



The Future Is Electric

For us, Born Electric is not just a slogan.

Energica Motor Company has a unique story, making us the ideal choice for anyone searching for the ultimate electric riding experience - or perhaps even the ultimate sportbike experience.

We are Italian, so we of course worship speed.

For over a decade, we've been developing electric motorcycles, initially for the track and since 2014, for the street.

The beginning - CRP Group

Energica began as part of CRP Group, a fifty-year old company intimately connected with Formula 1 and NASCAR racing.

The present and the future

In 2021, the 70% of Energica was acquired by Ideanomics.

Ideanomics is a global group with a simple mission: to accelerate the adoption of commercial electric vehicles. By bringing together vehicles, charging, and energy solutions with design, implementation, and financial services, we provide the solutions needed for the commercial world to commit to an EV future.

Now with the immense support and experience of Ideanomics, Energica is able to integrate a level of design and technical features into our electric motorcycles that no other company has yet been able to do.



RACING IS IN OUR BLOOD

How Energica Fits Into the Broader Ideanomics Mission



Technologies and solutions able to support product development at other Ideanomics operating companies.



Combined supply chain buying power enabling improved access to components and batteries.



Energica's experienced, proven leadership team will be an asset to the entire Ideanomics organization.



“Born in the Italian Motor Valley to be the world leader of High Performing Electric Motorcycles and more with a focus on design, the most innovative and performing technological solutions and international growth.”

2014
Energica Motor Company was born
World Demo Tour (USA - EU - MC)

2015
Energica Eva Unveiling
Second road-based model

2016
Listing Milan Stock
Exchange and start of
commercialization in the
new Energica HQ

2017
Third model Eva EsseEsse9 and
MotoE statement

2018
Energica Ego Corsa unveiling
(+ demo laps) - officialization of
Single manufacturer Role in MotoE

2019
First edition of FIM Enel MotoE World
Cup & MyElectric Academy,
New Partnerships for
System integration

2020
Second edition of MotoE.
Increase sale network,
VCU patent in China,
dyno testing for system integration

2021
Concluded capital increase successfully
of €15 m and subscribed an agreement
for a voluntary tender offer
from Ideanomics

Awarded the Emilia Romagna tender
which financed over €800 k of
investments in R&D

