

I thought that such a large fuel tank would definitely affect the handling, but in fact, it is not as obvious as I expected. It still has the flexibility of a 150cc scooter, no matter turning





around or turning in a small radius, although may be not as good as the DRG150. However, Husky ADV is a crossover scooter, and it doesn't have to be that extreme. It is already better equipped than its peer rivals.

What are the innate conditions of this scooter? It is the suspension tuning. SYM directly transferred the entire rear suspension system of DRG with strong sports properties to Husky ADV, including the very beautiful single rocker arm and aluminum alloy wheels, as well as the zero-lean back suspension technology of Sanyang. In road riding, this robust horizontal side suspension has excellent high-speed cornering performance. But it also brings a problem, that is, it is not so comfortable on non-paved roads. It has front one-way double-piston calipers, front and rear ABS. The front shock absorber

adjustment is more comfortable, filtering out most road bumps.

Moreover, since it is crossover scooter, we want to talk about it on non-paved roads. It can run mild non-pavement surfaces, but the 117mm ground clearance is not enough to deal with deep potholes. And the long wheelbase also affects its off-road performance.

Husky ADV's front storage space can hold two 380ml or one 550ml mineral water bottle(s). The under-seat space can hold a 3/4-face helmet.

The Husky ADV's frame is similar to the DRG150 flat scooter. But there is no need to worry about the strength of the frame. The steel tubes are bold enough to support daily medium-low speed driving.

### Conclusion

Husky ADV is positioned a crossover scooter, but it's more of an urban

commuting scooter. In general, the comfortable sitting position and long wheelbase setting are suitable for long-distance riding. The Husky's cruising ability and the price of 23,800 make it very competitive in the market.

#### Pros:

- Large fuel tank delivers long range
- Unique attractive appearance design
- Safety configurations such as TCS and ABS
- Unique suspension setting brings good road handling
- Multi-purpose tires can go on no-paved roads

#### Cons:

- Ground clearance is not enough
- Under-seat space is not enough
- Turn signals of hard connection are easy to break when backing up

(Source: <http://www.i-motor.com.cn> )





# CFMOTO RACING TEAM ACHIEVED REMARKABLE RESULTS IN 2022

On March 19, a tense race in the Sahara Desert ended. In seven days at the increasingly popular Fenix Rally, participants had to overcome not only difficult speed stages that

stretched through dunes and difficult terrain, but also a strong sandstorm that lasted for several days. Due to this storm the organizers even changed the route for one day.

From the very first days, the riders of CFMOTO RACING TEAM showed a victorious pace. Both men did not hide their worries about the reliability of the equipment before the start, as it was equipped with some suspension and engine components that had not been tested under extreme conditions before. After a week of intense racing, the team was pleased that the equipment withstood the best possible - the CFMOTO CFORCE 1000 ATVs helped them take first and second places. Both athletes participated in the Fenix Rally for the second time. Taking fourth place in last year's rally, this year Antanas Kanopkinas climbed to the highest place in the ATV standings, securing the title of champion. Adomas Gančierius, who took second place last year, showed







the best time among the ATVs on the last day of the rally and repeated his previous result – he took second place in the overall ATV standings.

In June, during the extremely challenging Rally Albania, the participants had to cover more than four hundred kilometres to reach the Albanian capital Tirana. The CFMOTO Thunder Racing Team riders say that their main goal today was to arrive safely at the finish line and to maintain their positions.

One of Europe's largest rally-raid events, the Breslau Rally, took place for a week in the western part of Poland,

on two military training grounds near the towns of Zagan and Drawsko Pomorskie. CFMOTO Thunder Racing Team's quad racers Antanas Kanopkinas and Adomas Gančierius took part in the event as well.

For one of the team members, A. Kanopkinas, who came second in the quad standings last year, this year's setbacks started on first day. Due to technical problems, he failed to complete the first two special stages and, after receiving time penalties, dropped down at the results table. In the remaining days, he tried to recover his lost positions and after the last

speed section, he moved up to the top 15 in the overall quad standings.

Another team member, A. Gančierius, fought for position in the results until the last kilometre, with only a few seconds separating him from the third-placed rider in the overall results before the last stage. In the last Rally Breslau, the quad racer was going third but finished in fourth position as a broken wheel on the last day ruined his result. This year, it was the other way around: after starting fourth in the last stage, he managed to overtake his rival and climb onto the third place podium.



The CFMOTO Thunder Racing Team's next start will be at the Balkan Offroad Rallye in Romania at the end of September. This is a competition that takes place in extremely beautiful terrain and requires not only a lot of strength but also a high level of skill from the riders. We expect to see the CFMOTO team in Dakar Rally next year.

**MEGA**





# The KOVEMOTO Road Racing Team Took The Championship In 300cc And 400cc Groups

The 37th "Hanke Cup" Genghis Khan Race/Ordos Racing Culture Tourism Festival was held from July 8-10, which attracted nearly 8,000 onsite spectators.

Ordos International Circuit is 3.751 kilometers with 8 laps. Due to the epidemic, there are not many riders in the race. There are 4 racers in the 250cc open group, 8 racers in the 300cc open group and 6 racers in the 400cc open group. Eighteen motorcycles on the track in total.

In this race, the KOVEMOTO road racing team took the championship in 300cc and 400cc groups, and set the fastest lap record on the track, making up for the loss in Guiyang.

KOVEMOTO racers in 300cc open group are Wang Shouyue (No. 50), Zhou Shengjunjie (No. 98), Wang Shouyue. Wang Shouyue set a new track record for the 300CC race with 1:58:408 and won the champion. Zhou Hangyi (No. 9) ranked second from AMSOIL MTZ with 2:00.838. Wang Shouyue







is the only racer won the race within two minutes in this group, which is said that the experienced racer can not be underestimated.

In the 400CC open group, the KOVEMOTO road racing team also made an outstanding performance, taking tw places in the top three. Zhang Hailong (No. 35) won the race with a new record of 1:56:816. He said in a pre-match interview that his goal was to win the championship and that he was sure to win it. The female rider Liu Fan (No.3) ranked second with 2:02.962.

Ordos International Circuit is wide, about 12 to 15m. This circuit is called as the technical circuit by professionals at home and abroad because its large buffer zone ensures the safety of riders. In combination with the track, the model used by KOVEMOTO in the 300cc open group is the competitive version of the 321RR. The new expanded cylinder engine was used in the 400cc open group, and the displacement was upgraded to 364cc.

KOVEMOTO has a truly mix of domestic motorcycle, riders and mechanics, which means local products and technology are pitted against with imported products and technology. Competing with Yamaha and Kawasaki, KOVEMOTO took the championship in the two groups respectively with the joint efforts of the factory, mechanics and riders. Look forward to the outstanding performance of KOVEMOTO in the next race. **MEGA**

# The New CFMOTO 450SR Is Here, Already Has a Few Rivals

Last year, CFMOTO, unveiled its newest two-wheeled concept to the world. The SR-C21 Concept featured an aggressive design and a set of premium components, all while keeping its identity a bit of a mystery. By the time we saw the motorcycle live at EICMA in Milano last year, people were still trying to figure out the class it was built for.

We were hoping that this would be fitted with a similar engine to the one used on either the 700 CL-X or the 800MT. It made sense, really, as CFMOTO in the United Kingdom had already developed a track-spec version of the 700 CL-X.

Also, going for an 800cc engine would have been connected to KTM's launch of the RC8C. But alas, the identity of the SR-C21 Concept has been revealed. We did get one thing right, though: it's running on a twin-cylinder engine!

CFMOTO has been teasing this new mo-

torcycle for a while now, and this unveiling is their biggest news so far this year. Sure, the fact that they are releasing a 250cc version of the CL-X is also good to know.

But the new 450SR just seems so much more exciting. So, the name is pretty self-explanatory. We're looking at a 450cc, parallel-twin setup that's good enough for 50 horsepower and 39 Nm of torque. The question is, who are its rivals going to be?

Looking over at Honda, the obvious answer seems to be the CBR500R. Its 471cc parallel-twin produces 47-hp and 31 lb-ft (43 Nm) of torque. Over at Yamaha, it's the R3 that has to face the Chinese newcomer. But given a smaller 321cc displacement, it's not surprising that peak performance comes out at 41 horsepower and just 22 lb-ft (30 Nm) of torque. The last Japanese competitor is the Kawasaki Ninja400.







Running the same kind of engine setup, it has a solid spec sheet that shows 49-hp and 28 lb-ft (38 Nm) of torque. So at least on paper, things are looking good for the 450SR. It has the most power out of the bunch and the second-highest torque figure. Because it's more of a budget-premium motorcycle, does that mean skipping on expensive materials would have made it heavier than its opponents? Well, let's just look at the spec sheet. It weighs in at 363 lbs (165 kg), but where

does it stand when compared to the Japanese trio? The Ninja400 comes in at 366 lbs (166 kg) - ABS included, just like with the CFMOTO bike. The Yamaha R3 is heavier than both of the previous two motorcycles, but it's the Honda that takes the heavyweight title here. The CBR500R weighs in at 423 lbs (191 kg), so once again, it seems that the CFMOTO 450SR has got the upper hand. We're going to have to wait some more until we get to see some real-life

track-testing with the bike. Until then, let's have a look at the price range these bikes are in. The MSRP for the Ninja400 with ABS is \$5,599 before tax (\$430 destination charge, \$300 freight and materials surcharge).

The CBR500R is the most expensive bike here, with an MSRP of \$7,199 before tax (\$400 destination charge, \$200 freight surcharge). Meanwhile, the Yamaha R3 is sitting comfortably at an MSRP of \$5,299 before tax (\$430 destination charge, \$250 freight surcharge).

Pricing for the 450SR isn't clear yet, but reportedly customers can already order one in China for less than \$5,000. And that's not bad for a bike that comes standard with ABS, a slipper clutch, and a fresh-looking design such as this. With CFMOTO already involved in the Moto3 class, it's only a matter of time until riders will probably start using the 450SR in various national and international motorcycle road racing series across the globe. **MEGA**

(Source: <https://www.autoevolution.com>)

# VOGE Valico 300 Rally Launched in Italy

In addition to continuously expanding the product matrix and market share for the domestic market, VOGE still explores the overseas markets by virtue of the superior resource of its partner BMW Motorrad.

Recently, Loncin Voge launched the 300GY overseas version in Italy, which is named VOGE Valico 300 Rally.

## **Power**

The power platform of VOGE Valico 300 Rally is the same as the domestic 300GY, but the outside cover of the engine is different.

The 292cc single-cylinder liquid-cooled engine generates a maximum power of 28.6 kw/rpm and a maximum torque of 25/6,500 N·m/rpm.

It is equipped with a fuel tank with a capacity of 2.9 gallons (11L). VOGE claims that the average fuel consumption of the Valico 300 is about 29 L/km. A full fill of the fuel tank can achieve a range of about 320km.

## **Braking performance**

The chassis of the Voge Valico 300 is made up of high-strength steel tube and the suspension system consisting of inverted front fork (with a travel of 205mm) and a single rear shock absorber, preload adjustable.

The front 265mm and rear 220mm brakes are both equipped with dual-channel ABS. The domestic version has 19-inch front and 17-inch rear wheels, while the overseas version is 21-inch and 18-inch, so the overseas version has stronger off-road passability.

In addition, the seat height is increased from the domestic version's 850mm to 900mm. It weighs 150kg and retains the wheelbase of 1430mm.







### **Other configurations**

The Valico 300's instrument panel has an LCD screen, odometer, speedometer, tachometer and gear position indicator. Moreover, there are USB outlet, original handguard, and LED taillight, among others.

The price of the Valico 300 is 4,440 euros (about 31,052 yuan), which is indeed expensive compared with 23,600 yuan of the domestic version. There is only one color, lemon yellow+gray, available for this version.

**MEGA**

(Source: <https://mp.weixin.qq.com/s/44Ml4aA1-zOpDMn5yhShvg>)

# **ARIIC 108**

## **GERNMA**

### **WAS RELEASED**

#### **ONLINE GLOBALLY**

On July 18, ARIIC held the online global press conference of the 108 GERNMA. The 20-minute live broadcast was concise. ARIIC is distinctive in Taizhou, the world's scooter capital. Jinlang is the largest engine supplier in Taizhou with the abundant funds and the exquisite technology.

ARIIC is aimed at the most high-end and most luxurious scooter brand in China and each scooter is high-quality. The first coming ARIIC 318 was asked to be improved for two years. Its perseverance is rare in China.

ARIIC 318 (250cc) is priced at 22,800 yuan and ARIIC 318 (300cc) at is priced 25,800 to 28,800 yuan. They still stand

out among a dozen boutiques in spite of the higher price due to the quality and riding experience and two aspects.

Commodity. The workmanship and configuration are prominent, and some people even say that it is better than KYMCO and SYM.

Service. Booking and preview of the production process are available to the APP before sales. The exclusive service group, including dealers and factory personnel, is established around users for a high-quality service experience.

In terms of commodity, the 108 GERNMA is created by a well-known Italian designer. This scooter is exquisite and compact with equipment such as automatic welded frame, a TFT screen, an external N2 airbag rear shock absorber, an Italian leather seat, a sensor key, and CBS. In terms of service, the 108 GERNMA is equipped with a 3-year 50,000-km free maintenance and a 2-year free shell replacement service. ARIIC also sets three mini apps including the owner service, reservation and ordering system, which makes the service open and transparent.

It is obvious that ARIIC already has its own brand, product concept and targets.





