

BikesMedia

Everything About Two Wheelers

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Emflux ONE

Unveiled At Auto Expo 2018



Emerging from the shadows of the Indian scooter market, Emflux ONE has arrived. This is a scooter that is not just a mode of transport, but a statement. It's a scooter that is designed to be the most powerful, fastest, and most stylish scooter in its class. The Emflux ONE is a scooter that is designed to be the most powerful, fastest, and most stylish scooter in its class. The Emflux ONE is a scooter that is designed to be the most powerful, fastest, and most stylish scooter in its class.


TVS Apache RR 310

Road Test Review



The TVS Apache RR 310 is a motorcycle that is designed to be the most powerful, fastest, and most stylish motorcycle in its class. The Apache RR 310 is a motorcycle that is designed to be the most powerful, fastest, and most stylish motorcycle in its class. The Apache RR 310 is a motorcycle that is designed to be the most powerful, fastest, and most stylish motorcycle in its class.

Difference Between Power and Torque Explained



Understanding Power: Power is the rate at which work is done. It is the amount of energy that is converted into work per unit of time. Power is measured in Watts (W) or Horsepower (HP). The higher the power, the faster the work is done.

Understanding Torque: Torque is the force that causes an object to rotate. It is the amount of force that is applied to an object at a distance from the axis of rotation. Torque is measured in Newton-meters (Nm) or Pound-feet (lb-ft). The higher the torque, the more force is applied to the object.

Aprilia RS 150 and Tuono 150

Debut At Auto Expo 2018



The Aprilia RS 150 and Tuono 150 are motorcycles that are designed to be the most powerful, fastest, and most stylish motorcycles in their class. The RS 150 is a sport bike, and the Tuono 150 is a naked bike. Both motorcycles are designed to be the most powerful, fastest, and most stylish motorcycles in their class.

Yamaha YZF-R15 V3.0

Reasons That Might Take You Away From



A Yamaha YZF-R15 V3.0 is a motorcycle that is designed to be the most powerful, fastest, and most stylish motorcycle in its class. The YZF-R15 V3.0 is a motorcycle that is designed to be the most powerful, fastest, and most stylish motorcycle in its class. The YZF-R15 V3.0 is a motorcycle that is designed to be the most powerful, fastest, and most stylish motorcycle in its class.

Hero Electric Unveils Four Electric Scooters

Auto Expo 2018



Hero Electric has unveiled four new electric scooters at the Auto Expo 2018. The four scooters are the Hero Electric Optima, Hero Electric Spark, Hero Electric Spark Pro, and Hero Electric Spark Pro X. These scooters are designed to be the most powerful, fastest, and most stylish scooters in their class.

Suzuki Showcases Burgman Street 125 Scooter

Auto Expo 2018



The Suzuki Burgman Street 125 is a scooter that is designed to be the most powerful, fastest, and most stylish scooter in its class. The Burgman Street 125 is a scooter that is designed to be the most powerful, fastest, and most stylish scooter in its class. The Burgman Street 125 is a scooter that is designed to be the most powerful, fastest, and most stylish scooter in its class.

Cleveland CycleWerks Comes To India

Auto Expo 2018



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TVS Creon E-Scooter Concept Unveiled

Auto Expo 2018



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Emflux ONE

Unveiled At **Auto Expo 2018**

Emflux Motors has officially unveiled Emflux ONE. The electric superbike is made with a mentality that an Indian electric motorcycle too can have state of the art features. The Emflux One boasts its arsenal by loads of features apart from the gorgeous looking body. The extraordinarily good looking motorcycle is an electric bike is hard to believe at first glimpse. Folks at Emflux Motors have done marvelous job with this first and one of its kind Electric superbike of the country.

