

PRESS RELEASE

THE PIAGGIO GROUP INTRODUCES THE VESPA ELETTRICA PROJECT AND ALL THE 2018 NEWS AT EICMA

Making their début at the Milan show are the following:

- Vespa Elettrica
- Vespa Primavera and Vespa Sprint MY18
- Moto Guzzi V85
- Moto Guzzi V7 III Carbon – Rough - Milano
- Moto Guzzi V9 MY18
- Piaggio MP3 350 and 500
- new range of Piaggio 50cc scooters
- new range of Aprilia 50cc and 125cc motorcycles
- Aprilia Racing Factory Works kit
- new range of Derbi 50cc motorcycles
- new range of Gilera 50cc motorcycles

Milan, 7 November 2017 - The Piaggio Group is attending the 75th edition of the International Cycle and Motorcycle Show, consolidating its position as the leading European and Italian two-wheeler manufacturer.

The Piaggio Group is Europe's leading two-wheeler manufacturer with a total market share of 15.2% in September 2017, accounting for 25.4% in the scooter sector alone. The Piaggio Group will be attending EICMA 2017 following a turnover in the first nine months of 2017 of over €1 billion (€1,057.3 million, +2.5% YoY) and 426,700 vehicles sold all over the world, up 3.7% compared to 30 September 2016.

In the scooter sector, Vespa in the first nine months of 2017 achieved excellent results, increasing sales by 11.4% compared with the first nine months of 2016, strengthening its presence in the EMEA market, where revenues grew by 16.5%, and in India, where revenues increased by 31.3%.

A positive performance in the high-wheeler segment (growth of 6.4%), where the Group globally recorded rising revenues mainly thanks to the new Liberty and Beverly. Still within the scooter sector, the Aprilia brand was also positive, particularly in the Indian market, thanks to the Aprilia SR 150 sports scooter.

The Group's motorcycle sector has also made great strides. The Aprilia brand recorded an increase in sales of the "naked" model from the Tuono family, the new Aprilia Shiver 900 and Dorsoduro 900 (launched in June 2017), and the new 125cc, RS and Tuono, launched in April.

Moto Guzzi's turnover was driven by the positive sales trend of the V7, which in 2017 celebrated its 50th anniversary with a special model.

The Piaggio Group is presenting a series of new features at EICMA in both motorcycles and scooters.

MAIN PIAGGIO GROUP NEW FEATURES AT EICMA 2017

Vespa Elettrica

Electric mobility has never been so fascinating, stylish and elegant: Vespa Elettrica is not just an electric scooter, it is Vespa Elettrica, a contemporary work of art with a technological heart. Vespa Elettrica means easy, but natural, driving. It means total

connectivity and silence, customisation and accessibility, values that have always been a part of Vespa and which today find their fullest implementation.

The heart of Vespa Elettrica, a Power Unit capable of delivering continuous power of 2 kW and peak power of 4 kW, achieves a performance superior to a traditional 50cc scooter, especially with regard to acceleration, which benefits from the typical brilliant delivery of the electric motors. It provides an agile and enjoyable ride on urban roads, in the utmost silence: Vespa Elettrica is in fact completely silent, helping to make cities less chaotic and more liveable, while also countering pollution from an acoustic point of view.

Vespa Elettrica guarantees a range of 100 km, and in order to provide a complete response to the growing demand for clean mobility, it also appears in the X version which, by placing a generator alongside the electric motor, doubles its range. The modern lithium-ion battery does not require maintenance or special precautions: for charging it is only necessary to use the cable in the seat compartment and connect the plug to a normal wall-mounted electrical outlet or to one of the increasingly present public charging station in large cities. The time required for a full charge is 4 hours.

Vespa Elettrica is not just a silent, environmentally-friendly and technologically advanced vehicle; it is also highly connected: the many features offered by a new version of the Vespa Multimedia Platform, the multimedia system that connects the smartphone to the vehicle, can be managed through a completely new man-machine interface that incorporates digital colour instrumentation with a TFT display.