Under the background of the popular 150cc scooter, why is 108 GERNMA the ARIIC's second model? Where are its opportunities and rivals?

ARIIC focuses on the field of scooters, so it will do well in this field and ensure the diversity of product. The 108 GERNMA is said to be created for 4 years and comes out in accordance with the requirements. However, 150 scooter has been created by ARIIC but fails to come out because it doesn't meet the expectation.

The 108 GERNMA is equipped with single-cylinder air-cooled engine, a maximum power of 6.2kw/7500rpm and a maximum torque of 9.3N m/6000rpm. It is equipped with Continental AG EFI system. The price is 10,800 yuan, which is the price ceiling in 110cc or 125cc series. Honda and Suzuki take the lead in the scooter industry, and even Haojue makes scruple about them.

It could be said that GERNMA took the

bull by the horns at this time. ARIIC is persistent in that it is determined to attempt the something impossible, which is a great wisdom to

break with convention to a degree. All things come to those who wait. Best Wishes to ARIIC.

ARIIC 108 GERNMA Specifications			
Basic Specifications		Engine	
Min. Ground Clearance (mm)	135	Bore	52.4
Dimension (mm)	1840x685x1050	Stroke	54.4
Wheelbase (mm)	1270	Clutch type	Auto acentric clutch with dry sh
Seat Height (mm)	750	Displacement (cc)	117.3
Curb Weight (kg)	102	Compression Ratio	9.5:1
Fuel Tank Capacity (L)	4.5	Max. Power (kw/rpm)	6.2/7500
Wheel/Tyre(Front)	100/90-12	Max. Torque (N-m/rpm)	9.3/6000
Wheel/ Tyre (Rear)	110/90-12		
Braking System	CBS		
Brake (Front)	Disc		
Brake (Rear)	Drum		





# ZONGSHEN YAMI 2022 UPGRADES

Zongshen Yami receives 2022 upgrades. The new Yami's retro round meter has been added with gear and fuel level display. The headlamp uses LED lights, improving visibility by 73% and light intensity reaching 26,500CD. In addition, the spoked aluminum alloy hubs are matched with high-quality vacuum tires, which greatly improves the overall riding quality. Although there are not too many major upgrades, the upgraded details improved convenience and riding comfort for users. The retail price of the 2022 Yami is 6,980 yuan. The configuration improvements of Yami include 3 major upgrades + 4 small

upgrades, a total of seven upgrades. Major upgrade 1--Instrument:

The new Yami's meter layout is basically the same as the old Yami's -- retro





meters with backlit, but with additional fuel level and gear displays that are more beginner friendly.

### Major upgrade 2—Hub:

The new Yami is equipped with 17-inch spoked aluminum hub vacuum tires. Like the previous spoked wheel hubs, the new aluminum wheel hub extends multiple spokes, maintaining a retro flavor while retaining the convenience of vacuum tire. A closer look shows that the wheels have undergone a layer of cutting processing, which is not a common thing on cubs of the same level.

### Major upgrade 3—Engine Re-tuning:

The engine data are not different from the old model. It is the same C110-B engine. The maximum power is 5kW/8000rpm, the maximum torque is 6.9N.m/6000rpm, and the maximum speed reaches 80km/h. In addition, Zongshen announced that the C110-B engine has been re-tuned to optimize vibration and riding comfort for the new Yami.

### Small Upgrades:

The new YAMI has an upgraded headlight to achieve 26,500CD brightness and increase visibility by 73%. Simply put, they're brighter, safer for nighttime riding.

The cushion has been widened and thickened while keeping the color scheme, providing a more comfortable ride experience. The passenger seat is still detachable, so it is suitable for seating two people or one people while carry goods.

The chrome-plated decorative parts are improved to be more delicate.

The front pedal was optimized to make the structure more of a human-machine design.

The new Yami maintains the same standard in other configurations as before. The paint is done at Zongshen's robot coating plant. The paint thickness of exterior parts is up to 3mm, and the design durability is more than 8 years.

The overall retro elements are still outstanding, such as retro shock absorbers, rearview mirror, handlebar switches.

If you still like the old spoked wheels with inner tubes, Yami has two versions for you to choose: vacuum tire and spoked tire versions.

Owners of the old Yami can also purchase modification parts such as a meter with gear display and vacuum tires, and Zongshen offered a discount of 8.8% between April 20 and May 30.

### Conclusion

The upgraded points on the new Yami are basically where previous users hope to improve, such as gear and fuel level information. Such upgrades are especially important for young riders. This will make the cub more competitive in the market. We hope domestic 125cc cubs will beat imported ones in the future. **MEGA**

(Source: <https://baijiahao.baidu.com>)





# CFORCE 450 *IS DESIGNED FOR A MULTITUDE OF APPLICATIONS*

**CFMOTO** answers the call of customers looking for an affordable, rugged and maneuverable midsize machine that's built tough with the CFORCE 450. Its quality starts with a high-strength steel-frame backbone, matched to a proven single-cylinder liquid cooled SOHC engine and smooth CVT transmission.

In comparison with its counterparts, the CFORCE 450's look shows out to be more compact and solid while still maintaining the CFMOTO CFORCE family DNA. Wheelbase remains the same, while the overall stance increases, giving the CFORCE 450 a more commanding presence.

CFMOTO has made the 450 model as an entry level workhorse, designed for a multitude of applications. It is equipped with beefy 25" CST tyres on 12" black steel rims, a tow bar, 7 pin trailer

hookup, front and rear steel racks and a high spec LCD dashboard.

The 3.5-inch digital gauge, with all-new user interface, clearly displays key vehicle information with better readability.

New foam material is used in the seats.

Foam thickness increased by 40%. The backrest of the two-up vehicles also receive an increase in foam thickness, while also offering a wider waist brace for improved passenger comfort and stability.

New rider-friendly ergonomics place the







## SPECIFICATION

- Length x Width x Height: 2180×1100×1150 mm
- Wheelbase: 1260 mm
- Seat Height: 530 mm
- Curb Weight: 358 kg
- Fuel Capacity: 14 L
- Engine Type: Single-cylinder, Liquid cooled, 4-stroke, SOHC, 4-Valve
- Displacement: 400 cc
- Maximum Power: 20.7 kW/7250 rpm
- Maximum Torque: 31.1 N·m/5500 rpm
- Fuel Supply: EFI
- Ignition: ECU
- Transmission: CVT
- Brake: Front wheel side brake + rear wheel central axle brake + central axle parking
- Suspension: Front/Rear: Double arm independent suspension
- Shock Absorber: Front/Rear: Spiral spring oil shock absorber
- Rim: Front: 12×6.0 AT Rear: 12×7.5 AT
- Tyres: Front: AT25×8.00-12 Rear: AT25×10.00-12

MEGA

handlebar higher and closer to the rider. A lower foot brake further improves body position, which is optimized for a more aggressive rider posture. This also provides great handling and impressive performance on and offroad.

The newly designed fuel tank is not only narrower to accommodate riders' position, either standing or sitting, with more leg space, it also provides more range with liter fuel capacity, an increase of 3 liters.

The robust output of the 400cc engine, plush suspension travel, four hydraulic disc brakes, 24-inch AT tires, comfortable ergonomics and 1350-lb towing capability puts the CFORCE 450 on par with bigger brands in all aspects. During sustained low-rpm use, engine temperatures can climb. But the CFORCE 450 is engineered for comfort throughout your work day. Revised radiator design and improved cooling mean leg area temperatures remain 25% lower than before.

When it comes to long hours in the field, vehicle vibration is a critical factor that can wear you down. The CFORCE 450 has the lowest vibration in class across the entire torque range (vibration

measured at handlebar grip, seat, and foot rests).

The CFORCE 450 quad bike is economical and packed with lots of extra features included as standard to make it easier to reduce your workload around the yard and in the field. Besides, a wide variety of CFMOTO luggage accessories, bumpers and bash plates have been developed to seamlessly integrate with CFORCE 450.





**VPC150**









# QIANJIANG QJGP LAUNCHED

**O**n April 22, the QJGP, also Chinese Rider Training Program, jointly created by Zhejiang Qianjiang Motorcycle Co.,Ltd and CAMF, was released in Wenling. Wenling Municipal government, CAMF, CCCM, QJMOTORMoto3 team and other representatives expressed their support and expectations for the QJGP platform. In addition, Qianjiang officially launched the new QJ600GS-3B on to the market at the QJGP press conference.

MotoGP is the perfect stage to show Chinese motorcycle brands to the world, and also the best reflection of the world's recognition of Chinese motorcycle brands. In March 2022, QJMOTOR AVINTIA, representing Qianjiang, officially appeared in the MotoGP Moto 3 event. Through this event, Qianjiang established a preliminary connection between China and the international arena, and learned international

advanced experience and technology, which will help improve Qianjiang's product research and development capabilities.

QJGP, also Chinese Rider Training Program, is an event platform aimed at establishing and promoting domestic motorcycle racing and training motorcycle enthusiasts to participate in races. It will discover and train riders, and issue racing licenses. Riders will be

trained at Zhuhai/Shanghai/Xiamen/Ningbo circuits, and participate in VR46 event training, Moto3 training, etc. The ultimate goal is to enable QJMOTOR bikes and Chinese riders to win on MotoGP circuits. Its main content include: track academy, riding training camp, and circuit experience and training. Young Chinese riders will be provided with scholarship for training and competition. FIM Asia Vice President, CAMF deputy secretary-general Ms Gong Hongguo and Executive Vice President of CCCM, expressed their recognition, appreciation and expectation for Qianjiang's Moto3 competition and QJGP program online. Qianjiang, as a leading enterprise of big displacement motorcycles in China, constantly explores and builds motorcycle culture, actively promotes the development of motorcycle sport, and sets up a good example for the industry.





Guo Dongshao, President of Qianjiang, said that the QJGP program is not only a breakthrough in connecting international events, but also shoulder the responsibility of promoting Chinese motorcycle brands. He explained the plans and steps of Qianjiang to go overseas and participate in international events, drawing a grand blueprint for Chinese rider training and event organization.

Vice Mayor of Wenling emphasized the important role of motor sports in urban development. Moreover, he hoped that the sports events would not only connect and promote the upstream

manufacturing industry, but also become another characteristic name card of Wenling.

Zhou Hanghui, Director of Wenling Sports Development Center, and Xu Bingyong, Deputy Minister of the Publicity Department of the Municipal Party Committee also encouraged the implementation and development of the QJGP program, and would full support the program to train talents for motorcycle sports, advancing the development of China's sports cause and brand culture.

QJMOTORAVINTIA, which was competing in Moto3, sent an invitation to Chinese

motorcycle sports fans through video interaction, saying that they welcome Chinese riders to train together in Europe and look forward to growing with motorsports fans in China.

With the love of the track, Qianjiang exhibited the 2022 QJ600GS-3B after the release of the QJGP program. QJ600GS-3B, which is famous for its sports properties, has been improved in appearance, power, control and interaction. With strong track characteristics, it brings new pleasure of a domestic four-cylinder sports bike.

As one of the largest motorcycle markets in the world, the promotion of competitions and the development of brands are of profound significance to drive the progress of China's motorcycle industry. The launch of the QJGP program sets a new benchmark for the promotion of motorcycle sports, and also marks a new stage for Chinese motorcycle talent training and brand export through events. We expect that more and more riders will appear in MotoGP, and we believe Chinese motorcycle brands will influence the world. **MEGA**

(Source: <https://www.newmotor.com.cn>)



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## HJ150-26 ARES



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## HJ110-16 LYNX



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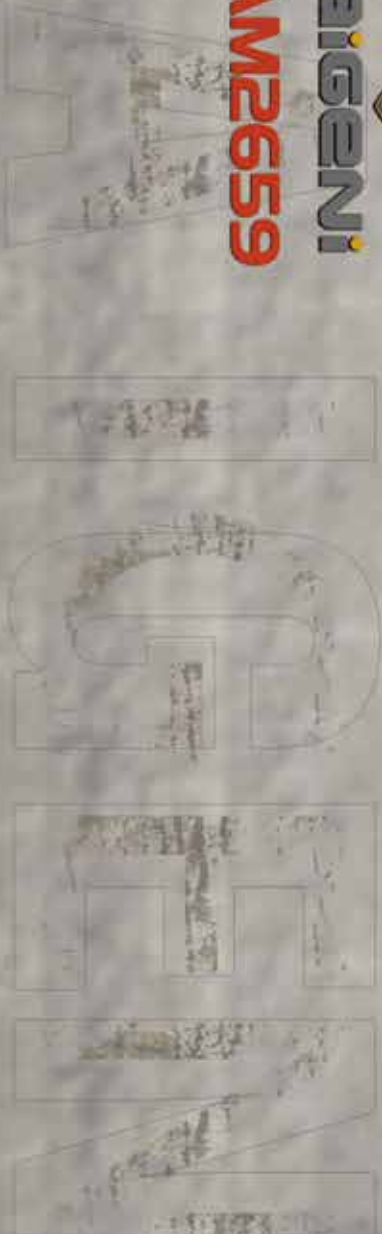
Motorcycle **MEGA**





**AIGENI**

**AM2659**



Motor Power	18V500W Motor
Battery	14AH lithium battery
Controller	18V20A
Charger	5SLC10V55,met G5/CE SAA/R DHS
Display	sv-LCD display
Charge Life	4-6 hours
Max Speed	20km/h
Distance for charge	80-100km
Frame	alloy, 700C, split frame
Shifters	AP04M805GSL, Shimano 8 speed
Handlebar	HB-3198-W810, 8", R19, L200, H50, 9, black, GMC
Front And Rear Brake	M200, disc brake
Spokes	stainless steel ,black,136+253mm, 14mm
Rims	P-80+55ncf+136+394, alloy, black
	taper tire: 25*1.0
	Date: tre: H1151, 26*1.0, BK/CH30TD

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# EUROBIKE 2022 OVERVIEW

EUROBIKE is the central platform for the bike and future mobility universe. After 30 years as the world leading trade show for the bike industry at Messe Friedrichshafen, EUROBIKE was premiering at its new location in the trade fair and mobility metropolis of Frankfurt/Main from 13 to 17 July 2022. Under the



umbrella of the EUROBIKE CYCLING WEEK, the EUROBIKE SHOW took place as a major display of innovation within the world of bicycles and future mobility, offering Business and Festival Days at Messe Frankfurt, while hands-on activities and street festivals were held throughout the state capital as part of EUROBIKE CITY.