The Emflux comes equipped with 60KW of motor, which claims to give the bike 0-100 Km acceleration in just 3 sec. The electric motor of the bike is mated to high performance single speed transmission setup along with in house developed efficient motor controller. There is 9.7 KWh battery pack installed on the Emflux One which can be fully charged in 3 hours using home charger. The efficient battery pack gives the bike a range of 150 Km on highway and 200 Km in city riding condition. The bike comes featured with Dual Channel ABS, Parking/ Walking Assist and the premium variant of the bike will boast with Öhlins suspension setup, forged alloy wheels and ultra light carbon fiber panels.

The company has decided to bring out 199 limited units of the Emflux One model for domestic and 300 units for the international market only. The cost of the standard variant is fixed Rs 6.0 Lakh whereas the premium variant would cost Rs 11.0 Lakh (All price on road).



Reasons That Might Take You Away From

Yamaha YZF-R15 V3.0



Auto Expo 2018 came with its set of new launches and among them, the most prominent one was the launch of the highly anticipated Yamaha R15 V3. This bike was already being sold in the international market but on 7th February 2018, it made its way to India. It's a classic tale with a twist because the Indian spec R15 lacks USD and an ABS. This led to the young biker community in our country feeling a bit down. So let's dissect this bike and take a look at all the worrying factors ourselves.



The fourth issue is the absence of radial tyres. The new R15, just like the Yamaha FZ25 skips out on radial tyres and instead offers them as “additional performance accessory”. There’s nothing else to say about it.

Please note that the third point is the same in international markets as well. Now considering the kind of enthusiasm people were showing at the launch event of Yamaha R15 V3 and the kind of smug which the company officials had when they saw people fighting in line for just one pack of the motorcycle’s press kit. I think that Yamaha hasn’t quite lived upon their promise of delivering a world class product for India, at least keeping above discussed points in consideration. But stay tuned as we will bring you the other side of the coin pretty soon so that you also know about the things that would make you drool for this bike. Till then RIDE SAFE.

The first and foremost factor is the lack of USD or Upside Down forks. They are universally preferred for better performance in motorcycles and the Indian spec Yamaha R15 V3 has the conventional right side up telescopic forks. The straight answer would be that it is not that big of a deal.

The bike only produces 19 HP which can take it to a maximum of 135 km/h which isn’t as fast as you think. The previous generation R15 V2 also had the same telescopic suspension and its handling was butter smooth. Even a Kawasaki Ninja Z650 has a same kind of suspension setup and it performs just fine. What remains to be seen is the calibration in these suspensions, because if they can handle Indian road conditions and still perform then trust me, they are good enough.

The second issue is the lack of ABS, and there is no way around it. ABS should have been there, even as an option, or even as a single channel unit. Indian roads are merciless when you’re riding even at 110 km/h. Literally, anyone can jump from the side of the highway and suddenly appear in front of you. In such situations, an extra Rs 12,000 seems more than totally justified. All of this is done to make the R15 V3 available to as many people in India as possible. Yamaha knows that even with a meager difference of 10 or 12 thousand rupees the bike can be a hit or a flop in our country.

The third issue, about which people are not talking at all is the amount of Torque this bike produces. Only 15 NM of torque is available at @ 8500 RPM. The torque figure is not great at all and will become a problem for anyone who weighs above 85 kg. Yamaha claims that the VVA, Variable Valve Actuation, which controls the valve lifts, will improve the low-end torque but still there’s no way that the 15 NM of torque which the R15 produces can compete with the FZ25’s 20NM in any condition. I mention this because both come with almost similar price tags and apparently the same power output as well.



Aprilia RS 150 and Tuono 150 Debut At Auto Expo 2018



The Italian motorcycle brand Aprilia has showcased two very exciting products at the ongoing Auto Expo 2018- Aprilia RS 150 and Aprilia Tuono 150. Both the bikes are showcased for the first time at any platform, though Aprilia has similar kind of offerings in 125cc class restricted to international markets only. Company has put these beauties for display to gather feedback from the masses. Based on these reactions Aprilia will decide when to bring these motorcycles to Indian roads.