Launch of EMCE, the new electric
powertrain of Energica motorcycles

Third year of FIM Enel MotoE World Cup

2022
Ideanomics success in Energica Voluntary
Tender Offer
Fourth season of FIM Enel MotoE World Cup

3.400 MQ production area

2.900 MQ services&offices

State of the art industrial **technology** in the hearth of Motorvalley

Logistics and services integrated

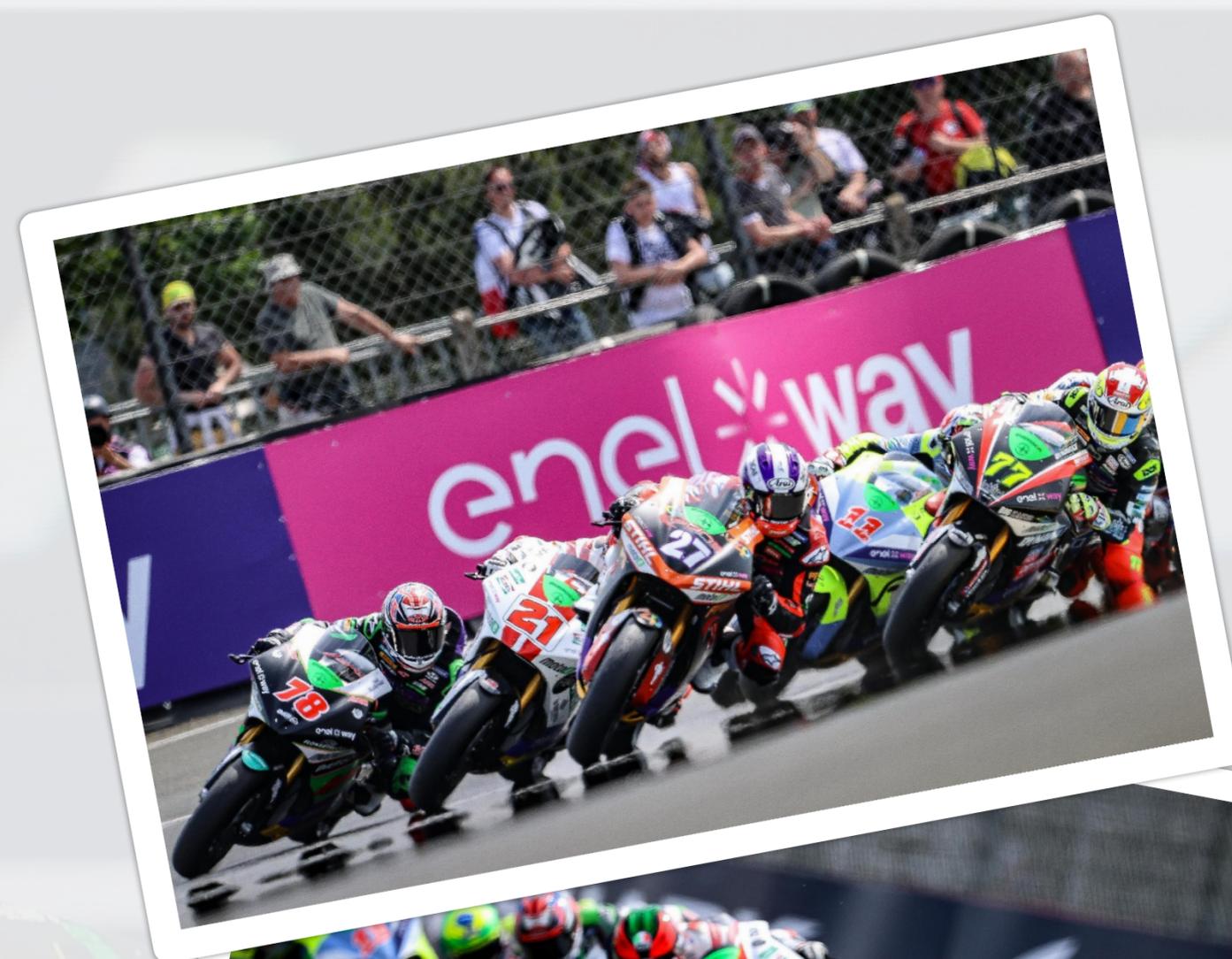


MotoE single manufacturer (2019-2022)

Energica has been the single manufacturer of the FIM MotoE World Cup (the all-electric class of MotoGP) for the four-year period 2019-2022 (included). Starting from its road-counterpart Ego, the company developed a series-derivative, racing-oriented motorcycle, the Ego Corsa, capable of 270km/h of top speed and a 0-100km/h acceleration in 2.6 seconds.

The Ego Corsa has been highly praised by the riders entering the series for its performance and reliability.

Thanks to Energica's input and readiness in providing a performing, reliable and competitive all-electric motorcycle, quickly became one of the must-watch series in motorcycle racing.



Energica Inside is the **business unit of Energica Motor Company** dedicated to the development and production of powertrains, batteries and technology for electric vehicles officially launched in 2022.

With its extensive know-how gained in over 10 years in the *full-electric* world, Energica now has the experience and skill sets needed to extend its operations to encompass other sectors.

This is why the company has decided to create a special new business unit dedicated solely to **projects for the development of new technologies for powertrain components and modular powertrain systems** for road, sea and aerial transport applications, and also for specific industrial uses.



WHY **ENERGICA** **INSIDE**

- NEW TECHNOLOGIES FOR POWERTRAIN COMPONENTS AND MODULAR POWERTRAIN SYSTEMS
- ENERGICA'S KNOW-HOW IN ELECTRIC MOBILITY



SUPPORT IDEANOMICS ECOSYSTEM
TWO-WAY, WIN-WIN COOPERATION (USHYBRID, WAVE, SOLECTRAC, TREELETRIK)



DEVELOPED TO MEET A MARKET AND INDUSTRY NEED

EXPERTISE AND PROFICIENCY IN THE EV SPACE

SHORTEN TIME TO ACCESS PROVEN EV TECHNOLOGIES AND MAKE A FULL TRANSITION TO ELECTRIC-POWERED MOBILITY

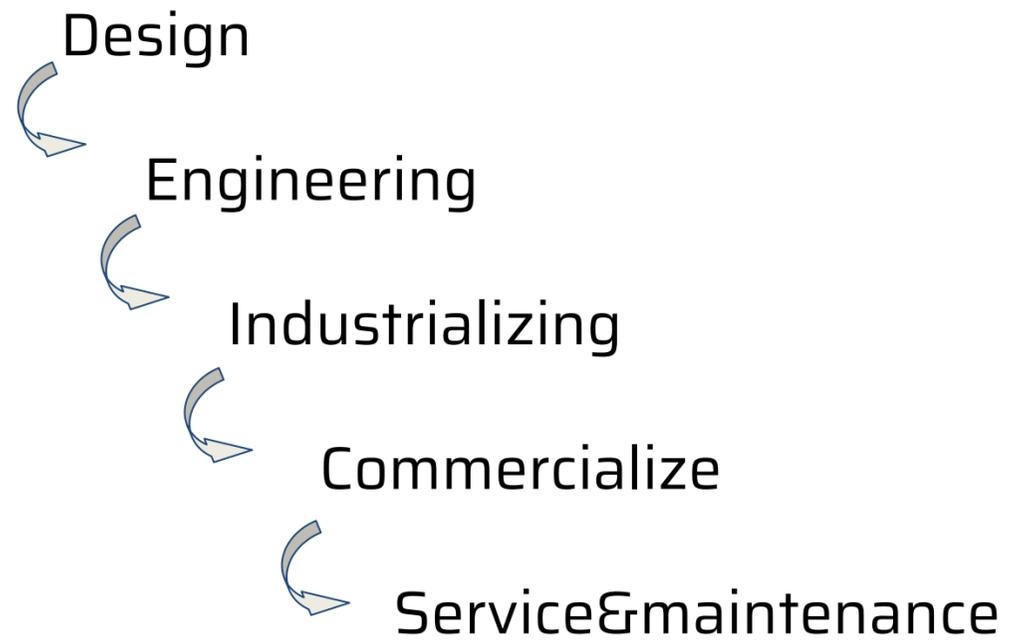
SYNERGY WITH **ENERGICA KNOWLEDGE** (ENGINEERING, PRODUCTION, R&D) TO BUILD A UNIQUE VALUE PROPOSITION IN MULTIPLE CROSS EV VERTICALS.