Thanks to EUROBIKE CITY, the subject of bikes was visible throughout Frankfurt: during the whole week, tours with e-bikes, mountain bikes and cargo bikes as well as tours just for women invited riders to take part in cycling adventures around the metropolis on the Main. Closed off to traffic for the occasion, the Mainkai awaited all bike fans with a rich and colourful programme of events based on bike culture, featuring a bike flea market, a children's circuit, street food, info stands by action groups, workshops and films on the stages.

In seven halls and the large outdoor area of Messe Frankfurt, 1,500 exhibitors will presented product innovations from the fields of bicycles and e-bikes, parts, components and apparel. As a platform on which the relevant players can meet, EUROBIKE



2022 covered even more segments and special interest areas than ever before. In addition to the classic booth areas in Halls 8–12 and on the outdoor area, there were a variety of spaces each focusing on a special field.

The large retailer associations ZEG and BIKE&CO were relocating their in-house shows to EUROBIKE. Future mobility topics were concentrated in Hall 8: as a driver of the green mobility transformation, the Cargo Area was presenting young international brands with more than 100 innovative names from the fields of micromobility and lightweight mobility, last mile solutions, infrastructure required for sharing, logistics and digitization.

The two Festival Days on Saturday and Sunday offered action, adventure, testing, bike races and top events on 100,000m<sup>2</sup> of exhibition space both in the halls and outdoors on the Frankfurt Messe exhibition grounds. Large test circuits have been organised for extensive trials of the bikes from the 1,500 exhibitors.

Gathering a large range of brands, there was a tonne of new and pro bikes on show, with some potentially game-changing tech. The Chinese leading motor brand Bafang is a regular attendee of Eurobike. This time it also exhibited a variety of products, showing for the first time the M820, internal three-speed au-







automatic variable-speed hub, heavy-duty eCargo drive solution, IoT and other major new products. In addition, Bafang arranged sample testing, software interaction, and professional product explanation on site. Giant Group introduced its CADEX 36 Disc Wheel System which is a versatile, lightweight composite wheel built for real-world performance. Featuring a hookless rim design with optimal 22.4 mm internal width and 36 mm depth, it delivers unbeatable acceleration and climbing efficiency, as well as offering confident handling on descents, in the wind and on varied terrain. Maxxis introduced three top-quality bicycle tires at the event: \*High Road: is Maxxis' flagship road tire for elite racers and riders who demand the best equipment.



At the exhibition, it can be found that there are many new companies this year. Most of them focus on the e-bike. The battery volume is getting smaller and the motor is getting more compact. Many motor brands have brought new products to this exhibition, including Bafang, Shengyi, Xofu, Neways, Wanjia which promotes the trend of lightweight the of the e-bike.

MEGA







# Devinci Introduces New e-Troy & e-Spartan e-MTBs with Bigger Batteries, Updated Geo & More!

**G**et ready for bigger rides. Devinci is back with new e-MTB models that feature a number of updates including massive 725Wh batteries stashed inside the downtubes. It appears that the new e-Troy and e-Spartan replace the existing DC and AC respectively, and bring the Devinci e-Bike line more familiar names.



## **New Batteries**

The heart of any e-bike system, one of the biggest changes for the new bikes is the move to a 725wh battery that's housed inside the downtube (and removable). Devinci says that the new batteries include the latest 21700 cell technology and offer 30% more energy than previous models. Depending on your use, that should equal up to 135km (~83mi) of range on a single charge.

Charging is handled by a 4A Supercharger which plugs into the port on the seat tube, just above the motor. The powerful charger is said to recharge a depleted battery to 80% charge in about 2 hours. Both bikes run a Shimano EP8 drive system with 85Nm of torque, and include the Shimano display/controller up front along with a rocker Switch Unit on the left side of the bar to toggle through Boost, Trail, Eco, and Walk modes without

moving your hands from the bar.

## **Frame Details**

Each bike is built with a 6061-T6 aluminum frame that features an e-bike optimized version of the Split Pivot suspension system. A full complement of Enduro dual-lip sealed bearings will keep things moving smoothly, and the frame runs a 148 x 12mm boost rear dropout for wide compatibility of wheels. Additional frame details include internal





cable routing, an integrated e\*13 chainguide, and the SRAM UDH universal derailleur hanger. You'll also find a frame/motor protector up front to protect the area where the battery inserts into the frame, as well as a raised chainstay

protector, to keep things quiet.

### **e-Troy**

The smaller of the two bikes, the e-Troy runs 150mm travel from the air shock and is paired with a 160mm Fox 38 suspension fork. Devinci mentions the revised shock

position compared to the DC which allows more room for a water bottle and shocks with piggyback reservoirs.

Available in Small through X-Large, the e-Troy runs 29" wheels and has clearance for up to 29 x 2.6" tires.

### **e-Spartan**

Those looking to get a bit more rowdy on the way down should check out the e-Spartan which bumps the Split-Pivot travel up to 170mm from the frame and 180mm from the Fox 38 suspension fork. Also offered in four sizes, the e-Spartan rolls on 29" wheels with clearance for 29 x 2.6" tires. **MEGA**

(Source: <https://bikerumor.c>)



# ALL-NEW ZERO DSR/X

## ELECTRIC ADVENTURE MODEL ON ITS WAY?

**Fresh documents filed by US electric motorcycle company Zero appear to have revived plans for a brand-new adventure model by the name of DSR/X.**

The Californian company has kept a fairly low profile since the launch of its last all-new model to hit the roads - the SR/S sportbike - in February 2020, instead turning its focus towards strengthening its software packages for greater range and performance.

However, new trademark filings appear to suggest it is gearing up (or rather, charging up...) towards introducing a brand-new adventure motorcycle to the range after the unfamiliar DSR/X nameplate appeared on VIN decoder documents.

Accompanied by the term 'adventure motorcycle', it appears Zero is indeed dusting off its plans to enter the off-road market having indicated plans to do so



a couple of years ago with a filing for a model under that moniker.

Roll on to 2022 and it appears the DSR/X is still in the pipeline, together with a model named FST/X to be spun off from a new FST platform that will form the basis of a street motorcycle and have origins in

the more motocross style FXE range.

To date, Zero's only foray into the great outdoors has stopped short at the DS/R Black Forest, a more rugged version of the on-road only DS/R naked.

A bit of educated sleuthing would suggest the DSR/X represents a more dedicated





mud-slinging development of that motorcycle, while potentially establishing a fresh model line for the company.

While little is known about DSR/X in terms of size and at which rivals it would be pitched at, the documents do reveal it will be offered in two performance configurations - 14.4kW and 15.3kW.

The information also features a note about a new interior permanent magnet (IPM) 5T motor to go with the 15.3kW

battery pack, plus Zero's ever-evolving rapid charging systems.

### **Why the Zero DSR/X is potentially a big deal**

Among the many challenges and hurdles facing motorcycle manufacturers as electric power evolves from alternative to mandatory on new models, the impact it could have on the massive adventure/off-road segment is near the summit.

Indeed, it doesn't take an expert to

understand why electric power and adventure motorcycles don't make natural companions.

Firstly, can an electric motorcycle produce enough low down torque to tackle the toughest of terrains and how much of a compromise will there be on added weight?

And, of course, you'll be hard pressed to find an electric recharging point in the wilderness to top up a battery that will drain quicker in rougher conditions.

With this in mind, it is little wonder adventure motorcycles - Europe's largest segment after scooters - have been conveniently forgotten in presentations about how motorcycling can adapt to an electric future.

Though it isn't clear exactly what form the DSR/X will ultimate take and Zero isn't exactly an experienced hand when it comes to big ADVs, it has been a forerunner when it comes to adapting electric technology and software.

As and when it does arrive - end of the year potentially - expect rivals to be glancing over it with interest. **MEGA**

(Source: <https://www.visordown.com>)





# The Mercedes Formula E Team Makes Electric Bikes Now

*Motorsport teams are always on the lookout for new ways to part fans from their hard-earned cash. Whether it's branded baseball caps, swanky sunglasses or mini replica helmets, they're experts at it. And now, the Mercedes Formula E squad has a new line of electric bikes desperate to deprive you of a few thousand dollars.*

The range of four electric bikes has been created in partnership with bicycle builder N+ Works. The collaboration between the bike maker follows a similar partnership with the Mercedes Formula 1 team to build a bougie road bike inspired by each year's F1 racer.

Now, N+ has worked together with the Mercedes EQ team to create four electric

bikes, which start at \$3,450.

The range includes the Formula E Team eBike, the Silver Arrows eBike, the Silver Arrows Sport eBike and the Championship Edition eBike, which was designed to honor the squad's win in last year's Formula E World Championship.

All four bikes feature aluminum frames and forks, hydraulic disc brakes and car-

bon belt drive. They also include a display integrated into the handlebars to show your speed and battery level, which is pretty neat.

Also, N+ claims that all four bikes can recharge in three and a half hours, despite their varying battery sizes.

The "budget" Formula E Team eBike has a range of 40 miles and will hit 20mph thanks to its 250W motor and 7ah battery. The Silver Arrows eBike adds more battery, up to 17ah, which increases the range to 75 miles and the price to \$4,500. The Sport eBike will set you back \$4,950 and lives up to its name with a bigger 500W motor that helps power it on to a top speed of 25mph.

However, this pales in comparison to the Championship Edition eBike, which of-





fers front suspension, a dual motor setup and twin 10Ah batteries that can power it up to 28mph for up to 75 miles. This \$5,800 bike is also the only model offered as a single-speed, while the other three include a constant-variable transmission. All four of these e-bikes look like a lot of fun. They have very sleek frames that hide the fact that they're electrically-powered pretty well.

They might not pack in tech directly lifted

from the championship-winning Formula E team, but it's a pretty neat collaboration that has spawned some very nice looking bikes. It's a shame the color options aren't more inspiring. It's a choice between black, silver or black and blue. But maybe next year when the team is re-branded in McLaren orange we might get a jazzier color palette. **MEGA**

(Source: <https://jalopnik.com>)



# YADEA

## GUANNENG 2.0 E8S BOASTS A RANGE OF OVER 200KM

Yadea is committed to providing users with products and services that bring happiness and creating a green technological mobility lifestyle. Yadea's 2nd generation Guanneng E8S attracted much attention since it was launched into the market. Strong power refers to not only that a full charge can deliver more than

200 kilometers of mileage, but also the double quality guarantees of core components.

The E8S has a square and tough body bring a sense of science and technology. It uses motorcycle grade polymer ABS plastic parts and mobile phone grade joint process, adding to the sense of science and technology.

The HD LCD dash is simple and clear, providing all necessary data to ensure a smooth riding. The extended sofa cushion improve riding comfort.

The headlight design is bold and trendy. The matrix three-lens wide screen headlight is eye-catching and its light intensity is 2-3 times that of an ordinary headlight. The taillight and linear turn signal well perform the warning function, ensuring riding safety at night. You have to know about the amazing power and endurance performance of the new E8S. The test ride of the new E8S was carried out in Chongqing. Chongqing has not only charming night scenery, but also magical roads, so the choice of transportation means is particularly important for Chongqing people. Yadea Guanneng2.0 E8S demonstrated strong power and performance to easily deal with the challenging road conditions in this mountainous city.







The Guanneng2.0 E8S is equipped with the international leading TTFAR 2.0 range-extension system, which is the only leading system in the industry with professional certification. The 1200W TTFAR motor, with a torque up to 105N·m, delivers strong power in daily riding as well as good comfort and security.

Moreover, Yadea Guanneng2.0 E8S excels in many other designs and configurations. Usually in curves, our body will tilt with the amplitude of the

curve, where some unskilled users may have an accident. The new E8S is more stable, even if tilted to 30°.

The second generation E8S is equipped with front disc and rear drum brakes, which can brake more accurately and provide better braking effect. The hydraulic shock absorber effectively mitigates road turbulence, greatly improving riding comfort.

It carries the 72V38Ah TTFAR graphene 3rd generation battery, with the battery capacity increased by 20%-25%. It not

only has longer battery life, but also can be quickly charged and withstand extreme temperature. The battery can be replaced for a new one in two years.

In addition, the second-generation E8S is equipped with TTFAR energy recovery controller, which can convert the kinetic energy generated during downhill, sliding and braking into electric energy and store it in the battery. Moreover, the state of energy recovery can also be checked through the TTFAR electric energy monitoring instrument. It is officially claimed that the second-generation E8S can run more than 200 kilometers at a full charge. With the support of the TTFAR 2.0 range-extension system, the range tested was 206 kilometers with still residual electricity. It completely eliminates users' battery anxiety.