The Aprilia Tuono 150 is based on the Tuono semi-faired motorcycle range, the Tuono 150 cc motorcycle is surely a head turner when it comes to the design elements of the bike. Similar to the larger Tuono motorcycles, the Tuono 150 has striking similarities with lots of oomph factor in its looks. The Aprilia Tuono comes equipped with 150cc liquid cooled single cylinder engine. This motor is going to be based on the existing 150cc mill that has been seen on the Aprilia SR 150.

On the other hand the Aprilia RS 150 is the replica of the larger Aprilia RSV4 and continues with the similar kind of design philosophy. The Aprilia RS 150 is going to be the full faired motorcycle unlike the Tuono 150 which comes in semi faired silhouette. Both bikes will share the same 150cc liquid cooled, fuel injected engine capable of churning out 18 Hp of power output at 10,000 Rpm and 14Nm of torque at 7,500 Rpm. The single cylinder motor is mated to 6- speed gear transmission. Both motorcycles come shod with tubeless tyres and featured with ABS, USD forks, Mono suspension and Quick Shifter when launched in India.

When we talk about how powerful a motorcycle is, what actually we are referring to? is it the Power output of the bike's engine or the Torque figure? In fact, it is a matter of big debate ever since the first automobile engine was invented. Try to ask the same question to your fellow bikers or friends and I bet you will get as many number of answers as you could ever imagine and on top of that none will satisfy you with their answers either.

Power: The Power produced by any engine is the capacity of that engine to take the motorcycle to its maximum speed.

Torque: The Torque generated by an engine is an entity which determines the pulling capacity of the bike.

Difference Between Power And Torque Explained

Believe me, same has happened to me, it is a common experience that even I share with you. That very moment motivated me to write about this very important yet common topic in simple language. While explaining the otherwise scientific terminologies I will try not to involve any scientific language or Mathematical calculations to save you from harassment. To begin with, we will take on the definitions of both Power and Torque.

You are not getting it????? Don't worry, you will understand that when we elaborate it little further.

Once you are convinced that you don't know the exact meaning of the Power & Torque in terms of automobile engines and try to find out same on the World Wide Web, all you get is more confusing jargon, complicated explanations and there you are, even more confused than before.....!!

Understanding Power:

Lets start with Power, suppose the Power of your bike is 17 Ps and the engine produces it at moderate 8000 Rpm. This means the engine starts producing power at different Rpm but tops to the maximum of 17 Ps when it reaches to 8000 Rpm. In other words to extract the maximum power from your bike which is 17 Ps in this case, you have to rev your bike's engine to 8000 Rpm.

Now, considering the definition given above, the more the power of your bike's engine has the more speed it gets. That means if your bike has Top Speed of 120 Km/h with 17 Ps of power, if somehow the power of your bike increases it will be able to achieve higher Top speed than before. Generally the petrol engines which are also called as "Suicidal in nature" extract the peak power at higher Rpm's, as you go higher on the power band it will start coming out at higher Rpm's given the other factors remaining same.

If Power is related to the potential of an engine to achieve its Top Speed, then what role the Torque plays in an engine?

Understanding Torque:

While we explain the Torque you need to remember that we had defined the Torque as an entity which is responsible for the rate with which your bike pulls you. In simpler term while Power is related to the "Top Speed" of the bike the Torque is related to the "Acceleration". The more Torque your bike's engine generates the more quickly your bike accelerates. Therefore the Torque of the motorcycle is responsible for its "Pickup".

Now, the peak Torque of an engine comes at certain Rpm and it is better if the peak torque comes at early Rpm because the acceleration itself means quick movement and who wants higher Torque at higher Rpm, which directly means that to accelerate the bike at its max you need to take it to higher Rpm first, which obviously takes time to reach there and spoiling the very existence of so called higher Torque figure.

The higher Torque also means that you need not to change gears at a frequent interval to keep your bike into perfect power band. In fact which is better? Torque or Power? it depends on the preferred riding style.

Power Or Torque?

Depending upon the preferred riding style, one can choose Power over Torque and visa versa. If you want a motorbike which can accelerate at good pace and which you can pull up virtually at speeds as low as 20 Km/h in top gear without changing gears, perhaps you need a bike with Higher Torque values.