GLOBAL CHAMPION PLAYER IN THE EV SPACE, FROM MOTORCYCLES TO THE EV INDUSTRIES, TARGETING MULTIPLE VERTICALS

Energica inside has uncontroversial selling proposition

12+ years experience in EV industry to



We know the

- Industry & market
- technology
- supply chain
- customers



PRODUCT PRESENTATION



Our immediate origins are in post-second World War Italy, when Roberto's father, an avid inventor, made his mark in helping to rebuild his homeland. War-torn Italy's recovery was severely hampered by a dire lack of building materials, especially bricks. Cevolini invented a machine that could reconstitute old and shattered bricks from bombed-out buildings, refurbishing them to a new shape that could then be reused, thus significantly aiding national rebuilding efforts.

Roberto Cevollini learned well from his father. In **1970 he started Roberto Cevolini & C., with a focus on production of leading-edge components for Formula 1 Racing.**

In 1996 Roberto's son Franco, armed with a degree in materials technology, founded **CRP Technology** as a division of Roberto Cevolini & Co. The new company developed proprietary knowledge in investment casting and then began to create **new 3D printing processes**, in time inventing the **Windform™ material that has revolutionized the 3D printing world.**

In 2003, Roberto Cevolini Srl merged with CRP Technology to form one of the key companies in high-end automotive engineering. As demand grew, racing operations were put under a separate division in 2006, **CRP Racing**. But Europe wasn't big enough, so two years later **CRP USA** was formed in North Carolina, diving head-first into the heart of NASCAR stock-car racing.

Today, CRP has three groups: **CRP Meccanica, CRP Technology** and **CRP Service**. All three collaborate with Energica Motor Company and CRP USA, forming one of the world's leading-edge, high-performance automotive companies.



It all started with a single brick.



Many potential customers are leery after seeing so many start-up ZEM brands come and go.

Every week it seems as if another company leaps into the fray. Very few actually have the financial backing or technical capabilities needed to succeed in the long run.

Eventually, we'll see **conventional motorcycle companies reluctantly enter the ZEM** market. But of course, **electric won't be their passion**, or their **core competency** or focus, nor is there any guarantee they will stick to a platform when their existing customers might never accept it in the first place.

Energica is fortunate enough to have all the elements required for success:

- > **Passion** - We were genuinely Born Electric and with an Italian racing pedigree.
- > **Technology** - We are tied to CRP Group with all the capabilities and technical know-how they offer.
- > **Resources** - The backing of Ideanomics means we can persevere and expand in a tough and unforgiving marketplace.



Passion, Technology, Resources.

3D Printing Processes in which material is joined or solidified under computer control to create a three-dimensional object or a prototype (Rapid Prototyping) with liquid molecules or powder grains being fused together, typically layer by layer. CRP pioneered this in the 1990's, but soon surpassed it.

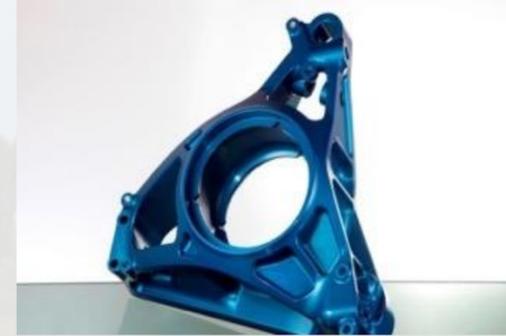
Additive Manufacturing Today, the precision, repeatability and material range of 3D Printing has increased to the point that it has become an industrial production technology, called additive manufacturing.

CNC Machining (Computer Numerical Control) A process that involves the use of computers to control machine tools, including lathes, mills, routers and grinders, all of which remove material to achieve the desired shape - the opposite of Additive Manufacturing, but the processes can be combined.

Laser Sintering (or SLS - Selective Laser Sintering) An additive manufacturing technique that uses a laser as the power source to sinter powdered material (usually nylon/polyamide, but metal powders too) aiming the laser automatically at points in space defined by a 3D model, binding the material together to create a solid structure. CRP uses DMLS (Direct Metal Laser Sintering) in Titanium, CrCbMo, Aluminum and Superalloys.

Rapid Casting An integration of conventional metal casting with rapid prototyping/3D printing, in which disposable patterns for forming molds are created with 3D printing techniques.

Windform® Created by CRP Group, Windform XT 2.0 is the more advanced, high-tech material for Additive Manufacturing chosen by those working in motorsport, as it allows applications that are fully functional, as well as bench testing, or wind tunnel testing and racing on the track.