The E8S, "Born to run farther", has been verified, and the "double quality guarantee" is a reassuring to users. Yadea's Link-QC intelligent platform controls the quality of all links, and ensures fine integrated product research and development process, intelligent dual-drive manufacturing, high-standard inspection, so that Yadea can promise to prolong the quality assurance of motor, controller and other core components. The "double quality guarantee" promise of Guanneng2.0 E8S also shows the absolute confidence of Yadea on its Guanneng series.

The second-generation E8S has good looks, strong power, long range, which bring a pleasant riding experience. Besides, the double quality guarantee promise dispels the worries of users.

**MEGA**

(Source: <https://www.newmotor.com.cn/html/cpkd/127104.html>)

# Luyuan Inno9 Global Debut



On May 28, Luyuan held a press conference in Jinhua, Zhejiang. As the grand finale of this conference, the Inno9, the latest flagship model of Luyuan Inno series, was released.

As the most representative product of the new national standard in the industry, Luyuan's Inno series have been selling well all over the country with the advantages of good appearance, high level of intelligence and reliable quality. The release of the Inno9 has pulled the appearance level of the Inno series to a new high.

As a top-class flagship model, Inno9's appearance is nothing but a plus. While the real core competitiveness is the high quality of "riding for 10 years".

The release conference demonstrated Luyuan's quality revolution that elevates electric two-wheelers from "consumables" to "durable goods". Inno9 is the epitome of Luyuan's product independence and high-quality industrial manufacturing.

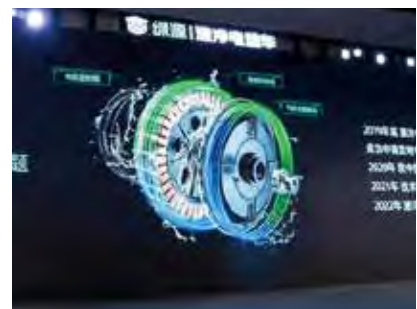
In terms of appearance, the independent design of geometric aesthetics, car-grade painting process and classic color scheme bring exquisite and colorful visual experience to Inno9. With Luyuan's

exquisite manufacturing technology, inno9 will maintain a high level of appearance for a long time.

In terms of battery life, Inno9 is equipped with Luyuan's exclusive liquid-cooled motor and 48V26Ah/48V30Ah lithium battery, easily reaching a range of 100 kilometers, representing the ceiling of new national standard models.

Inno9 boasts the high quality advantage of "riding for 10 years", and the standard test values of 22 core components such as frame, shock absorber, motor and

controller are far higher than the average level of the industry. The warranty of the core components is 3-10 times of the industry average, and four core components are guaranteed for 10 years.







Regarding riding experience, Inn09 is equipped with Luyuan smart APP. Besides the common intelligent functions such as non-inductive unlocking and vehicle positioning, Inn09 has intelligent functions such as vehicle networking and seat sensing to make the riding safer and more convenient.

Luyuan Inn09 sets up a strong differentiation barrier in appearance, range, performance and intelligence. In the electric two-wheeler market, it is

undoubtedly the industry-leading level. We believe that it will achieve remarkable sales with its unique advantages.

Before this press conference, Inn09 had appeared frequently in the popular TV show Back to Field as Luyuan became a sponsor brand of the show. With the traffic effect brought by many stars and the high appearance level of the product itself, Inn09 gained numerous followers, especially young people.

Top TV show promotion + star effect +

hardcore product, Luyuan had boosted the momentum of Inn09 before the press conference. Therefore, more than 30,000 units were sold during the debut, with the order amount exceeding 170 million yuan, breaking the industry's new product pre-sale record. With good appearance, high quality and high intelligence, Inn09 has set off a phenomenal hot selling storm of a single product debut.

MEGA

## Conclusion

*Inno9 not only represents Luyuan's high degree of independent development, but also highlights Luyuan's initial intention of leading the transformation of electric two-wheelers. It is the most representative and significant flagship single product in the industry this year. We expect inno9 to become a sales star in the market*



**BS3500D**



*Chongqing Astronautic Bashan Motorcycle Manufacturing Co.,Ltd.*

*Add: No.1, Kangchao Road, Banan District, Chongqing, China.*



New Electric Motorcycles



**BS7000D**

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# Loncin's

## E-motorcycle

## Brand BICOSE

## Announced the

## First Product Real 5T



**L**oncin disclosed its FY2021 Annual report. During the reporting period, the company recorded an operating revenue of 13.058 billion yuan, up 25.11% year on year, achieving the operating target of 12.5 billion yuan set by the board of directors at the beginning of the year.



Dividing the main businesses, the company's motorcycle business saw an annual revenue of 7.558 billion yuan, a year-on-year growth of 39.55%. Among them, the sales of the VOGEL large displacement models grew significantly, realizing a revenue of 837 million yuan, a year-on-year growth of 87.24%. Communications business continued to grow steadily, with sales reaching 4.3772 million units in the year, up 44.60% year on year.

The company actively deploys the electric motorcycle business and strives to build "low-carbon power, a leading brand of intelligent products". With the long-term technical accumulation from R&D of fuel motorcycles, relying on the strong EPS intelligent manufacturing capacity and the quality control system inherited from the cooperation with BMW, the company redefines and creates a new generation of electric

motorcycle brand--BICOSE.

Data show that in 2021, the domestic electric motorcycle sales reached 3.9428 million, increasing by 3.43% year on year; The sales volume of electric two-wheeled mopeds ( $\leq 50\text{km/h}$ ) was 642,400 units, down 40.72% year on year, and that of larger models ( $> 50\text{km/h}$ ) were 2,511,600 units, up 21.06% year on year. Recently, BICOSE disclosed its first product the Real 5T in appearance pictures. For years, electric two-wheelers have had a minimalist design style. Positioning for "high performance and high intelligence," Real 5T's design team chose a completely different aesthetic principle: it is to show the speed and passion on motorcycles as well as the sense of science and technology from new energy. User-friendliness and good control are also focus points of design.





**“Riding Aesthetics”**

First, the 100+km/h top speed decides that it is a medium-high speed motorcycle, and the stability of the body becomes extremely important. The Real 5T features a high-strength alloy steel backbone frame that gives the chassis a torsional rigidity and an attractive scooter look. A relaxed riding posture combined with a compact wheelbase provides excellent ride stability and handling flexibility.

The Real 5T, with the main semantics of "wind flow", combines rich spatial layers with dynamics to create a strong

and elegant visual identity. Exquisite details fully demonstrate technology, innovation and future texture.

**Beauty of Art Created by Form Design**

Form design is the most intuitive element of design aesthetics, and strong visual sense is the primary image of product charm.

The Real 5T is designed in a "riding aesthetics" style, with flowing lines and surfaces delineating the Real 5T's sleek body. The dynamic design creates a succinct, powerful and technologically pleasing melody of the future.



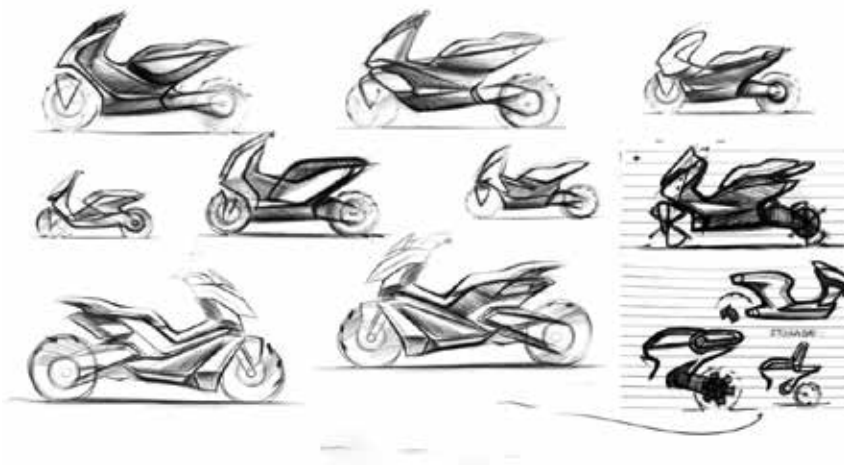
**Texture of Technology**

The beauty of technology lies not only in the innovation and application itself, but also in the way it is expressed externally, so that people can enjoy using it.

The Real 5T's technological innovations are everywhere. The central intelligent control polymer with an disruptive design, the foldable touch screen with non-inductive automatic turnover function, and the automotive level electronic touch keys will be applied to this motorcycle. Aluminum alloy four-arm single suspension, automotive wheel hub design, precision transmission assembly...all these configurations will reflect the mechanical beauty to the extreme. The texture of the future is conveyed through all kinds of exquisite details.

**Beauty of Satisfactory Functions**

The ultimate purpose of industrial design is to change people's way of life, and user-friendly experience become the standard to measure good products. To provide ample storage space, the Real 5T has made a number of innovations in the overall layout. The 30L capacity can hold one full-face helmet and one half-face helmet. The LED headlights provide excellent lighting effect, which can automatically turn on when sensing external light. The daytime running light is integrated with the front windshield, enhancing warning effect and safety. The projective atmosphere taillight depends on diffuse reflection to form halo to expand the lighting range, creating an aesthetic feeling and improving riding safety. **MEGA**



# HELLO BEGINS TO APPLY AI IN CREATING TWO-WHEELERS

On May 25, HELLO unveiled three new moves: it launched the new intelligent platform Hi-Turing T30, VVSMART3.0, and the HELLOB70 Pro carrying the new intelligent platform and system through the Ludashi platform and its official platform. HELLO opens up a new world of smart electric two-wheeled vehicles.

## The new generation intelligent platform Hi-Turing T30

As a new force in the electric two-wheeled vehicle field, HELLO begins to apply intelligent technology into its products, bringing to users the VVSMART vehicle networking system. Now functions such as push-button start, anti-theft alarm, and vehicle locating siren have gradually be-

come standard on intelligent electric two-wheelers. How to make two-wheelers "smarter"? HELLO believes there should also be improvements in smart hardware.

The Hi-Turing T30 features more than 10 sensors, including seat sensing, lock sensing, position sensing, posture sensing, side support sensing and tire pressure sensing. The comprehensive

sensing of the whole vehicle can help consumers better know the condition of their vehicle and remind them in real time through the mobile APP.

At the same time, the new intelligent platform adopts the new-generation ARM Contex M7 electric car level chip, which can meet the most stringent intelligent application requirements of electric two-wheeled vehicles, including







audio and voice recognition, motor control, digital power, artificial intelligence and sensor fusion, with significant improvements in computing power, response speed and local storage. HELLO Hi-Turing T30 adopts the automotive standard bus, which can bring more stable transmission capacity, faster transmission speed and car-level safety.

### A safe and interesting vehicle networking system

The all-round enhancement of the intelligent hardware system also lays a good foundation for HELLO to better play its advantages in intelligent software. The VVSMART vehicle networking system is updated to version 3.0, which can be summarized as “safe, worry-free and interesting”.

In terms of safety, VVSMART3.0 has more advanced “battery sentry” technol-

ogy than BMS. HELLO can make intelligent prediction of battery and vehicle operation through the vehicle sensors and big data calculation. Once there is an abnormal situation such as excessive fluctuation of battery voltage and current or rapid rise of temperature, the battery sentry will submit the data to the intelligent platform and warn the user through APP. When the abnormal situation reaches a certain high level, it will upload the relevant data to the HELLO platform so that a customer service representative will call to warn the user.

In terms of vehicle safety, THE ANTI-theft technology of VVSMART3.0 has also been greatly improved. HELLO integrates GPS, Beidou and base station precise positioning systems, sets the unique ID through battery, controller and intelligent platform, establishes handshake protocol between electrical

components, and realizes intelligent remote anti-theft function by using the advanced induction system. If the vehicle moves abnormally or the battery is taken out, it will immediately remind the user through SMS and APP, and inform the user of the location of the stolen vehicle through the positioning system. And because of the battery identification function, even if battery is stolen, it cannot be used on another vehicle.

Thanks to the Hi-Turing T30 intelligent platform, VVSMART3.0 can be keyless. The automatic owner identification, induction unlock, automatic lock, keyless open of the saddle and trunk, all these can be achieved through mobile phone APP or VKey Pro remote control.

HELLOVVSMART3.0 system can automatically learn and remember users' cycling habits and trajectory through user ID information and the riding big data



collected by the vehicle sensors. It can match different intelligent assistance riding schemes according to different users. At the same time, VVSMART3.0 designed a variety of auxiliary riding schemes for different environments and road conditions, which can adaptively distribute power output, including push assistance, uphill assistance, and step-up assistance.

To solve the problem of slow and difficult charging of electric two-wheelers, HELLO VVSMART3.0 system developed a “battery manager” function. Users

of the new HELLO product can design charging details through the APP, and customize the charging duration. The system will automatically match charging strategy, so that the battery is in the best state when the users pick up their vehicle. In addition, the new HELLO model is equipped with lithium or graphene-lead acid battery. Users can choose a fast charger up to 10A, which can charge at least 80% of the battery capacity in two hours, or even fully, 3-4 times faster than traditional charging methods. The HELLOVVSMART3.0 sys-

tem also solves the problem of inaccurate display of remaining electricity and range.

In terms of riding experience, smart electric two-wheelers, just like smart phones, need a lot of settings to achieve riding experience in line with their users’ habits. HELLO launched a new APP based on the VVSMART3.0 system, which can automatically identify the user and adjust to the user’s familiar riding settings, for example, personalized riding parameters such as greetings, start performance, time to engage in the P position, etc.