But if the Top Speed is what you've always dreamt of then go for a bike which has higher Power figures. Of course there is whole lot of World lies in between. In normal riding condition we need a bike which can hold good at both the Worlds. This can be achieved by balancing both Torque and Power figures in such a way that the bike can do a fair bit of Top Speed along with sufficient Torque to survive the city traffic riding conditions.

One thing should be remembered that both Power and Torque are not only dependent upon each other but also it is important at which Rpm these figures are topping out. A higher Torque producing motorcycle engine is useless without sufficient Power because while you accelerate with higher Torque you are going nowhere without sufficient Power which is responsible for taking you to the Top speed. Similarly, a high Power generating motorcycle engine is of no use without sufficient Torque, as what would you do with the maximum top speed which would take you to ride the bike on straight lane for 2 hours to attain it.

Folks, I am sure this article must have created as many doubts in your minds as it has solved. I urge you to ask all your doubts here because, it would lead us to a better understanding of the topic.

Hero Unveils XPulse Adventure Motorcycle Auto Expo 2018

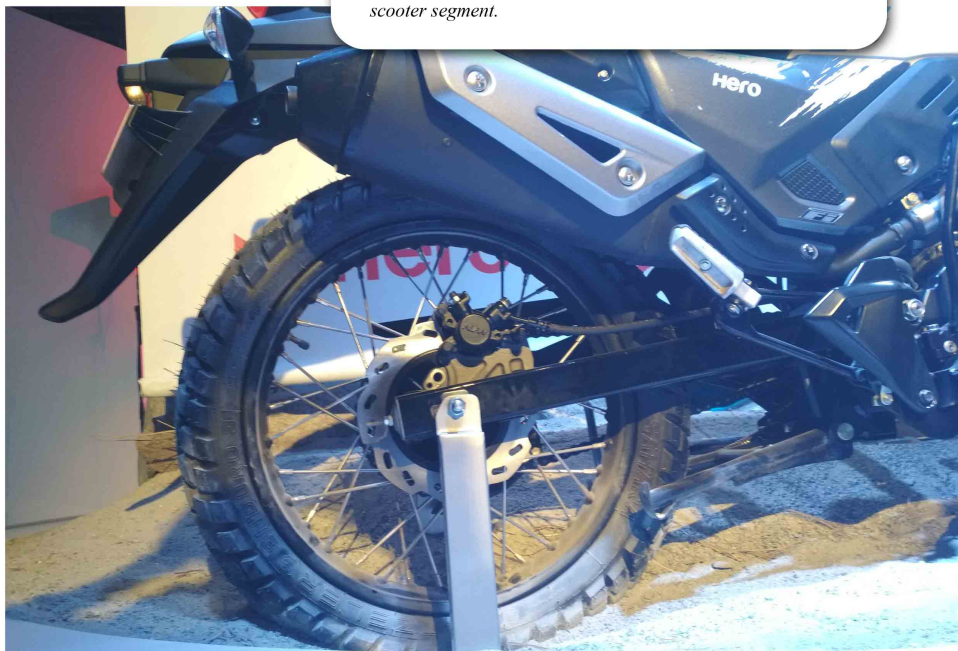


Hero MotoCorp has unveiled country's first 200cc Adventure motorcycle at the Auto Expo- XPulse. The XPulse was first showcased as a concept at the 2017 EICMA Auto Show, Italy earlier last year. Catering to the booming Adventure touring segment of the country Hero has introduced this proper Adventure motorbike.

Recently Hero MotoCorp has axed their only Adventure motorcycle 'Impulse' from their product portfolio. Since then it was speculated that company might introduce something interesting and bigger to fill the gap. The new Hero XPulse will surely fit the bill for the adventure seeking junkies of our country and the product will certainly revitalize the growth of the company.