Rapid Casting - This Titanium F1 component began as a Windform® PS (Polystyrene) pattern, was then investment casted and CNC finished. Typically CRP uses Titanium, Aluminum, Steel and Superalloys.



CNC Machining - CRP Meccanica provides high-precision 5-axis CNC Machining in Titanium Ti-6Al4V, Steel 13-8 PH and 300M, MMC - AMC225XE, Inconel 625 and 718, Aluminum, Magnesium and Copper.



Windform® Material - Isotropic compensation allows for complex geometries that machining cannot match. Result is reduced weight, increased stiffness, better resistance and much more reliability. Above all, there are no design limitations.



Industrial Applications - Includes not just motorcycles or F1 and NASCAR racing, but automotive, aerospace, marine, military and UAV and even entertainment and medical industries.

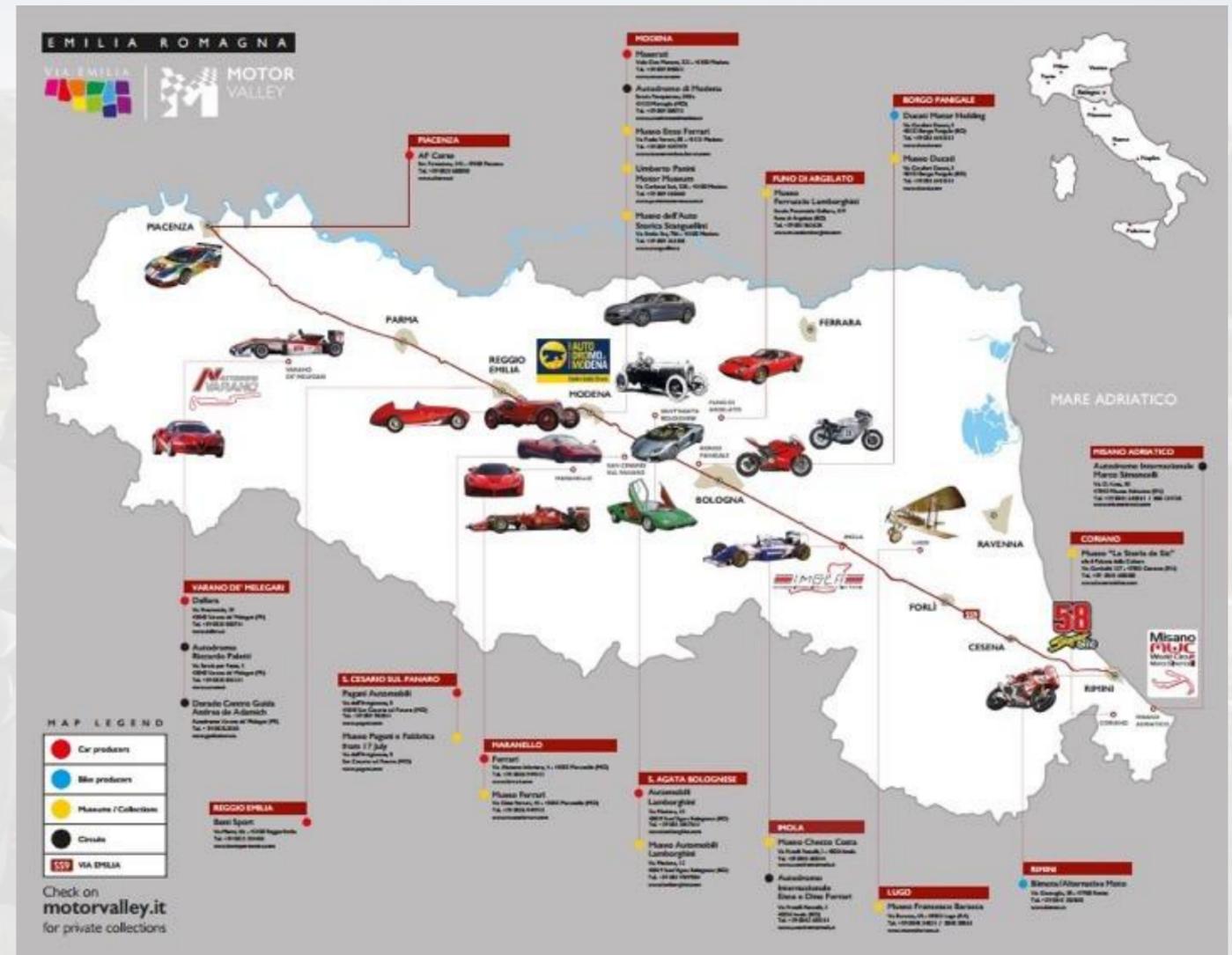
Northern Italy's Emilia-Romagna province is one of the wealthiest, most developed regions in Europe, with **the third highest GDP per capita in Italy.**

The region contains Romanesque and Renaissance cities such as Modena (home of CRP Group and Energica).

The province's profound environmental beauty is supplemented by eleven UNESCO world heritage sites.

It's also a center for agricultural and automotive production, with companies such as Ferrari, Maserati, Lamborghini, Pagani, De Tomaso and Ducati.

In 2018, the Lonely Planet guide named Emilia Romagna as the best place to see in Europe.