Coming in a special chrome grey finish with metallic reflections, around which the customer can choose to tailor many distinctive details, available in seven colour variants, Vespa Elettrica will be wholly produced in Pontedera and from there will be distributed throughout the world in 2018.

Vespa Primavera

For the 2018 Vespa Primavera there is added improvement with a series of updates that enhance comfort, safety and renew their style. The most important news comes from the size of the wheel rims: made of aluminium alloy and distinguished by an unusual five-spoke design, they are now both 12". The bike's active safety has also expanded thanks to the LED lighting technology now being used in the front and rear headlights, while the Bike Finder and the remote control seat opener are now standard. Vespa Primavera benefits from further operations that renew its line, thus distinguishing it from previous versions. What are new are the distinctive "tie" featured on the front and the chrome crest on the front mudguard.

Another great new feature launched at EICMA 2017 is the Vespa Primavera S: in addition to all the new features that enhance the range, the sporty version of the beloved Vespa adopts totally digital instrumentation through a 4.3" full colour TFT display. The instrument, in addition to displaying all the classic information, works as a display for the Vespa Multimedia Platform in its latest release.

Vespa Primavera 50th Anniversary celebrates the first fabulous 50 years of a timeless classic. Offered with the i-get 50cc and 125cc engines, it is distinguished by the unusual Light Blue and Brown colourways with coordinated seats, the sleek grey finish of the five-spoke wheels and of course the logo that elegantly marks the back shield.

Vespa Sprint

For the 2018 Vespa Sprint has undergone a number of stylistic and technical evolutions. The active safety has been enhanced thanks to the LED lighting technology now adopted on both the front and rear headlights while the Bike Finder and the remote control seat opener are now standard. Also new is the “tie” featured on the front, an addition that brings the Vespa Sprint line up to date, thus distinguishing it from previous versions.

Vespa Sprint S further accentuates Vespa Sprint’s sporty styling and is designed to be the most spirited of Vespa’s “small body” family. The most important new feature

is the instrumentation which, as in the sister model Primavera S, is a full colour TFT multifunction display.

Moto Guzzi V85

This is another step by Moto Guzzi towards the near future, which will bring the Mandello Eagle to celebrate its 100-year anniversary in 2021 with a new range of motorcycles built on the technical base of the V85. It is a motorcycle dedicated to trips, which have always been the heritage of Moto Guzzi in their purest and most original manner, which bring to mind the epic and adventurous rally raids of the 1980s, a world from which it has inherited style, charm and emotion, but which has been designed to face both everyday and long-range roads, according to the most up-to-date requirements and the forthcoming ventures. The V85 pays tribute to the great adventurous trips and is dedicated to those who, despite never ceasing to dream of adventurous journeys, are seeking out a motorcycle capable of returning that spirit to their everyday journeys. A new Moto Guzzi engine is being launched in the V85. The construction design is proprietary and excludes the entire current Moto Guzzi production: in fact, it is a two-cylinder 90° transverse air-cooled 850cc which, thanks to its complete redesign, has 80 HP of maximum power. This feature, coupled with the powerful torque at low speeds typical of all Moto Guzzi two-cylinders and the lightness of the V85, make it fun to use in for on-road and off-road riding.

Moto Guzzi V7 III new versions

The V7 III family growing with the new special versions of Carbon, Rough and Milan, Moto Guzzi’s homage to the art of customisation. They are distinguished by the different layout obtained by using originality and competence to introduce a series of high quality special parts, capable of returning to each motorcycle a very different connotation and a unique character. The V7 III Carbon (in limited edition and numbered) celebrates customisation, when interpreted with originality and good taste, combining V7’s authentic style with the precious and modern quality of many carbon fiber components, as well as numerous other contrasting details in red colour as the engine heads, the seams of the new seat in Alcantara material and the

Brembo front brake calliper. The V7 III Rough is distinguished by the knobby tyres cast on radial spokes and the many details that give V7 III Rough a country citizen style. The equipment is completed by the dedicated seat with stitching, a passenger grab strap and the pair of aluminium side fairings. The V7 III Milano is distinguished by its highly refined style and high-end gear, including dual circular instrumentation, chrome exhausts and passenger handlebars. It is distinguished by the shiny colours of the tank and for the spoked wheels that contribute to giving it a modern look. The standard equipment is completed by prestigious details such as the aluminium fenders and side fairings.