Commenting on the occasion, Malo Le Masson – Head of Global Product Planning, Hero MotoCorp Ltd., said,

Our focus for this year is clearly the premium motorcycle and the scooter segment. We began this year by unveiling the Xtreme 200R and now we are expanding our Premium portfolio with the XPulse. There was a clear gap in the on-off category, the usage was there but no relevant offer. The XPulse will address the growing trend of adventure riding in India and in Global markets. On the other side, our 125cc scooters will grasp the shift happening towards higher capacity segments in scooters, enabling us to cover 99% of the scooter segment.



The XPulse is equipped with new 200cc Fuel Injection Engine which delivers 18.4 PS of Power and 17.1 Nm of Torque for a real-world performance. First-in-class 'Turn-by-Turn Navigation', Full-LED Headlamps, protective wind-shield, Luggage rack, Knuckle Guards, enable limitless journey, while ABS tuned for on/off road usage offers added control and safety in all conditions.

The XPulse is featured with steel Diamond frame for strength and agility. There is an Aluminum Skid/Bash plate is also featured owing to the off-road capability of the bike. The bike comes shod with dual purpose 21" front and 18" rear tyres, the bike is suspended on long distance front telescopic and rear mono shock absorber. Hero will bring the bike on sale at the festive season ahead this year and it is expected to be priced very competitively as the in-house R&D will surely help the company to bring the price to a greater extent.



TVS Apache RR 310

The motorcycle made its debut in the 2016 Auto Expo, and was then seen testing on the Indian roads by loads and loads of people for really long, it was initially named TVS Akula, meaning shark in Russian language. The motorcycle after lots of testing was launched in the Indian market and was finally named the Apache RR 310, which is a little disappointing when compared to the fancy name Akula.

*Road
Test
Review*

RR
310

The Apache RR310 has a killer price tag and is set to face against its competition like the KTM RC390, Yamaha R3, Benelli Tornado 302R and Kawasaki Ninja 300, even though the Ninja, R3 and the 302R are twin cylinders, this motorcycle does have the potential to compete against them. We wanted to know how the motorcycle performs on the road for the day to day commuting purpose, so we took it for a road test.



Design and looks

Recently Hero MotoCorp has axed their only Adventure motorcycle 'Impulse' from their product portfolio. Since then it was speculated that company might introduce something interesting and bigger to fill the gap. The new Hero XPulse will surely fit the bill for the adventure seeking junkies of our country and the product will certainly revitalize the growth of the company.

The headlamps are narrowed down with a huge visor that gets the Indian flag stuck to its side this is the first thing anyone will notice on this motorcycle. The Apache RR310 gets a bi-LED projector headlamps along with DRLs, the headlamps do a good job when it comes to the visibility department. The TVS horse takes its seat between the headlamps.

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The Apache RR310 gets a bi-LED projector headlamps along with DRLs, the headlamps do a good job when it comes to the visibility department. The TVS horse takes its seat between the headlamps.

The rear gets an inverted omega shaped tail lamp, which is also power by LED lights. The motorcycle also gets a single side supported mud guard, which looks very appealing. The tank looks very muscular and well chiseled, with huge TVS decals. The key lock set is a bit offset towards the right side. It also gets an RR310 badging on the tank. The rear seat gets a TVS racing sticker on the lower part of the seat. Over all the motorcycle looks pretty appealing, but over done at some instances. The motorcycle comes in matte black and gloss red colors.



Instrument cluster and switchgear

The quality of materials used is top notch, be it even the smallest bits of plastic materials used. The instrument cluster is all digital and looks unique and is bagged with hell a lot of features. The meter console gets Speedo and odometers, trip meters, gear shift indicator, service interval indicator, temperature gauge, side stand indicator, tell tale indicators, ABS light indicator, a clock and much more in the list. The switchgear gets nice and soft touch buttons. The switchgear features a kill switch, start button, indicators, high beam low beam buttons, a horn switch and a pass light. The horn should be improved though.