Passion, Technology, Resources.

“ENERGICA HAS WON. THEY’RE ON TOP. IT’S AS SIMPLE AS THAT.”

Before, we were **SUPERIOR** to any electric motorcycles in **Power, Torque, DC Fast Charging & Sustained Speed**; now we have **MOST Range** and **Battery Capacity**; yet we are frequently **LESS** in **Price**. It’s a perfect storm likely to sweep many ZEM enthusiasts and ICE converts off their feet.

More POWER

Horsepower above any other road-legal electric motorcycles- up to **171 HP**. peak and 145 HP sustained. All the way up to 150 mph thanks to our unique motor and inverter cooling system.

More TORQUE

159 lb. ft. of torque vs. 84 lb. ft. (H-D) or 140 lb. ft. (Zero SR/F). Less weight (573 lbs.) than Hayabusa (592 lbs.) but 63% more torque.

More RANGE

Up to **261 miles** City; **153 miles** Combined; **123 miles** Highway. Compare to
LiveWire ONE = 146 miles City; or Zero SR/F = 156 miles City.

More BATTERY

New **21.5 kWh** MotoE Battery means more range & torque, plus **improved low-speed handling & reduced weight**. H-D is 15.4 kWh, Zero 14.4 kWh.



Key advantages 21.5 kWh battery

The largest and longest-ranged battery of any ZEM.

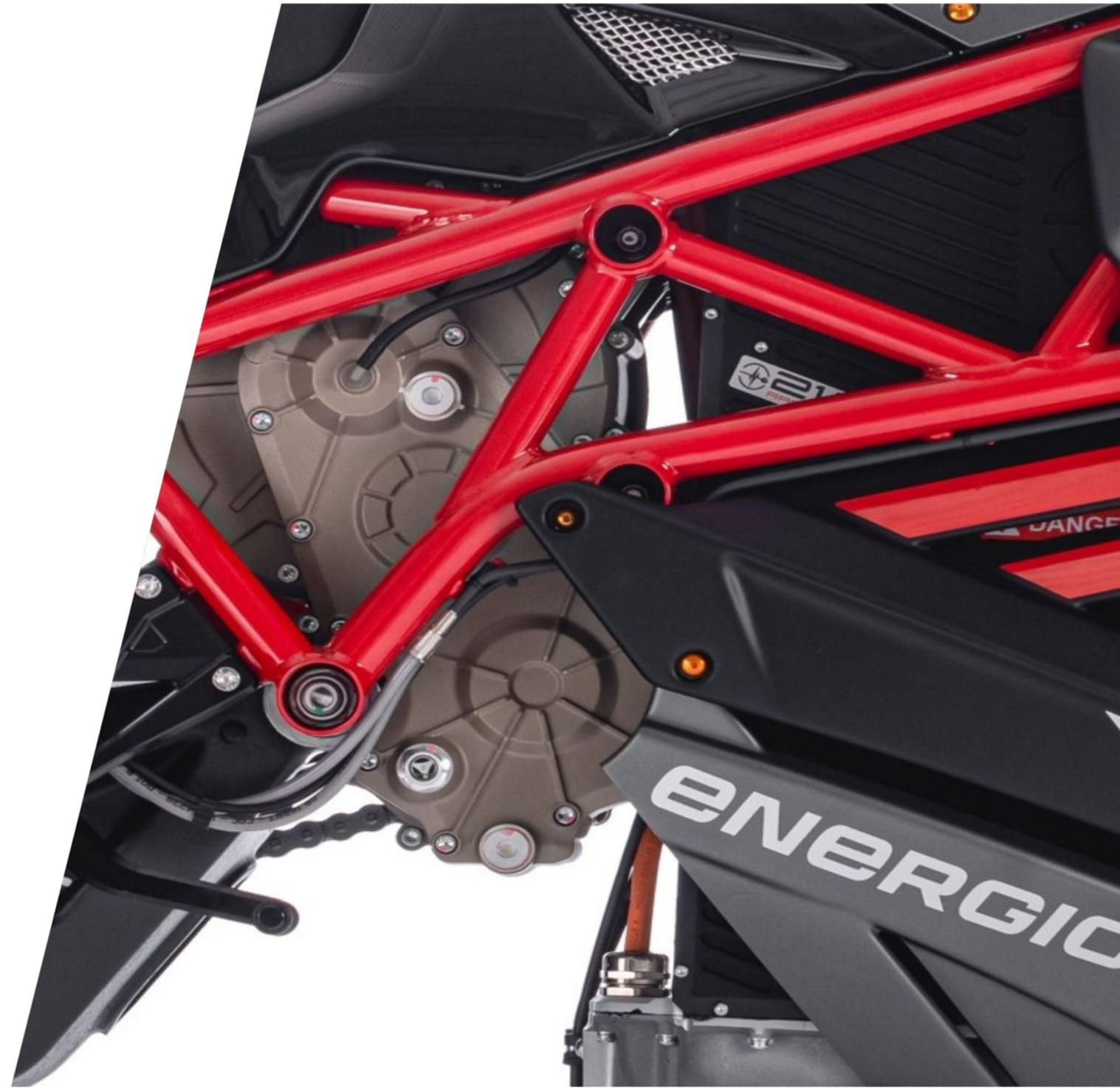
<u>Motorcycle</u>	<u>Battery</u>	<u>City</u>	<u>Combined</u>	<u>Highway</u>
Energica+	21.5 kWh	261 miles	153 miles	123 miles
Zero SR/F	14.4 kWh	156 miles	103 miles	77 miles
HD LiveWire	15.5 kWh	146 miles	95 miles	70 miles