In terms of user services, HELLO has created a community for vehicle owners. After buying a HELLO electric product, the user will automatically become a member of the Hello Hi-Club, enjoying many privileges, such as free smart services, points to exchange for peripheral goods, and many after-sales service privileges.





**HELLO B70 Pro launched**  
HELLO B70 Pro, a new product equipped with the new intelligent platform Hi-Turing T30 and the newly upgraded VVSMART3.0 system, is an

exclusive travel companion designed for young women. Its intelligent functions and performance configuration are the strongest among the similar models. As the new intelligence platform and

vehicle networking system are launched, electric two-wheelers will enter a new stage of intelligent development, active learning, active warning, automatic memory, automatic identification, induction control, custom settings and many other intelligent functions will make the vehicles better understand the owners. The application of the latest AI technology in building vehicles brings users a more secure, comfortable and intimate riding experience, and promotes electric two-wheeled vehicles to gradually transform from a simple means of transportation into a “life partner”. HELLO first launched the VVSMART system in 2021, and now progressed to the new intelligent hardware platform through the Hi-Turing T30, which means that HELLO will focus simultaneously on intelligent software and hardware, bringing more intelligent riding experience to consumers while raising intelligence of electric two-wheelers to a higher level.



MEGA  
(Source: <https://www.sohu.com>)



# Tailg Works with UNEP to Promote Green Mobility in Thailand



The electric mobility solutions provided by China's Tailg Group in cooperation with UNEP has reached another milestone in Southeast Asia. The electric mobility project has made significant progress in Thailand under the strong support of Tailg Group. On May 5th, the launching ceremony of the project to promote electric motorcycles in Thailand was held in Bangkok, Thailand. Dr. Sumittra Charojochkul, Director of the National

Energy Technology Center of Thailand, and Dr. Mushtaq Memon, Thailand's representative to the UNEP, Dr. Jiraporn Sirikum, leader of Electricity Generating Authority of Thailand, Nuwong, official of Thailand National Energy Technology Center, Xie Zhaoxu, Director of China Quality Certification Center, Yao Li, President of Tailg Group and other leaders attended the high-level meeting. Global authoritative media including Xinhua News Agency, People's Daily

netizens watching the live broadcast through the Internet witnessed the launch of this major project.

As a UN e-mobility partner, Tailg Group signed a contract with all parties involved in the project while the Group president Yao Li delivered an important speech at the conference. Tailg has present the Thai government the first batch electric motorcycles. Next, Tailg will research and develop more adaptive quality products according to the current transport policy and future planning, the Thai people's travel habits and needs, to help Thailand establish all kinds of standards, strengthen the popularization of low carbon mobility concept in Thailand, and help the Thai government to achieve the goal of replacing fuel motorcycles with electric motorcycles. At the same time, by investing in research and development, production and sales in Thailand, Tailg will effectively reach the whole Southeast Asia, improving its layout in the global market.

Due to the ongoing pandemic, Mr. Yao Li attended the Thailand project conference







via an online video. Yao pointed out that the global promotion of zero-emission electric vehicles is an important measure to achieve the goals of the Paris Agreement, which will benefit future generations. As a partner of UNEP's e-mobility project, Tailg has been active in promoting the implementation of e-mobility project in pilot areas with practical actions in the past four years, achieving remarkable achievements.

Tailg has been invited to the UNEP headquarters and attend the UN environment conference for several times. It is in strategic cooperation with the UNEP, which plans to promote the

electric mobility project in more than 100 countries around the world. It is widely welcomed by the Philippines, Uganda and many other countries. In March 2018, Tailg signed a bilateral cooperation memorandum with the Ugandan government, marking the beginning of formal cooperation.

In June 2019, Tailg was invited to attend the theme activities of World Environment Day. On November 27, the Philippines Post announced the issuance of commemorative stamps of Tailg Group in recognition of Tailg's outstanding contribution to the development of clean energy transportation worldwide. In 2020, when the global epidemic broke out, Tailg led in the industry to help fight against the epidemic and received a letter of thanks from the United Nations. In 2021, at the 20th International Bicycle and E-Bike Exhibition, Tailg jointly established the UN E-Mobility Research Institute with UNEP and the Chinese Academy of Social Sciences, and published the Electric Mobility White Paper, providing Chinese solutions for global green mobility.

At the same time, Tailg actively explored new ways of cooperation during the UN General Assembly, the World Environment Day, and other major activities, to promote to the world China's new energy mobility solutions. As an outstanding representative

of China's electric vehicle mobility solutions, Tailg has actively participated in global environmental governance and made outstanding contributions to the development of global low-carbon environmental protection, demonstrating the responsibility of Chinese enterprises. Tailg has written a splendid chapter about global low-carbon environmental protection.

Next, Tailg will not only continue to work with UNEP, but also joint hands with China Quality Certification Center (CQC) to expand and deepen the cooperation on electric mobility projects, to achieve fruitful results in more countries and regions, striving to make the world run farther through continuous efforts.

The involvement in many international projects proves Tailg's solid strength. Since its establishment, the company has been adhering to scientific and technological innovation development, continued to increase investment in scientific research. Tailg has more than 600 invention patents and mastered the national patent power-saving core technology. It grew into a leading brand of the industry, and participated in the formulation of a number of standards.

With the mission of satisfying users' pursuit of a better mobility life, Tailg has been forging ahead on the road of scientific and technological innovation for 19 years. Tailg never forgets its original aspiration, develops deep insight into users' pain points, constantly breaks technical bottlenecks. Its energy-saving, running-farther products are welcomed in the market. On the way of low-carbon environmental protection and technological innovation, Tailg will run at full speed, continue to lead the development trends, and demonstrate the identity and glamour of Chinese national brands. **MEGA**

(Source: <http://news.qqddc.com>)



# AIMA A500 and E390 Won International Design Award



Recently, Aima won the award again. A500 and E390 have been recognized by international authorities for their innovative technology and unique design aesthetics, and won the 2022 iF Design Award in Germany, becoming the design benchmark of electric two-wheelers in China.

The iF design award, or "iF", was founded in 1953, is internationally recognized as the world's top industrial design award, and known as the "Oscar of Design" reputation. It represents

products' excellent design, high quality, and consumers' trust.

Aima A500 and E390 both won the award, which fully proves Aima's strong product strength, and demonstrates that Aima's

design aesthetics and quality concept have won world recognition.

## **Aima leads product trends**

The appearance level of Aima's products has always been the ceiling of the industry. Aima leads the trend with color and innovative models. Aima continues technology innovation to empower its products. This is also the key for Aima to attract thousands of young users.

"E390 is an electric moped with attractive appearance launched by Aima Technology for young people. -- 2022iF Design Award". As the iF jury commented, the E390 has an amazing design with technology. It is equipped with many intelligent functional applications appealing to young people.

Aima A500 is destined to be an epoch-making product, leading the industry to truly enter positive development. It became a best seller in the market.







Industry reshuffle intensifies competition. Only being different can make enterprises break through the siege and win customers. The award-winning A500 and E390 are just a microcosm of Aima's numerous high-quality products. Fashion, power, endurance and user-centered are the labels with Aima products.

### **Aima promotes intelligent manufacturing**

As one of the most famous design awards in the world, the iF is very strict

in evaluation of the finalists. Concept, appearance, function, innovation, impact are indispensable evaluation factors. Only products with good comprehensive performance can win the vote of the jury. This year's iF design Award has tens of thousands of entries.

A500 and E390's honor proves that global users and the whole industry highly recognize the product quality and design concept, which also reflects Aima's achievement in product innovation, quality improvement, and service enhancement.



Users' demand for electric two-wheeler products has changed and their requirements have constantly improved. They are paying more and more attention to riding experience and quality. Aima holds fast to the two "sharp swords" of innovation and quality, adheres to the double-wheel driver of fashion and technology, and iterates user experience through multi-touch points, so as to meet people's growing demand for green mobility and low-carbon life.

In addition, based on technical strength and product accumulation, Aima continues to improve its product design and service capabilities, showing to the world the progress of Chinese electric two-wheelers from "Made in China" to "Intelligent Manufacturing in China", leading the industry to achieve a new transformation, and creating more value for users around the world.

Product competitiveness represents the core competitiveness of enterprises. Good and competitive products are the most effective weapon of enterprises. Aima's products have always been the industry vane. Its product design integrates fashion and technology. Aima is constantly reshaping the high-end aesthetics of electric two-wheelers, setting up a design benchmark for the industry and leading the fashion travel trend of two-wheelers. Aima also elevates the competition of electric two-wheelers from the simple hardware competition in the past to competition of aesthetics and experience. **MEGA**

(Source: <https://www.qqddc.com>)





# Significant Growth Is Expected in the 2<sup>nd</sup> Quarter of 2022

According to statistics, in the first quarter of 2022, China's electric vehicle (mainly refer to electric 2-/3-wheelers here) production and sales increased by 10.53% compared with last year. Although there is still an overall growth, but the increase is relatively concentrated. There are only a few enterprises that recorded real effective growth. Most of the brands show a decline or slight increase. Although the growth rate is only 10.53%, it is very impressive compared with other industries. But there is still a big gap with the prediction of the major brands at the beginning of the year. The root causes include the following three aspects: Purchasing power went down. Personal assets suffered passive depreciation. Whether it is the Russia-Ukraine war or the superpower games, in the complex international situation, the weakening of purchasing power brought by shrinking wallet is not a rare phenomenon among

some people or in one country, but a collective one. For the electric vehicle industry which still depends on the core consumer group of the middle and low income people, delaying consumption has undoubtedly become the only choice to deal with the current situation.

Raw material prices are rising. According to the Ministry of Industry and Information Technology, the price of upstream raw materials of the electric vehicle industry rose more than 10% year-on-year in the first quarter, but the factory prices rose only 0.7% year-on-year. Profits are further squeezed, so OEMs must reduce market budgets to cope with the change. Resurgences of COVID-19 cases in many places. The first quarter should be a peak season for the electric vehicle industry, but repeated outbreaks of the pandemic in Jiangsu, Tianjin, Guangdong and other major production bases impacted logistics and transportation, which not



only affected normal production but also greatly restricted the transfer of products to the market. At the same time, consumer demand was not adequately released due to limited promotional activities.

In the first quarter, the electric vehicle industry saw mixed results, but from the moves of major brands and market feedback, the second quarter is still worth expecting.

**Better growth is expected due to proper control of the pandemic**

Since 2020, epidemic prevention and



control has become routine work, which led to the surge in demand for dispersed mobility. Amid the pandemic, it has become a social consensus to avoid taking public transport for fear of infection and traveling by oneself. Such ideology affected consumers' purchasing decisions for a relatively long time. Electric vehicles have become people's priority for short trips. With the resumption of normal life and work in Shanghai, the city will finally defeat the disease. Electric vehicles are expected to again usher in a new growth opportunity.

In addition, China's customs statistics show that in 2021, China's export of electric two-wheelers totalled 22.9 million units, a year-on-year growth of 27.7%. Under the impact of the pandemic, market demand in Europe and the United States is also increasing, and the overseas sales of electric two-wheeled vehicles are also increasing rapidly. Considering also the recent fluctuations in international gasoline prices, experts also forecast that this growth trend will continue.

### **Another growth point lies in the massive replacement of old vehicles**

Since the implementation of the new state standard, trade-in has become a new growth point of the electric vehicle market. For the trade-in in Zhejiang,

which is widely concerned by the industry, 12 pilot counties (cities, districts) have been launched in March to carry out a comprehensive replacement of non-standard vehicles under the promotion of relevant government departments. According to the Zhejiang Electric Bicycle Management Regulations, non-standard electric bicycles shall not be used on the road from January 1, 2023, which will lead to the release of a huge market space of nearly 18 million non-standard electric bicycles in Zhejiang province.

In addition, according to public information, Guangdong, with the sales of about 8 million units in 2021, also ushered in a new wave of policy release and trade-in fervour. For instance, electric two-wheelers on the road without pre-registration or a license plate will be penalized from July 1; the transition period for non-standard electric bicycles will be ended until August 1. In addition, Shaanxi will also ban non-standard electric bikes on the roads starting from July 1.

With the end of the transition policies, replacement of old vehicles will become an important growth point in the second quarter for the electric vehicle industry.

### **Continuous advancement drives stable growth**

Affected by the epidemic, several exhibitions of the electric vehicle industry were



canceled in the first quarter, but the action of manufacturers has never stopped. Driven by "fashion + Technology", Aima recorded a significant growth in the first quarter, achieving a net profit of 317 million yuan in the single quarter. In the meantime, its A500 and E390 won the 2022 German iF Design Award by virtue of innovative technology and unique design aesthetics.

Aiming for "run father", Tailg's hot product the Biaobing recorded a sales volume of 150,000 units in 46 days. Tailg is said to be launching the V9, M511 and many other new products in the near future.

Luyuan focuses on "durable quality" and puts forward the new brand positioning of "riding for 10 years". From "6-year guarantee for core components" to "riding for 10 years", Luyuan's "ruthless" strength in products is fully demonstrated. Its liquid-cooled ultra-endurance series have become the representative of hardcore technology in the industry.

From the performance of the head brand in the first quarter, it is not difficult to find that returning to product value is becoming the core strategy of OEMs. In the long run, this is more in line with the major tone of sustainable development of the industry.