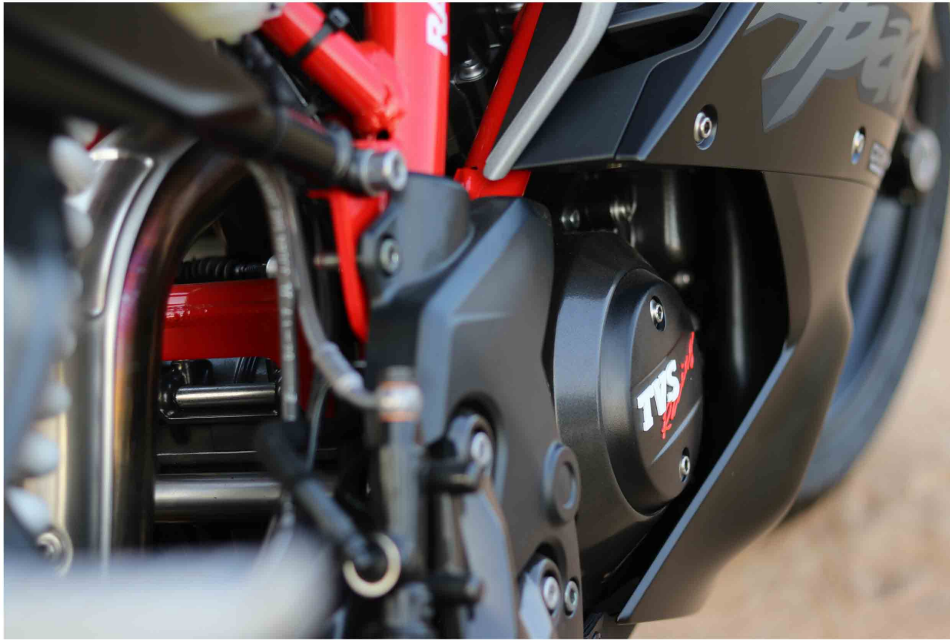
Ergonomics

The seating position is a little forward biased, say it's a bit more forward than the R15 and a little lesser than the RC 390. The motorcycle weighs 169.5kgs and does feel a bit heavy under traffic or stand still conditions, but is totally light and easy to ride under moving conditions. It is very easy to maneuver the bike too, just a little body movement gives it an apt movement in its position. The riding position is very comfortable, even if it is for very long ones. The seat height is 810mm, the ground clearance is 180mm and a total wheelbase of 1365mm. The fuel tank has a capacity of 11 liters.



Engine and performance

The Apache RR310 is powered by a 312.2cc inclined engine that produces 34bhp at 9,700 rpm and also manages to produce a maximum torque figure of 27.3Nm at 7,700 rpm. The engine is mated to a six speed gearbox. Once you crank the engine it sounds very normal, in fact not even as bassy as the RTR 200, but once you burst open the throttle the scenario is totally different, it has a nice thirsty grunt to it, where it wants the rider to rev harder and harder.



It feels like a very normal bike to ride in slow conditions, say when you are riding in 60-70s. But once you twist open the throttle, it feel really quick, and brings a nice grin to your face. But trust me, it is very very easy to ride this motorcycle for regular days. The heating levels too aren't really high, even though the engine gets a bit warm, but also gets cooled in a jiffy. The machine produces vibrations on the footpegs, and the handlebars in the mid range. The gear shifts are firm and very apt, it locks in very easily. The motorcycle doesn't tempt you to ride rash within the city limits, it feels very calm and composed. The throttle response is a bit sluggish at times, but I'm just nit picking.



Brakes and suspension

The RR310 gets a 300mm disc at the front and 240mm disc at the rear. The motorcycle gets a dual channel ABS. The front brakes lack the bite and feel, but the rear brake performs pretty well. The ABS does a pretty good job under hard braking, preventing lock ups. The front end of the bike gets an USD and the rear gets a pre load adjustable mono shock suspension. The suspension does a very good job in dampening pot holes and bumps on the roads. The suspension is towards the softer side. The motorcycle gets 110/70 and 150/60 R17 set of tyres, the one which we tested had Michelin tyres and they did offer a fair amount of road grip and traction.