Moto Guzzi V9 MY 2018

V9 is Moto Guzzi's easy cruiser. V9 Roamer is the elegant and universal custom model; V9 Bobber represents the bold and essential spirit of Moto Guzzi. They both stand out because of the exceptional quality of their components and the painstaking attention to detail and they are powered by the Moto Guzzi 850 cc two-cylinder engine with unprecedented torque, smoothness and responsiveness that contribute to enhancing the ride for these two Italian cruisers. The 2018 V9 versions are the result of the constant perfecting that Moto Guzzi dedicates to its bikes. Roamer and Bobber are now distinguished by a big difference, with two clearly distinct personalities: one more touring and the other sportier. V9 Roamer turns heads even more on long routes by introducing a new pair of rear shock absorbers and a new

protective top fairing. V9 Bobber gains new opaque graphics and is available in three colour variants: Impeto blue, Nero Notte black and Tempesta grey.

Piaggio MP3 350/500

There are two new versions of the original and most popular three-wheeled scooter: more features and more comfort, with improved design and finishes. There are the Piaggio MP3 350 Sport and the Piaggio MP3 500, the latter provided in two variants: one more stylish (Business version) and the other sportier (Sport version). The new layout features a redesigned grille on the front shield and full LED lighting system. Also new is the more protective smoky windshield and the seat with more comfortable padding, equipped with a new backrest for the passenger. It also boasts new handlebars. The standard equipment is improved: the Business version also adopts the TomTom Vio navigator as standard, while the Sport version features more spirited and effective gas shock absorbers as well as a pair of front disc brakes with a daisy profile. The Piaggio MP3 500 is equipped with a single cylinder, revised in numerous details and now able to assure 10% more power (now 41 HP), with better exhaust sound and very low fuel consumption. Piaggio MP3 350 launches the well-known and well-liked Piaggio 350cc engine with over 30 CV of power. For all ABS and ASR models, they are standard. There is no change to the exclusive Piaggio technology for the dual independent and tilting front wheels, which are regulated by a unique four bar linkage suspension, which the leading Group in Europe designed and developed before any other manufacturer in the world to ensure maximum riding pleasure in complete safety.

New range of Piaggio 50cc Euro 4 scooters

The best sellers of Piaggio Typhoon, Piaggio NRG and Piaggio Zip have been completely renewed by adopting modern and advanced Euro 4 motors, with two and

four stroke engines. A wide-ranging proposal that meets every need for urban commuting and ensures the Piaggio scooter range especially dedicated to young people is absolutely unique.

On the one hand, Piaggio Typhoon, a true icon of the scooter world and the sporty NRG Power DD, are equipped with a new two-stroke unit with electronically controlled carburettors, air and liquid-cooled, respectively; on the other, Piaggio Zip, another name that evokes one of Piaggio's biggest commercial successes, on which it launches the innovative i-get 50cc four-stroke engine with three-valve distribution. These are modern, eco-friendly, lightweight engines, in parallel with the introduction of new, important features that bring, for all three models, a global improvement on the benefits, comfort and quality of construction.