Torque & Power

Already very high, the new EMCE motor ups the game further still:

<u>Motorcycle</u>	<u>Battery</u>	<u>Torque</u>	<u>Peak HP</u>	<u>Top Speed</u>
Energica EGO+	21.5 kWh	159 lb. ft.	171 HP	150 mph
Energica EVA Ribelle	21.5 kWh	159 lb. ft.	171 HP	125 mph
Energica EsseEsse9+	21.5 kWh	148 lb. ft.	117 HP	125 mph
Zero SR/F	14.4 kWh	140 lb. ft.	110 HP	124 mph
LiveWire ONE	15.4 kWh	84 lb. ft.	100 HP	110 mph

Cooling - Energica's motor cooling system remains superior to the competition allowing for sustained riding under stress: sustained power is 1450 HP for the EGO+ and EVA Ribelle. For the air-cooled Zero SR/F & SR/S bikes, peak 110 HP drops by 50% under sustained use.



The most sophisticated and powerful motor of any ZEM.

EMCE is a partnership between Energica and Mavel, resulting in a brand-new Energica-Mavel Co-Engineered (EMCE) motor last year is now already with advanced 2nd. Gen design version with the new Experia sport-tourer.

HSM (Hybrid Synchronous Motor) Liquid-Cooled 3-Phase - 300 V - 12,000 rpm with Adaptive Control Inverter. Because motor and inverter are developed in tandem, the inverter can provide what is called Adaptive Control.

Adaptive Control means the inverter is able to select the right control parameters as they vary: the torque required by the vehicle, the engine speed, the operating mode of the system, the temperature and other factors that identify the operating status of the powertrain. Adaptive Control ensures that the inverter can always operate the system as efficiently as possible, while extending the operating limits of the system itself. This means **less weight but with more peak power, less heat buildup and therefore more range especially at higher speeds**; and less mass, improving the low-speed handling of the motorcycle.

With the new Experia sport-tourer the 2nd. Gen design EMCE motor loses 10 kg. more weight and while more compact also has applications which can be exploited by Energica Inside.



Features at a Glance

POWER

Top Speed: EGO+ = 150 mph / EVA Ribelle, EsseEsse9+ = 125 mph
 Acceleration: EGO+, EVA Ribelle 0-60 mph in 2.8 sec - EGO+ RS, EVA Ribelle RS in 2.6 sec
 EsseEsse9+ 0-60 mph in 3.0 sec - EsseEsse9+ RS in 2.8 sec
 Torque: EGO+, EVA Ribelle = 159 lb. ft. - EsseEsse9+ = 148 lb. ft.
 Torque peaks all the way from 0 rpm to 4,700 rpm.
 Peak horsepower: EGO+, EVA Ribelle = 171 HP / 126 kW
 and EsseEsse9+ = 117 HP / 86 kW
 Horsepower peaks throughout 4,900 rpm to 10,500 rpm.

MSRP

EGO+ = \$25,600, EGO+ RS = \$26,650
 EVA Ribelle = \$23,800, EVA Ribelle RS = \$24,750
 EsseEsse9+ = \$22,850, EsseEsse9+ RS = \$23,800

MAIN ZEM COMPETITORS

LiveWire - Zero SR/F & SR/S Premium Maxxed -
 Lightning Strike Carbon ???

FAST CHARGE - ENERGICA EXCLUSIVE

Only ZEM w/ Level 2 (3 kW) & Level 3 / DC Charger; charges from 0-85% in 40 mins. This is 5.3 City Miles per Minute, more than 82% faster than any other ZEM.

SUSPENSION

Marzocchi 43mm front forks
 Bitubo Race rear mono shock
 Ohlins Sport Suspension (Option)

TIRES

Pirelli Diablo Rosso III
 Michelin Power RS (EGO+ Sport Black)

WHEELS

Front 3.5" x 17" / Rear 5.5" x 17"
 Cast aluminum with OZ aluminum forged light-weight wheels (Option)
 BST Carbon Wheels (Option)

BRAKES

Brembo dual disc 330mm front,
 single disc 240mm rear

CHAIN

Robust (15/44) 525 O-Ring Chain

SWINGARM

Cast Aluminum

HEATED GRIPS

3 Settings (Option)

CARBON FIBER

EGO+ Fairings are made from Carbon Fiber. Carbon options include: Front fender, Rear mudguard and Chain guard, Under seat cover, and Carbon Fiber Belly pan. The EVA Ribelle and EsseEsse9+ standard bodywork are ABS plastic, but extensive carbon fiber pieces are also available.