Merits:

- * Feels premium.
- * Worth the cost.
- * Easy to ride.
- * Bi-LED lights.
- * Top end exhaust note.

Demerits:

- * Brakes lack bite.
- * Vibrations in the mid range.

For the price tag of Rs 2.05 lakh (Ex-showroom Delhi), it is a complete all rounder package. It is upto the rider if he wants to focus on becoming a batsman/bowler or an all rounder. The bike does have small shortcomings, but I'm just picking on a few since nothing is perfect.



The classic American motorcycle marquee- Cleveland CycleWerks has stepped into Indian automobile market. Today at the ongoing Auto Expo 2018 the Ohio, USA based company has unveiled two motorcycles from their stable for Indian market. The retro-inspired motorcycles – ‘Ace’ and ‘Misfit’, the two models from the existing range of Cleveland CycleWerks motorcycles have been showcased. There will be various design options for the Indian consumers. Under the ‘Ace’ model of Cleveland CycleWerks, three sub-models – Ace Deluxe, Ace Scrambler, Ace Café has been unveiled. In the ‘Misfit’ model, Gen II Misfit, the second generation of original Misfit motorcycle model is also showcased alongside the Ace model at the Auto Expo.

The Cleveland Ace motorcycle comes equipped with 229cc single cylinder air-cooled, 4-stroke engine. The mill is capable of producing maximum power output of 15.4Hp and peak torque of 16 Nm. The Ace is positioned towards the young crowd who want retro-style biking experience with superior technology. Ergonomically designed with superior technology for daily commutes, the Ace is an all-seasons bike convenient for rides across town or weekend highway rides. The Ace Deluxe and Ace Café variants feature aluminum wheels, inverted front forks and twin hydraulic shock absorbers at the rear.

The Gen II Misfit maintains the design of the original Misfit model while giving it a whole new design statement to the bike. It also comes with same 229cc air-cooled, single cylinder motor giving it a peak power of 15.4Hp and 16 Nm of torque. The Gen II Misfit comes with a 320mm single disc brake up front and 220mm disc at the rear as well inverted forks adjustable for compression and rebound at the front.



Commenting on the occasion, Scott Colosimo, Founder, Cleveland CycleWerks said,

India is today the largest two wheeler market in the world with nearly 18 million units sold last year and is a strategically important market for Cleveland CycleWerks. Our DNA comprises of passion put into engineering skills to create an absolutely unique biking experience that is truly American. We are launching two amazing bikes keeping in mind the Indian rider, traffic, and road conditions. Aesthetically, the bikes stand out in the market.

Cleveland CycleWerks Comes To India

Auto Expo 2018

Suzuki Showcases Burgman Street 125 Scooter *Auto Expo 2018*



Suzuki Motorcycle India has unveiled the descendant of legendary BURGMAN series at the Auto Expo 2018- Burgman Street 125. The all new Burgman Street comes equipped with 125cc engine and it promises to redefine personal-mobility for the Indian-customers and provides the experience of advanced luxury as per company.



The Suzuki Burgman Street 125 was recently spied in India being road tested. The futuristic scooter comes loaded with features like luxurious LED headlamps, body mount windscreen, flexible outstretched foot position, and Front disc combination braking system adds to the advanced features of the scooter. Amongst the biggest-attractions showcased by Suzuki at the Auto Expo 2018, the BURGMAN STREET is scheduled for a launch in 2018.

Commenting on the occasion, Masahiro Nishikawa, Executive General Manager, Suzuki Motor Corporation, said,

India is an important market for Suzuki Motor Corporation globally. Not only is it one of the biggest-markets for two-wheelers globally, but it also one that is the fastest-growing and with maximum-potential in segments that Suzuki has expertise in. Today, we are extremely excited to introduce two new products with a global pedigree – the BURGMAN, and the GSX-S750 to India. We will continue to invest towards ensuring that Suzuki Motorcycle India continues its upward growth-trajectory in India.