### **Conclusion**

With the effective regulation of administrative policies and the continuous evolution of the leading brands, the electric vehicle industry is ushering in a benign development period of internal and external harmony. At the same time, the large trade-in market is about to boom to bring a better second quarter. **MEGA**

(Source: <https://www.qqddc.com>)





## Better Choice. Better Riding.

Shengyi light weight mid drive system **CMT07**.  
compact size fits fashionable city e-bikes.  
Our independently developed torque sensor  
can assist you in getting continuous power  
and its max torque is 85Nm.

Cost-effective & High performance

**CMT07**



## More Power. More Assistance.

Shengyi, one of the leading manufacturers,  
has dedicated to research and development of  
e-bike motor for many years.

**CMT03P**, a mid motor for MTB e-bike with a  
max torque of 120Nm, is absolutely your best  
choice. It is powerful and quiet, and makes the  
climbing and accelerating easier and faster.

>80% efficiency satisfies  
your long distance cross-country tour.

**CMT03P**



Dedicated Professional Ultimate Experience



### Torque E-system

Small size,  
light weight,  
high efficiency,  
for city & road e-bike.

**DGW12MS**

**For Fat Bike**

**750-1000W**

175mm Cassettes & Screw  
190mm Cassettes

**DGW25P**

## Huawei, CATL and Chang'an Join Hands to Create High-end Cars

**CHINA** - On June 25, 2022, AVATR attended the CHONGQING INTERNATIONAL AUTO EXHIBITION and firstly announced CHN, the new-generation technology platform of intelligent EV, opening the “new platform, strong calculation and high-voltage charging” new era for electric cars. The first model of the CHN platform, the AVATR 11 and the jointly-designed limited edition AVATR 011 were displayed for the first time, which will be soon launched into the market.

Zhu Huarong, chairman of Chang'an Automobile, Xu Zhijun, rotating chairman of Huawei, and Zeng Yuqun, chairman of CATL, attended the AVATR press conference at the CHONGQING INTERNATIONAL AUTO EXHIBITION and exchanged ideas on cooperation background, cooperation mode, and the advantages of the CHN. They spoke highly of the technological achievements of AVATR and supported its future development. The CHN technology was created under the innovative cooperation mode. The platform is divided the mechanical, energy, electrical/ electronic architecture, vehicle operation system, vehicle function application, and cloud/big data layers. The CHN decouples software and hardware and realizes software-defined cars. The platform products feature high integration, high extension, high performance, high endurance,

high security, strong calculation, high intelligence, and scalability. In the future, the platform will enable R&D of models with a wheelbase of 3100cc, which can be expanded to limousine, SUV, MPV, and crossover. The CHN is available with two-wheel drive and four-wheel drive.

Xu Zhijun said that Huawei and AVATR would create a win-win situation. Through the HI (Huawei Inside) model, intelligent vehicle would be provided for all AVATR models. Zeng Yuqun promised that CATL would provide the latest and best power batteries for all the models of AVATR and support AVATR in being the best intelligent EV brand in China and even in the world. Zhu Huarong expected that AVATR would stick to the original intention for an international high-end China's brand.



## C3STROM Astro Is A Stylish, Full-Throttle Electric Moped

**HONG KONG** - Blurring the lines between an electric bicycle and an electric motorcycle, the C3STROM Astro sits somewhere in between. Available in both the Astro and Astro Pro models, C3STROM packs both high-power looks and the high-power performance into this hybrid moped.



The motor defaults to a street-legal 750W power offering a top speed of 28 mph (45 km/h). However, that can increase to 32 mph (52 km/h) in off-road mode. The front suspension fork should help with bumps in the terrain, but the lack of rear suspension could make any decent-size potholes or obstacles a bit rough on the rear at top speed. For slowing down, the moped features four-piston hydraulic disc brakes. Both models have wide tires for on and off-road riding.

The frame is built around the battery where it's suspended from the top tubes. The 1040W battery is also the largest capacity available for an e-bike under \$4000. Made with Samsung 21700-format lithium-ion battery cells, it has an estimated range of 78 miles.

You'll also get access to a smartphone app that connects to the e-moped so riders can view essential data and make changes to the bike's performance parameters.





XOFO  
雄风电机

# SUZHOU XIONGFENG MOTOR CO.,LTD.



## Mid Motor: MMT01

250W/350W/500W

Usage Recommendation: E-CITY/E-TOUR

Matching Components: Built-in controller, suspension, LCD instrument, assembly line, speedometer, crank, crankset

## Accelerate as you want

Powerful drive system, quiet maintenance-free gear box add to riding comfort

The gear box with oil inside reduces motor noise; the non-contact magnetostrictive centre shaft has more stable torque performance



## SOFD Series

Position:	Front/Rear
Usage Recommendation:	E-CITY/E-MTB
Rated Power (w):	180-250
Speed (km/h):	25-32
Maximum Torque(N.m):	45
Wheel Size(luch):	12-28
Gear Ratio:	1:6.28
Pair of Poles:	8
Noisy( dB):	<50
Weight(kg):	1.9
Spoke Specification:	36H*12G/13G

Add: Floor 5th, Building 30, No.88 Lingshan Road, Xukou Town, Wuzhong District, Suzhou, Jiangsu Province, China.

Web: [www.xofomotor.com](http://www.xofomotor.com)

Phone: 0086-18913545338

Tel: 0086-512-68785852

E-mail: [xofoxin@163.com](mailto:xofoxin@163.com)

## LIVEWIRE LAUNCHES DEL MAR

U.S.- LiveWire successfully launched its all new, all-electric S2 ARROW platform with the first 100 units selling out in 18 minutes! The production version S2 Del Mar will deliver immediately after the launch edition in the spring of 2023 with a \$15,000 target MSRP. Specs for the S2 Del Mar call for 80 horsepower (59.6 kW), and less than 440 pounds of weight, delivering projected 0-to-60 mph times of 3.5 seconds or less. Range is targeted at 100 miles of city riding.

“The S2 Del Mar model represents the next step in the evolution of the LiveWire brand,” notes Jochen Zeitz, Chairman, President and CEO of Harley-Davidson. “The ARROW architecture underpinning the Del Mar, developed in-house at LiveWire Labs, demonstrates our ambition to lead in the EV space and establish LiveWire as the most desirable electric motorcycle brand in the world.”

Del Mar is designed as an Urban Street Tracker, according to Zeitz. “Del Mar presents a street-tracker stance on 19-inch front and rear wheels equipped with custom developed LiveWire Dunlop DT1 tires equally capable on paved and dirt surfaces.” The slim seat tops a short tail section. A tracker-style handlebar fronted by a thin flyscreen places the rider in an upright posi-



tion for a comfortable and controlled riding experience.

Although the advanced ARROW Architecture with proprietary battery, motor, charging and control systems was designed at LiveWire Labs in Mountain View, California, all LiveWire S2 Del Mar motorcycles will actually be assembled at Harley-Davidson Vehicle Operations in York, PA. The ARROW architecture is intended to be modular and serves as the central component of the motorcycle chassis for the Del Mar and other as yet unnamed variants.

## RayVolt Launches eXXite, A Line of Beautiful High-tech E-bikes

SPAIN - Barcelona-based RayVolt has designed some of the most creative electric bike designs in the industry using their own technology to offer industry-leading performance and user experiences. After a two-year hiatus, they announced the launching of eXXite as a completely new brand.

During their 2022 conference, RayVolt reiterated the success of their range of e-bikes and revealed the future lineup. Their best-selling e-bike is the Cruiser, with motorcycle design accents and leatherwork detailing that has become the company's signature. Under eXXite, the new flagship will be the X1, featur-



ing a similar oversized frame to the Cruiser but with an aggressive speed-focused posture.

Beside the handlebars, you'll find a dock for your phone with an integrated wireless phone charger. But it won't just show you various stats, such as speed and better life, as most e-bikes do. The dock can use your phone's sensors and camera to adjust the bike's electric motor and battery power automatically. The brain behind this operation is RayVolt's EIVA 2.0 app. For example, EIVA can use the gyro to detect a hill and increase or decrease the pedal assistance system accordingly.

Beyond the X1, the eXXite lineup includes a more traditional belt-drive commuter bike and a new take on a standing electric scooter. The scooter has a Vespa-styled shield in front, with the ability to mount a carb-box to the backend.

Both the Rayvolt and eXXite brands are built with style and advanced tech, but they are going their separate ways with branding. That might make it easier to co-develop new features that benefit different customers equally. Together, they may be in a league of their own. Expect big things from Barcelona soon.



**NM350:**

Super Silence  
 Torque sensor inside  
 Engine oil in inside  
 Maintenance free  
 Powerful starting torque, the  
 maximum motor torque  $\geq 110\text{N.m}$   
 IP66



**ND03:**

Easy to operate  
 LCD display

**NB03:**

Intube  
 450wh

**NR250:**

Small size  
 Light weight  
 High efficiency  
 Smooth & quiet in running

**NB02:**

Intube  
 360wh

**ND02:**

Easy to operate  
 LCD display

**NT01:**

Torque sensor  
 High efficiency  
 comfortable riding feel



## KYMCO SET UP TO BRING ITS BATTERY-SWAPPING ELECTRIC SCOOTER TO EUROPE VIA ITALY

**ITALY** - KYMCO is Tailwase Motorcycle Manufactures revealed its plan to set up its battery swapping Electric Scooter to Europe via Italy with its Lonex Electric Scooter.

KYMCO Lonex battery swapping system beat directly Gogoro's own battery swap system, As per the report Gogoro has generated a revenue of \$366.0 Million, exceeding guidance by \$39.0 Million and up to \$1.9 million from last year

Gogoro accumulated over 450,000 subscriptions in Taiwan as of December 31, 2021, up 23.5% from the previous year.

Hero MotorCorp Ltd and Taiwan Gogoro have partnered and Honda Motor Co. has also set up a battery swapping business in India, Bengaluru based Startup Bounce become the first original equipment maker to launch an Electric Scooter without a battery pack

Gogoro is the market leader in battery swapping systems for electric scooters and also Gogoro plans to expand its business across the largest Asia Market including India, China, and Indonesia.

Recently, KYMCO announced to enter in Battery Swapping business in Europe via Italy for Electric Scooters and competes with their rival such as Honda and Gogoro in upcoming years.

KYMCO has not confirmed which electric Scooter become available in Italy, but KYMCO Lonex's many 110 EV models may be potent urban vehicles in the Country, and the electric scooters will carry up to five Lonex battery units to produce an expected range of up to 200KM on a full charge.



## Harley-Davidson Spin Out Serial 1 Launches Second Generation CTY Electric Bike in Google Cloud Partnership

**U.S.** - Harley Davidson American-based motorcycle company has unveiled a stunning new electric bike serial 1, second-generation/CTY, this time touting a new partnership with google cloud for including new features that will be included in its upcoming eBicycle .

There are some features that Harley offered such as google cloud connectivity that is used to capture the ride data and improve some security & safety features to safe their eBicycle from thieves these all change to be added to its upcoming CTY eBicycle .

Harley Rollout its second-generation electric bikes brand says that "among the first to integrate Google Cloud's new Intelligent Product Essentials software solution that enables predictive, proactive, and intelligent features that drive a better eBicycle experience for every rider."

The company also said in the press "It's exciting to see how Serial 1 is enhancing transportation experiences with data and analytics," said Matthias Breunig, Director, Global Automotive Solutions, Google Cloud. "We're pleased to bring Google Cloud's

Intelligent Product Essentials solution to Serial 1 riders and help provide eBike experiences that are safe and personalized to each interaction."

All Harley ebikes models reach 20mph (32km/h) except RUSH/CTY speed available in the U.S. that can reach class 3 speed of 28mph 45(km/h).





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**RYMIC**  
HELMETS



# WANDER

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# STAR BIKE- BG



**S**tar Bike Ltd (HK) established since 2001, also known as : BG-Performance, is the earliest SBK Motorcycle sport and racing promoter in the Greater China region of China Hong Kong /Macau /China.

BG has showrooms, Tech Centers, Motorsport training facilities in both China Zhuhai, Beijing covering a great part of China, BG has performed hundreds of XBK National Trainings events and also operate SBK Championships in China Zhuhai, Beijing, Guangdong circuits.

**O**ver the years, Star Bike/BG has recruited over 20 of the world's best High performance product brands to be their Greater China SOLE distributor and Tech Centre, and has over 300 regional dealerships covering close to 100% of the Greater China markets. (as below)



## FULL DISTRIBUTION



Contact : [promo@bg-performance.com](mailto:promo@bg-performance.com)

# SPECIALIZED Launches New Evade 3 and Prevail 3 Helmets with Increased Ventilation

Specialized has launched three new S-Works level road bike helmets – the Evade 3, the Prevail 3 and the TT5.

The Evade 3 is the brand's aerodynamically optimised helmet and the Prevail 3 a lighter-weight option for the mountains, prioritising maximum ventilation. The TT5, as the name suggests, is dedicated to time trial use.

Both the Prevail and Evade 3 have earned 5-star ratings in independent tests conducted by Virginia Tech's Helmet Lab.

All of the helmets use MIPS' Air Node technology, which the brand says is integrated directly into the helmet padding, with a "sleek, low-friction layer designed to dissipate rotational forces". The brand has also added perforations in places to maximise ventilation and comfort, and save weight.

## EVADE3

Specialized sought feedback from its pro riders, who said they wanted a helmet that was in line with the Evade 2, but with added ventilation to increase its versatility across race stages.

As a result, Specialized says it has increased the ventilation of the Evade 3 by 10 percent over the Evade 2, while virtually maintaining its current aerodynamic credentials.