VEHICLE CONTROL UNIT - ENERGICA PATENTED

Battery, inverter, charger, engine and controls constantly monitored and managed by VCU with 1.1 million total lines of code: completely designed/developed by Energica. Keyless Push-start ignition now available as option for all models.

RIDE-BY-WIRE

Ensures perfect riding experience with 4 Engine maps, 4 Regenerative brake settings, 6 Traction control presets - 96 combinations in all - plus Cruise Control

DASHBOARD

4.3" TFT 16.7M Color Display allows vast flexibility, supporting flow of information, interactivity

CONNECTIVITY

Bluetooth 3.0 module up to 100 meters, to mobile device; Long-distance UMTS GPZ 10 Hz for all new models, retrofittable, in development.

PARK ASSIST

Forward and reverse at < 2 mph, 37 lb. ft. facilitates parking and low-speed maneuvers

ABS / eABS ENERGICA PATENTED

Latest BOSCH Generation 9 switchable ABS / Energica e-ABS with Rear wheel lift-up mitigation, Traction control w/ six settings.

BATTERY PACK ENERGICA PATENTED

Lithium-polymer 21.5 kWh max./18.9 kWh nominal, designed and engineered with more than a dozen strategically placed sensors, insures optimal performance and maximum safety.
LONGEST RANGE OF ANY ZEM
 21.5 kWh Version = 261 miles City/153 miles Combined/123 miles Highway

EMCE MOTOR & INVERTER EXCLUSIVE

Liquid Cooled permanent magnets assisted synchronous reluctance motor.
 Straight-cut gears generate distinctive jet-turbine sound. Inverter and motor share internal coolant for maximum cooling effect, means far less thermal overload, so top speed and max torque can be fully sustained (unlike air-cooled motors.)

FRAME

Tubular, TIG hand-jigged trellis high-strength steel frame ensures engine/battery integrity



ENERGICA

EGO+

171 Peak HP. 159 lb. ft. torque. 0-60mph = 2.6 secs. 150 mph. 123 miles highway.

EGO+ is still **only electric sport bike homologated for road use** in the entire world. Far superior in top speed, horsepower, torque and sustained performance to any other ZEM. **Yet it is \$1,570 less than a Zero SR/S Premium Maxxed with Power Tank Option:** even the EGO+ RS is >\$500 less than the Zero.

More than any Energica model, the EGO+ has enticed ICE owners to ride electric for the first time: this is because it's fully competitive on sport bike terms. In the U.S. it is our most popular model, despite also being the priciest: the opposite of Europe. Thanks to FIM Enel MotoE™ World Cup, it's the most credible sport electric motorcycle any rider can buy. The biggest concern of potential ICE converts is now addressed with longer range (and longer track time) from our 21.5 kWh battery. To this day, the EGO is the **only fully stock electric motorcycle to lap the Isle of Man TT Zero, in 2017.**

The EGO+ is lighter than the Hayabusa at just 573 lbs. thanks to EMCE motor and 21.5 kWh battery. Handling is better still because of a lower center of gravity than before. For track use, riders can purchase our Kit Corsa Clienti, with MotoE-developed electronics and hi-end race components.

Competition in the EV World

The Lightning Strike Carbon at a stated \$19,998 never truly materialized. Zero's SR/S has no performance enhancements vs. the SR/F it is based on. Damon is on the horizon for fall 2023, if it proves not to be the vaporware many fear it to be. Triumph and Ducati have shown prototypes but have not released road bikes. **Therefore, for now, the field is clear and so is the choice.**



Metal Black



Tricolore



Sport Black



ENERGICA

EVA RIBELLE

171 Peak HP. 159 lb. ft. torque. 0-60mph = 2.6 secs. 150 mph. 123 miles highway.

EGO+ appeals largely to existing ICE riders, **EVA as essentially an e-Streetfighter or naked sportbike**, brings in both ICE riders and Zero owners and is our best-seller.

The EVA Ribelle is higher in price than the LiveWire ONE, but with a **40% larger battery** and the range to go with it, almost **twice the torque** and half again as much peak power, the extra \$1.8K to spend seems well worth it. The base Zero SR/F is much cheaper but comes with only a 14.4 kWh battery. Once a Zero customer starts to shop the Cipher Store to upgrade their battery, they will rapidly find themselves spending far more than they bargained for. Far better to opt not only for range, but for more power, torque and sustained speed from the get-go.

An ongoing weakness of a lower-powered battery as with Zero is the inability to utilize **DC Fast Charge**.

Zero owners face a choice: pay far more to add additional battery capacity, or spring for the Rapid Charge Option so they can charge, theoretically, in one hour. The problem: only one option is available, more range or faster charging, because there is room for only one option in the storage space on the tank of the Zero.

LiveWire designers opted for DC Fast Charge but omitted Level 2 altogether, with the result that in absence of a DC Fast Charger you are limited to 1 kW of charging per hour, ie., 15 hours. Energica is therefore the only OEM to offer all three types of charging: Level 1 / 110V - Level 2 / 240V and DC Fast Charge.