Hero Electric Unveils Four Electric Scooters

Auto Expo 2018

Hero Electric, the country's largest electric two-wheeler manufacturer, unveiled as many as four of its global products in India, at Auto Expo 2018. The company plans to launch these products in a phased manner. The company also launched '10 Years Ahead' campaign to mark 10 years of manufacturing electric two wheelers. Over the past decade, Hero Electric has launched 15 electric two wheelers in India. With 65% share of the country's electric two wheeler market, Hero Electric leads India's electric mobility revolution.



Commenting on the unveiling, Naveen Munjal, Managing Director, Hero Electric said,

We are proud to showcase our new range of electric two-wheelers, which have been especially designed for the aspirational Indian. The AXLHE-20, HE-19, HE-18 and HE-17 are high speed e-bikes that promise the perfect blend of performance and efficiency. On the other hand, A2B Blake, A2B Kroemer-MTB, A2B Speed and Kuo Boost are premium electric bicycles that cater to upwardly mobile youth who value adventure and fitness.

Given below products are parts of Hero Electric's plan to double sales every year over the next five years. The company will add to its current manufacturing capacity by setting up multiple plants in that time period.

AXLHE-20

Hero Electric's upcoming high-speed e-scooter, codenamed AXLHE-20, is powered by a 4,000 Watt motor that produces peak power of 6,000 Watts. The e-bike can reach a top speed of 85 kilometers per hour and has a range of up to 110 kilometers on a single charge. The lithium ion battery on the e-bike can get fully charged from empty in around four hours. It also features regenerative braking, which improves its performance.

HE-19

The HE-19 e-scooter is powered by a 2500 Watt motor that delivers peak power of 4500 watts. It has a top speed of 75 kilometers per hour and a range of 60 kilometers per charge. HE-19 is equipped with a lithium ion battery that gets completely charged in four hours. It has an advanced LCD instrument cluster and disc brakes on both wheels.

HE-18

Hero Electric's HE-18 e-bike is powered by a 1500 watt motor that gives out peak power of 2000 watts. It is equipped with a 60 volt lithium ion battery that gives it a top speed of 55 kilometers per hour and a range of 70 kilometers on a single charge. HE-18 has automatic LED headlights, a USB port with power indicator. The vehicle also comes with cruise control, smart connectivity and front and rear disc brakes.

HE-17

The HE-17 e-bike comes with a 2000 watt motor that is powered by a 60 volt lithium ion battery that gives it a range of 70 kilometers per charge. The vehicle has a speed cruise switch, three speed selection modes and a USB port on its handlebar. It also comes equipped with an advanced LCD instrument cluster.

TVS Creon E-Scooter Concept Unveiled

Auto Expo 2018



TVS Motor Company has showcased a concept electric scooter at the ongoing Auto Expo 2018- CREON. The concept scooter is based on the TVS philosophy of 'the future mobility solutions for the evolving two-wheeler rider'. The concept TVS CREON is a performance based electric scooter which has been designed keeping in mind the global dream for a green future and uncompromised performance. The scooter is designed and developed to render both environment friendly and fun filled criteria.

The concept scooter TVS CREON features a next-generation electric motor that is capable to propel this scooter from 0 - 60 kmph in under 5.1 sec. The battery also boasts of a range of 80 km and a rapid charging time of 60 minutes for 80% of full charge. This only feature puts the Creon on par with current generation smartphones, leaving little idle time while charging.

The TVS CREON is powered by 3 Li-ion batteries capable of delivering 12 kw of instantaneous power. The batteries have been specially designed to ensure high charge per volume of battery. This helps to keep the overall dimensions of the TVS CREON compact and maintain everyday practicality of usage.

TVS CREON comes equipped with loads of futuristic smart connected technologies on board; these technologies have been developed in collaboration with Intel. The concept scooter comes equipped with a TFT Screen which displays the speedometer, battery charge and, health status, tachometer, trip meter and odometer. The concept scooter Creon is app-enabled and offers a host of features including Cloud Connectivity, 3 custom riding modes, regenerative braking, park assist, safety, anti-theft, GPS & navigation, and geo-fencing.

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