It claims to have sped the helmet up by 1 to 1.5 watts, but the brand is downplaying its aerodynamic credentials because the ventilation is the most significant improvement on this third-generation helmet.

Specialized says it tested its Evade 2 helmet in its own wind tunnel and via computational fluid dynamic (CFD) tests. The brand found there was drag at the top and rear of the helmet.



It says it achieved an overall aerodynamic equilibrium by incorporating a diffuser into the rear of the helmet. The diffuser has larger vents and is said to make up for the aerodynamic loss from the added ventilation.

Specialized has also opened up the front of the helmet to increase ventilation. The helmet retains the brand's 'adjustable tri-fix web splitter' found on its other helmets for ease of adjustment.





### PREVAIL 3

Specialized says the Prevail 3 is the “ultimate all-round helmet that excels in hot conditions, strenuous climbs and mountainous stages”.

The brand has achieved this by removing the foam bridges from the centre, effectively creating through-air channels.

Specialized says the increase in surface area ventilation represents a 24.5 percent improvement over the S-Works Prevail II Vent.

The ventilation of the Prevail 3 is not only an improvement over its predecessor. The brand claims it’s also the most venti-

lated helmet it has ever made.

When a helmet is impacted, its job is to dissipate the negative energy. Typically, brands will use more EPS foam, but Specialized is employing a new system called ‘Air Cage’.

‘Air Cage’ sees woven aramid cables traverse the helmet that are anchored to carbon fibre side panels.

The helmet also features the ‘adjustable tri-fix web splitter’, as well as ‘occipital base adjustment’, a feature said to further optimise comfort and provide a storage solution for the best cycling sunglasses.

The helmet is also compatible with the ANGi Mindset fit system, a small node that fits to the back of the helmet and sends an alert to a pre-designated contact should you experience an impact.

### S-WORKS TT5 HELMET

Specialized is also launching a new time-trial helmet called the TT5.

Quick-Step Alpha Vinyl riders Remco Evenepoel and Kasper Asgreen have

reportedly both logged many hours in Specialized’s own wind tunnel before the brand could arrive at the final design.

Once again, Specialized used CFD modelling in its testing. The rear of the helmet has been repositioned to be closer to the rider’s shoulders – the brand says this reduces drag.

Specialized claims the new TT5 helmet saved Evenepoel 26 seconds on an unspecified 40km time-trial race.

Specialized has engineered a head sock designed specifically for the helmet, which the brand says is an integral element to help “maintain an optimal position on the head while riding and mitigate rotational forces during impact”.

The helmet comes with a Class 1 Optics shield that is claimed to have zero distortion. The shield is said to have a hydrophobic coating to clear moisture away if the weather turns, as well as anti-fogging.

MEGA (Source: <https://www.bikeradar.com>)

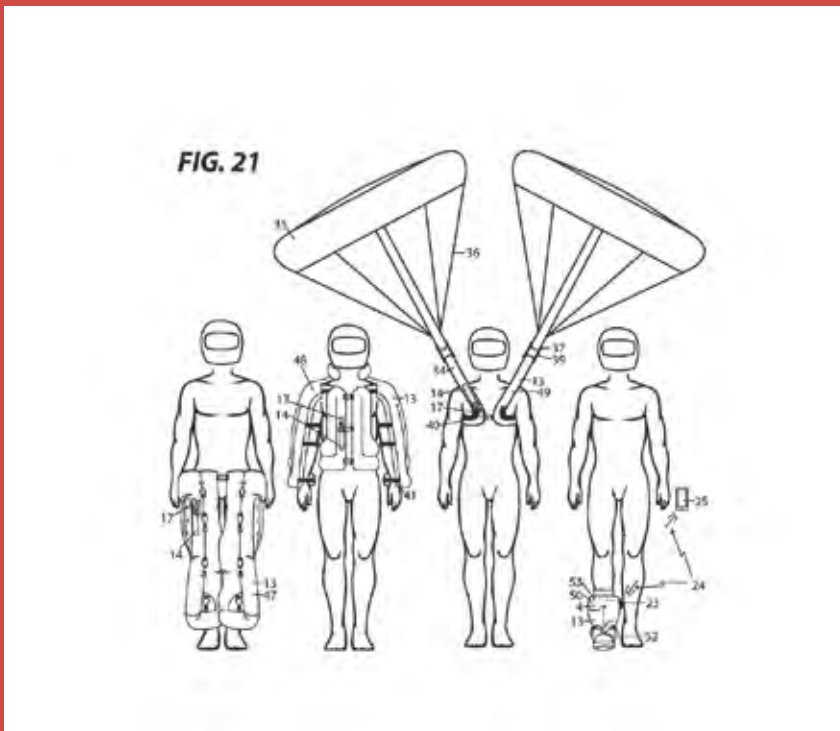
# Airbag Parachute System Under Development

Swedish company Airbag Inside has already been developing an airbag-clothing system under the brand name Mo'cycle that places airbags inside the sleeves of jackets and legs of pants. It's launching its first products, including airbag jeans, an airbag vest, and even airbag shorts later this year, but the company's patents show even more ambitious ideas for the future. Among them are airbag-equipped boots and a parachute system.

The idea might seem wild, but parachutes have been used for decades to slow top-fuel dragsters and even military aircraft where there is limited room to bring vehicles to a stop quickly. The parachutes also help keep those vehicles pointed straight as they decelerate. On racetracks in particular, crashing riders face a similar prob-







lem—they need to be slowed down or stopped before reaching a guardrail or wall, and the only thing slowing them down is the friction between their riding gear and the asphalt, or the resistance of a gravel trap.

A conventional nylon-canopy parachute attached by cords isn't a great idea, however. That relies on passing airflow to deploy the main chute by first catching the wind with a small funnel-shaped chute called a drogue, and then pulling the main canopy from its pack. It then takes time and distance for the canopy to fully inflate and pull the cords tight before it starts to slow down the tethered object or person. In a bike crash, the chances are that a tumbling rider would get tangled with the drogue or the main chute before it could catch the necessary air to inflate and be effective.

It might appear odd at first, but that's where Airbag Inside's idea comes in, and has had considerable thought applied to the theory. The concept is to use two small canopies that look like small kids wading pools with an inflatable outer edge that expands into shape immediately, without the need for a drogue or passing airflow. Similarly, the main "cords" (or attachment points) to the canopies are inflated to become relatively firm and to position them above the rider's head. The only actual lines are stabilizing strings to stop the canopies from spinning and/or shedding the air they catch. They're attached to points above the rider's head to keep them away from the rider's neck and reduce the chance of tangling. The system is inflated using conventional airbag-inflation technology—which could be either pyrotechnic or

via compressed-gas canisters.

With the canopies above the rider, the idea is that once inflated, they'll make sure the rider slides feet first and is quickly slowed down, pulling them away from the bike and either coming to a halt quickly or decelerating significantly before impacting any track-side obstacles.

The idea appears to be oriented more toward racetrack use—where the trajectory of crashing bikes and riders is more predictable than on public roads—but it would be interesting to see the system in action. It might prove unworkable in the real world, as the canopies would need to inflate very quickly to prevent tangling, but nonetheless any idea that could contribute to safety is worth a second look. **MEGA**

(Source: <https://www.cycleworld.com> )

# POC's Myelin Helmet Is Designed for End-of-life Recycling

What happens to your cycling helmet when you replace it? With a mix of materials bonded together, cycling helmets are usually impossible to recycle, so the chances are it will usually end up in landfill.

The new POC Myelin commuting helmet is designed to avoid that. It's built so that it can be easily disassembled into its individual components at the end of its life and its constituent parts can then be recycled.

Even from its inception, the POC Myelin helmet is made from 50 percent recycled materials. It incorporates a shell made

from woven recycled fabric and is assembled without using adhesives. POC says strategically placed fasteners ensure the helmet's integrity and avoid the use of adhesives or lamination.

The fasteners can be cut apart at end of the helmet's life and the component parts can then be separated. POC says that's something that anyone can do using tools available at home, so the owner can then recycle the parts without needing a specialist recycling facility.

Despite its novel construction, the Myelin passes the relevant helmet safety standards across all jurisdictions.

## Better for the planet

POC says its big idea with the Myelin is "to use our planet's resources respectfully, to take inspiration from a circular economy approach and to lead from the front with new ideas and innovations".

It's an example of what POC calls its "whole helmet concept", where the brand has designed each part of the helmet to enhance the whole.

Apart from the shell, other recycled parts used in the POC Myelin include a cap and pads made of recycled polyester and a bottom ring of recycled nylon. The straps are made of recycled polyester, include





a snap and incorporate elastic sections. Protection is provided by an EPS foam liner, as with a conventional helmet, and an array of small ventilation holes are built into the top of the helmet. POC has avoided the usual printing on the Myelin helmet by embossing its logo into the helmet shell.

“We wanted to question the idea that safety and sustainability could not obviously co-exist in a helmet... so we wanted to challenge the conventional way of creating a helmet, in particular by starting with recycled materials, how it is manufactured and how it can be deconstructed so as to allow for all the materials to be used again,” says Claes Nellestam, senior designer at POC.

The Myelin is an important step forward, but there is a lot to continue to do and POC’s ambition is to transfer as much of its research and testing in sustainable-resource use into more products over time. The principle is to have the highest level of safety and protection whilst looking to minimize as much of the negative impact as possible.

In developing the Myelin, POC has presented a view of what is possible. Creating products that can be designed with resource efficiency and durability in mind, inspiring all to see the potential ahead.

**MEGA** (Source: <https://www.bikeradar.com>)



# WHEN 2 MM HELP YOU WIN A 24 HOUR RACE

Never completely satisfied and always looking for that extra something even if Brembo brake components are a global benchmark thanks to constant investment in research and development. This is true for OE PARTS as well as upgrade ones but also for racing, both on the track and off-road.

On Asphalt Endurance Races present the

most difficult challenges since it is one thing to be efficient and reliable in races that last just over 30 minutes, such as the World Superbike Races, something quite different in the MotoGP GPs which last from 40 to 45 minutes, and even more so in endurance races which last a minimum of 8 hours and can last as long as a whole day.

The last attempt to raise the bar was in

this category even if in 2021, the endurance 24 caliber with Z03 pads, T-drive discs and the GP 19x18 radial master cylinder, all made by Brembo, equipped the Suzuki GSX-R1000 which with Xavier Simeon, Sylvain Guintoli and Gregg Black won the EWC world championship as well as the two 24 hour races in France.

The greater the distance covered in an endurance race, the less chance the competing teams will be able to do as well or better and dominate. But to cover a greater distance as everyone who uses a motorbike for traveling knows, you must reduce stops as far as possible, either making less and/or reducing how long they last.

This is where Brembo comes onto the scene with a series of studies to find a solution that reduces pit stop times without compromising on the quality of the motorbike chassis. Brakes are unsprung







weight and therefore the smaller they are, the lower the negative effect on braking as well as on acceleration and changes in direction.

Brembo has emerged from this apparent deadlock with the new gp4-endurance caliper which made its debut last April at the 45th 24 hours of le mans, the first race in the Fim EWC world championship season,

on the Yoshimura Sert Motul Suzuki on which Simeon and Sylvain Guintoli took it in turns to win one minute, 45 seconds and 582 thousandths of a second ahead of the others.

This result was due to the riders' talent, the speed and chassis qualities of the gsxr1000r, but also the skill of the mechanics and even the attributes of the new Brembo caliper for endurance applications which has made it possible to reduce the time needed for pit stops.

In practical terms, this means that the sets of worn calipers were reduced from 4 to 3 with obvious time benefits also thanks to

the titanium radiators for fixing the pads to the pistons. During the 2022 24 hours of Le Mans, after not even six hours into the race, one of the teams in the main category wasted valuable time in the pits because the brake calipers (not Brembo ones) had to be replaced. The Yoshimura Sert Motul took advantage of this and reduced the team's lead by over 25 seconds, paving the way for the next pass.

This was made possible by combining the new pad and using ventilation fins positioned along the caliper body and derived from the experience gained in the premier class of the world championship. The fins increase heat exchange in the braking system and help to cool it, something which is very important in endurance racing. **MEGA**

Source: [www.brembo.com](http://www.brembo.com)



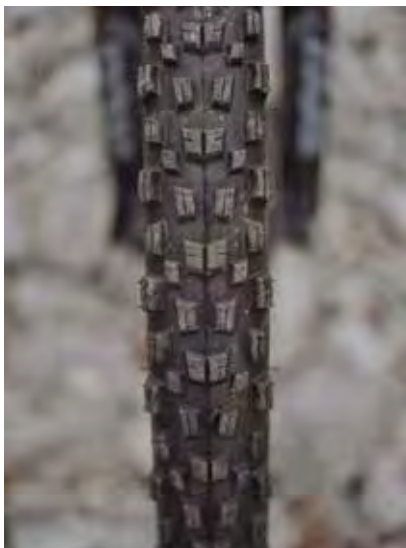
# PIRELLI UPDATES ITS SCORPION ENDURO AND E-MTB RANGE

Pirelli continues the evolution of its Scorpion range, adapting the catalogue to the increasingly varied and high-performance bikes available on the MTB market. The renewal work has focused on the line dedicated to enduro bikes with longer excursion, as well as on e-MTBs, to allow an even wider and more complete range of use.

The Scorpion Enduro and Scorpion E-MTB lines currently include three different treads: S (Soft Terrain), R (Rear Specific) and M (Mixed Terrain), to offer specific solutions in different surface contexts. The M tread, the one designed for greater versatility, has been completely revamped and further extends its use thanks to a new knobs' layout and

a new profile, which is more aggressive but extremely versatile. The higher, reinforced blocks are now designed to withstand the high mechanical loads typical of an aggressive riding style and higher performance bikes.

