



During the rainy season, will the engine be affected by water getting into the bike? What precautions have you set up for this?

The motor can run underwater with no problems as it is a sealed unit, but if the other components get wet, the system will possibly short out. We put the components in water tight compartments and in the upper parts of the chassis.

We suggest that you don't ride your bike through more than 10 to 12 centimeters of water. But it will not have any problems in a downpour. The main battery assemblies are covered by the original style side panels and are well-protected. The central battery compartments and controller and battery management systems are fully enclosed below the modified seat base offering maximum protection.

If they break down, how will riders fix them as all bike repair places in the country only know how to fix fuel bikes?
The V-Tronic and the EBretta have fewer moving parts than their petrol

counterparts. So they are less likely to break as easily. The reason why the bike would stop is because either: A) you run out of power, B) a wire is loose or C) a system failure.

Problems A and B are easy to solve (no mechanic needed), but problem C is a problem that we minimise by getting good components and testing the system before we allow any customer to ride a scooter they have purchased. But to minimise this problem further, we highly suggest having your V-Tronic or Ebretta serviced on a regular basis. This is similar to a petrol bike, but it will be serviced by an electrician, not a mechanic.

If the bikes are electric does it mean they don't require a licence plate or a driver's license to ride?

Not sure! Looking into this at the moment. They 'should' be classified as electric bicycles but maybe because of the increased power they may be re-categorised here. In certain countries they are unlicensed up to a certain power

output. This varies from country to country.

What other features are there?

The power is supplied by a brushless 13" motor that generates 3kW. This will generate a torque of 180 Nm, which translates to a top speed of over 60 kmph, ideal for riding around town and commuting, with the engine having enough torque to accelerate uphill and carry a 'larger person'.

The charge time is approximately three hours and the run time, which will vary due to driving conditions, easily exceeds 40km, which most drivers don't exceed on a daily basis.

We are looking into adding accessories that allow you to charge your phone, tablet, or laptop while you drive. Our first production models will be available in August this year.

What will be the average cost?

The cost will be from VND95 million.

For more info, visit www.saigonscootercentre.com 