Aprilia Racing Factory Works kit

Aprilia Racing is the most advanced Piaggio Group platform for the development of technology applied first to racing bikes and then to factory models. The Racing Division that has brought the Noale-based Manufacturer 54 world titles, launched the "Factory Works" programme last year to make the same technology developed for the Aprilia RSV4 - seven-time World Superbike champion - available to anyone who wants to compete in top-level championships for standard derivatives or for those who simply want to have an RSV4 with optimised performance for track use. The programme has been expanded with the introduction of an Aprilia RSV4 kit that maximises engine performance, reduces overall weight and improves aerodynamics. Thanks to new pistons, different heads, full racing exhaust and regenerated control unit, the engine reaches 215 HP. The additions that lighten it include a lithium battery, a new fuel tank, which, together with the complete exhaust system, some carbon pieces and the aluminium upper casting plate made in a single piece, carry a total weight of around 10 kg. The new Factory Works kit can be further enriched by a flush mount set featuring aerodynamic appendages, developed by Aprilia on the RS-GP prototype used in the MotoGP World Championship.

Aprilia RX and SX

Heir to Aprilia's successful history in competitions, the new entries to the off-road family combine the technological contents of the Aprilia tradition with a captivating look. Equipped with powerful and clean engines, they are available in five models and two cylinders. The new Aprilia RX 125 and SX 125 share superstructures, frame, engine and suspension, but each has a distinctive character that can be adapted to different passions. The wheels fitted with 17" sporty tyres make the SX one of the most effective 125cc bikes on mixed runs; lightweight and snappy, it is able to offer the emotions of a higher-powered engine capacity. Aprilia RX 125 is the ideal choice for having fun on off-road routes. They are both equipped with a refined single-cylinder 125 cc engine, an Aprilia engine that has been able to further refine the four-stroke engine, allowing it to enter the strict Euro 4 standard without compromising performance or driving pleasure. With their high efficiency, increased safety, RX and SX are equipped with advanced suspension and a new ABS braking system with anti-roll-over, which guarantees precision and total braking control and adjusts the rear wheel lift in the most decisive braking.

Available in three models, the SX, SX Factory and RX Factory, the 50cc models from the Aprilia family are equipped with a two-stroke, single-cylinder, liquid-cooled, Euro 4 engine with lamellar intake. This latest-generation engine boasts an electronic control carburettor and 3 catalytic converters to ensure controlled emissions and

performance at all times. Common to all three versions are also the high-strength steel perimeter frame, made in an original silver colour, polished stainless steel exhaust, with a clear racing inspiration and the new digital instrumentation.

Derbi Senda X-Treme and Senda Racing

Dominant in the 50cc category, the Senda X-Treme and Senda Racing models boast the best of Derbi's values and meet the needs of young drivers while being completely renewed in design and graphics. Senda X-Treme is available in Enduro or Motard versions: one important difference between the R and SM versions is the wheels, which on the Enduro are 21" on the front and 18" on the rear with off-road tyres and spoked wheels, while on the SM Supermotard they are lightweight 17" alloy on both wheels, with road tyres. Also new are the light assemblies (the LED at the rear), the handlebar, the digital instrumentation and the seat.

Both models are equipped with a brilliant 50 cc 2T liquid-cooled single-cylinder engine approved under current Euro 4 emission regulations; in the new dark grey colour, it is equipped with electronic control carburettor and 3 catalysts.

Derbi Senda Racing, available in the SM version, is distinguished by its refined and specialised technical equipment, including the variable sectional handlebar in aluminium and the new 41mm inverted spindle fork.

Gilera SMT and Gilera RCR

Gilera SMT and Gilera RCR, respectively the Supermotard model and Enduro model from Piaggio, feature a significantly revised look based on the improved technical content: new fairings, seat, graphics of clear sporting inspiration, the engine - compliant with Euro 4 anti-pollution regulations - steering indicators, fuel tank cap cover with lock. Also new are the light assemblies (the LED at the rear), the handlebar and the magnificent digital instrumentation.

The frame, common to the two models, is made of high-strength steel with closed double cradle. Gilera SMT and Gilera RCR are equipped with a brilliant 50cc 2T liquid-cooled single-cylinder engine which guarantees top performance in the category.

The SMT model shares with the RCR model the brake disks, 260 mm on the front and 220 mm on the rear, while the wheels in the rear are 21" on the front and 18" on the rear with off-road tyres and spoked rims, in the Supermotard they are in light alloy of 17" on both wheels, with road tyres.