Tricolore



Stealth Grey



Rosso Corsa



ENERGICA

ESSEESSE9+

109 Peak HP. 148 lb. ft. torque. 0-60mph = 3.0 secs. 125 mph. 123 miles highway.

The base level EsseEsse9+ is roughly comparable to the LiveWire ONE and the Zero SR/F in overall performance, **but in price it is our most competitive model.**

For this reason, we see many buyers who researched both of our ZEM competitors getting the EsseEsse9+ instead. That the riding position is more relaxed, with higher handlebars and foot pegs directly under the rider, and fields the lowest seat we offer, also helps. But really matters to them is the larger battery and therefore the longer range. And DC Fast Charge is the other practical incentive, just as with our other models.

Reinforcing Success

Internationally the EsseEsse9+ also has the broadest appeal, so pricing for the EsseEsse9+ is the most accessible to match. At merely \$851 more than the LiveWire but with 40% more range and battery, choosing the EsseEsse9+ is a “non-brainer”. The Zero SR/F in the 14.4 kWh configuration is nominally a thousand dollars less than the LiveWire ONE but once an attempt is made to equal the EsseEsse9+’s battery capacity the SR/F can easily end up at \$3,820 more than the EsseEsse9+.

The Performance Edge is Still There

Although in power and torque the EsseEsse9+ is less than the EVA Ribelle, nonetheless even here it has a subtle but significant advantage. The 110 HP is the same as the LiveWire ONE and Zero SR/F but unlike the latter, is fully sustainable: the Zero drops to just 52 HP* under continuous use because its motor is air-cooled instead of internally liquid-cooled as on the Energica.



Riviera Green



Sunrise Red



Bormio Ice



ENERGICA

EXPERIA

80 Peak HP. 85 lb. ft. torque. 0-60mph = 3.5 secs. 112 mph. 130 miles highway.

Launched to the international motorcycle press last month, the new Experia is the first electric sport-touring motorcycle, and greatly expands potential customers for Energica. **Press coverage and buzz among motorcyclists has been superlative.**

Integral Design - First electric sport-touring platform built to purpose; wind-tunnel designed fairing minimizes wind resistance but maximizes air flow to battery. Battery with combined steel-trellis and cast aluminum frame is ideal platform to develop new generation of motorcycles.

Range & Battery - Longest range of any electric motorcycle in every speed category including our previous models (130 miles highway) with the largest battery at 22.5 kWh and fastest charging @ up to 24 kWh in 40 minutes from 0-80% SoC; and all three levels of charging: Level 1, Level 2 and DC Fast Charge.

Motor - Most advanced EMCE motor PMASynRM (Synchronous Reluctance assisted by permanent magnets) is **22 lbs. lighter** than our other motors, runs cooler and is more sustainable, with enormous capability for additional power delivery.

Comfort - Superior wind and weather protection, comfort for two-up riding, large 112-liter luggage capacity, yet base Experia is the same weight as our other bikes and has even increased highway range!

Rideability - Although a touring bike, the motorcycle's handling at both parking lot and highway speeds is even better than our other models.

“Should give prospective riders confidence in taking the electric plunge.”
Adventure Rider



Bormio Ice

Launch Edition with hard cases out this Fall, \$25,880 USD.
Thirty days after press ride, over two month's production in Pre-Sale orders from U.S. customers alone.



ENERGICA

Why Electric

Why Electric

MORE SPEED = MORE VIRTUE

Speed is more important than being virtuous, but virtue is a nice bonus.
No exhaust also means no annual 12.0 metric tons of CO₂.
The earth thanks you.

IT'S ALL IN THE WRIST

And the brain, because the throttle controls it all. More throttle - more speed. Seamless, constant. Addicting From 0 rpm. To infinity. Or the speed limiter.

THE SOUND OF ALMOST SILENCE

Loud pipes don't save lives, knowing how to ride does. And it's easier to ride if you aren't deafened by your own exhaust. That said, our bikes aren't silent - just a bit like a quiet jet turbine.

SHIFTLESS

No transmission means no searching for the right revs for maximum horsepower, or torque; or downshifting to scrub speed.

SPEEDO IS YOUR FRIEND

You'll find yourself continually riding faster than on your ICE bike, and often not aware of it. Keep one eye on your speedo. Or get a radar detector.

NO MORE SHAKE AND BAKE

No more vibration or getting cooked by your motor in the summertime. Cooling systems for battery and engine mean a comfortable warm-weather ride. And top-end, sustained power.

LESS IS MORE

You just saved thousands in mechanical repairs and upkeep. Because this bike has hardly any moving parts. Except the wheels, of course.

REGEN TO THE RESCUE

Regenerative braking means there's not that much right foot action, or right finger action, either. Save on brake pads and on aggravation.

ALL MOD CONS

Have confidence in the high-quality components and riding technology you expect from a premium brand. TFT 16.7 million color screen; Energica Connectivity and Bluetooth; Bosch ABS, Energica Traction Control and Cornering e-ABS; Ride-by-Wire, patented central VCU; even Cruise Control, did we miss anything?

CONCENTRATION

Every EV racer can tell you - less distraction means more concentration, more focus. And more brain power for seeking out the best line.

CLUTCH, NOT!

No gears means no clutch. Carpal tunnel syndrome, goodbye.



Thanks