The revamped Scorpion Enduro M and Scorpion E-MTB M are designed to be true all-rounders, aimed at those who







use MTBs for long mountain rides but don't disdain the occasional race.

The launch of the Scorpion tyres dedicated to the pure racing world of EWS and World Cup DH, which are being developed in collaboration with Fabien Barel, is instead planned for the coming months.

Further enhancing the versatility of the M design for Scorpion Enduro and E-MTB is the new SmartGRIP Gravity compound, developed drawing on Pirelli's motorsport experience in motocross and rally competitions, where it is necessary to be able to rely on tyres capable of tackling very different terrains, climates, and riding styles.

In the new mix of materials designed by Pirelli R&D, chemical grip, smoothness, and tear resistance remain high and faithful to the design principles of its sister SmartGRIP. In the new formulation, the static stiffness value has been lowered to around 50 Shore A, thus increasing the tyre's ability to conform to the terrain, reduce vibrations and increasing grip and driving comfort in more extreme situations. Debuting on the new M design, SmartGRIP Gravity is also updated on the existing S model of the Scorpion Enduro and E-MTB range.

Updates on Pirelli's MTB line also touched the range of casing combinations on existing models and compounds. Today the Scorpion Enduro range is available not only in the HardWALL version, with bead-to-bead protection and rubber reinforcement insert, but also in the lighter and more rideable ProWALL, with sidewalls reinforced by a nylon fabric. In this way, an even more complete and modern range of uses and requirements is satisfied and updated to the great variety of performances that modern MTBs allow today. **MEGA**

(Source: <https://www.imbikemag.com> )

# 2022 MEGA EXHIBITION PLAN

## January

### AIMExpo 2022

#### 美国国际两轮车展览会

Date: January 19-21, 2022

Venue: USA

Exhibition Range: Motorcycles, scooters, AVTs, electric vehicle, bicycles, spare parts and supplies.

举办时间: 2022年01月19-21日

举办地点: 美国

展品范围: 摩托车, 踏板车, ATV, 电动车, 自行车, 配件与用品。

## March

### Velo Park 2022

#### 2022年俄罗斯国际自行车摩托车及配件展

Date: March 03-05, 2022

Venue: Moscow, Russia

Exhibition Range: Mountain bikes, racing bikes, leisure bikes, moped, scooters, children bicycles, BMX, electric bicycles, ice skates, sleds, bicycle tires, manufacturing equipment, protective clothes, tools, spare parts and supplies.

举办时间: 2022年03月03-05日

举办地点: 俄罗斯, 莫斯科

展品范围: 城市自行车, 电动自行车, 电动滑板车, 雪橇, 溜冰鞋, 折叠车, 自行车外/内胎, 自行车零配件, 山地车, 工具零部件, 制造设备, 护具等。



### Taipei Cycle 2022

#### 台北国际自行车、电动车展览会

Date: March 9-12, 2022

Venue: Taipei Nangang Exhibition Center

Exhibition Range: Complete Bicycles, Bicycle Parts, Bicycle Accessories, E-Bikes & Drive units, Cycling Services, Smart cycling devices.

举办时间: 2022年03月09-12日

举办地点: 中国台湾台北南港展览馆

展品范围: 自行车整车、自行车零件、自行车配件及人身部品、电动自行车及电机系统、智慧骑乘装置、骑行服务等。

### INABIKE 2022

#### 2022 印尼国际汽车及自行车展

Date: March 23-25, 2022

Venue: JIExpo Kemayoran, Jakarta — Indonesia

Exhibition Range: Motorcycle and spare parts, automobile parts and system, automobile accessories, automotive electronics, tools, mold and machinery, bicycle and parts.

举办时间: 2022年03月23-25日

举办地点: 印尼, 雅加达

展品范围: 摩托车零件及配件, 汽车零部件及系统, 汽车配件, 汽车电子设备, 汽车工具, 模具及机械, 自行车及配件等。

## April

### Warsaw Motorcycle Show

#### 波兰华沙国际摩托车展览会

Date: April 01-03, 2022

Venue: Warsaw, Poland

Exhibition Range: Motorcycle and spare parts, electronics, tools, mold and machinery.

举办时间: 2022年4月01-03日

举办地点: 波兰, 华沙

展品范围: 摩托车零件及配件、电子设备、工具、模具及机械等。

### TAIPEI AMPA (Motorcycle Show Taiwan 2021)

#### 台北国际汽车零配件展览会 (原: 海峡两岸摩托车展览会)

Date: April 20-23, 2022

Venue: Taipei Nangang Exhibition Center, Hall 1 (TaiNEX1)

Exhibition Range: Car, Motorcycle, AVTs, UTVs, electric vehicle, spare parts and supplies.

举办时间: 2022年04月20-23日

举办地点: 中国台湾台北南港展览馆一馆

展品范围: 汽车, 摩托车, 踏板车, ATV, 引擎, 车架, 配件等。

### The 131st China Import and Export Fair

#### 第131届中国进出口商品交易会

Date: April 15-24, 2022

Venue: Guangzhou, China (Online)

Exhibition Range: Bicycles, electric bicycles, electric scooters, bicycle parts, motorcycles, all terrain motorcycles, vehicle spare parts, vehicles

举办时间: 2022年04月15-24日

举办地点: 中国, 广州 (线上展)

展品范围: 自行车, 电动自行车, 电动滑板车, 自行车零配件, 摩托车, 沙滩车, 汽车配件, 车辆。

### Motobike Istanbul

#### 2022年土耳其国际两轮博览会

Date: April 21-24, 2022

Venue: Istanbul Expo Center

Exhibition Range: Motorcycles, Scooters, Electric vehicles, Dirty bikes, AVTs, UTVs, Engines, Batteries, Spare parts and Supplies.

举办时间: 2022年04月21-24日

举办地点: 伊斯坦布尔展览中心

展品范围: 摩托车整车及配件、电动车整车及配件、轮胎、头盔、电池、发动机等。

## May

### MOTOR CHINA 2022 (Beijing International Motorcycle Exhibition)

#### 北京国际摩托车展览会

Date: May 20-23, 2022(Postpone)

Venue: Beijing, China.

Exhibition Range: Motorcycles, Motorcycle spare parts and supplies, Motorcycle technology and Service, Motorcycle Related Products, Electric Motorcycle.

举办时间: 2021年05月20-23日 (延期)

举办地点: 中国, 北京

展品范围: 摩托车, 摩托车配件及用品, 摩托车技术与服务, 摩托车文化等相关产品, 新能源摩托车。

### The 83<sup>rd</sup> China Motorcycle & Parts Fair (Spring Session)

#### 第83届全国摩托车及配件展示交易会 (春季)

Date: May11-13, 2022

Venue: Chongqing, China

Exhibition Range: motorcycle, electric vehicles, spare parts and supplies.

举办时间: 2022年05月11-13日

举办地点: 中国, 重庆

展品范围: 摩托车, 电动车整车及配件, 轮胎, 润滑油, 装饰品, 维修设备及新材料、新工艺展示等。



**Feria de las 2 Ruedas**  
**第 14 届哥伦比亚国际两轮车展**

Date: May 12-15, 2022  
Venue: Medellin, Columbia  
Exhibition Range: Motorcycles, electric vehicles, moped vehicles, ATVs, UTVs, dirt bikes, bicycles, spare parts and supplies.  
举办时间: 2022 年 05 月 12-15 日  
举办地点: 哥伦比亚, 麦德林  
展品范围: 摩托车, 电动车, 助力车, 自行车, 配件及用品。

**Auto Expo Kenya**  
**肯尼亚国际汽车配件博览会**

Date: May 26-28, 2022  
Venue: Nairobi, Kenya  
Exhibition Range: Motorcycle parts, automobile parts and system, automobile accessories, batteries, automotive electronics, tools, coating, mold and machinery.  
举办时间: 2022.05 月 26-28 日  
举办地点: 肯尼亚, 内罗毕  
展品范围: 摩托车零件及配件, 汽车零部件及系统, 汽车配件, 汽车电子设备, 汽车工具, 模具及机械等。

**June**

**Expo Moto 2022**  
**墨西哥国际摩托车及零部件展**

Date: June 02-05, 2022  
Venue: Mexico City, Mexico  
Exhibition Range: Motorcycles, electric vehicles, scooters, motorcycle spare parts, tires, engines, electrical equipment, motorcycle costume, supplies, lubricating oil.  
举办时间: 2022 年 6 月 02-05 日  
举办地点: 墨西哥, 墨西哥城  
展品范围: 摩托车, 电动车, 踏板车, 摩托车零部件, 轮胎, 发动机, 电动设备, 摩托车服饰, 润滑油, 配件等。

**July**

**Eurobike 2022**  
**欧洲自行车展**

Date: July 13-17, 2022  
Venue: Konstanz, Germany  
Exhibition Range: E-motorcycles and Parts, Scooters, Bicycle and Parts, E-bikes and Parts, Outdoor Cycling Products.  
举办时间: 2022 年 07 月 13-17 日  
举办地点: 德国, 康斯坦兹湖  
展品范围: 电动摩托车及零部件、踏板车、自行车及零部件、电动车及零部件、户外用品等。

**August**

**China Cycle 2022**  
**中国国际自行车展览会**

Date: August 04-07, 2022  
Venue: Hefei, China.  
Exhibition Range: E-motorcycles and Parts, Scooters, Bicycle and Parts, E-bikes and Parts, Outdoor Cycling Products.  
举办时间: 2022 年 08 月 04-07 日  
举办地点: 中国, 合肥  
展品范围: 电动摩托车及零部件、踏板车、自行车及零部件、电动车及零部件、户外用品等。

**September**

**CIMAMotor 2022**  
**中国国际摩托车博览会**

Date: September, 2022  
Venue: Chongqing, China  
Exhibition Range: Motorcycles, Motorcycle Accessories and Parts, Motorcycle Related Products, General Fuel Motors, Maintenance Products, Motorcycle Technology and Service.  
举办时间: 2022 年 09 月  
举办地点: 中国 重庆  
展品范围: 摩托车整车、摩托车零部件、摩托车文化产品、通用燃油机、摩托车维护用品、摩托车技术及服务产品等。

**October**

**INTERMOT 2020**  
**德国科隆国际两轮车展展览会**

Date: October 04-09, 2022  
Venue: Cologne, Germany  
Exhibition Range: Motorcycles, Trailers and Sidecars, Electric Motorcycles, Electric bikes, Motorcycle/E-Motorcycle/ Bicycle Accessories and Parts, Motorcycle Related Products, General Fuel Motors, Maintenance Products, Motorcycle Technology and Service.  
举办时间: 2022 年 10 月 04-09 日  
举办地点: 德国, 科隆  
展品范围: 摩托车整车、拖车、边三轮、电动车, 电动自行车、摩托车 / 电动车 / 自行车用品及部件、摩托车文化产品、通用燃油机、摩托车维护用品、摩托车技术及服务产品等。

**The 132<sup>nd</sup> China Import and Export Fair**  
**第 132 届中国进出口商品交易会**

Date: October 15-19, 2022  
Venue: Guangzhou, China  
Exhibition Range: Bicycles, electric bicycles, motorcycle, spare parts and supplies.  
举办时间: 2022 年 10 月 15-19 日  
举办地点: 中国, 广州  
展品范围: 自行车, 电动自行车, 摩托车, 全地形车, 配件等。



**November**

**Salao Das Duas Rodas 2022**  
**巴西国际两轮车展**

Date: November 01-06, 2022  
Venue: St. Paulo, Brazil  
Exhibition Range: Motorcycles, electric vehicles, scooters, motorcycle spare parts, tires, engines, electrical equipment, motorcycle costume, supplies, lubricating oil.  
举办时间: 2022 年 11 月 01-06 日  
举办地点: 巴西, 圣保罗  
展品范围: 摩托车, 电动车, 踏板车, 摩托车零部件, 轮胎, 发动机, 电动设备, 摩托车服饰, 润滑油, 配件等。

**EICMA 2022**  
**意大利米兰国际两轮车展览会**

Date: November 08-13, 2022  
Venue: Milan, Italy  
Exhibition Range: Motorcycles, electric vehicles, accessories for 2-wheeled vehicles.  
举办时间: 2022 年 11 月 08-13 日  
举办地点: 意大利, 米兰  
展品范围: 摩托车, 自行车, 电动车, 两轮车配件等。

**The 84th China Motorcycle & Parts Fair (Autumn Session)**  
**第 84 届全国摩托车及配件展示交易会 (秋季)**

Date: November, 2022  
Venue: Guangzhou, China  
Exhibition Range: motorcycle, electric vehicles, spare parts and supplies.  
举办时间: 2022 年 11 月  
举办地点: 中国, 广州  
展品范围: 摩托车、电动车整车及配件、轮胎、润滑油、装饰品、维修设备及新材料、新工艺展示等。

**Vietnam Cycle 2022**  
**越南国际两轮车展览会**

Date: November 03-05, 2022  
Venue: Hanoi, Vietnam  
Exhibition Range: Cars, motorcycles, scooters, ATVs, UTVs, electric vehicles, bicycles, spare parts and supplies.  
举办时间: 2022 年 11 月 03-05 日  
举办地点: 越南, 河内  
展品范围: 汽车, 摩托车, 电动车, 自行车, 配件及用品等。

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