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aprilia Performance Ride Control



RSV4 Factory APRC Special Edition

Preview

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RSV4 F APRC SE: reason why

2009: **RSV4 Factory** redefined the maxi supersport segment standard with a ready to race equipment

2010: **RSV4 R** made performances and technology accessible to the wider non-professional segment

2011: RSV4 APRC[®], to remain the REFERENCE on the MARKET



Max performances
under control
thanks to the **A-PRC[®]**:

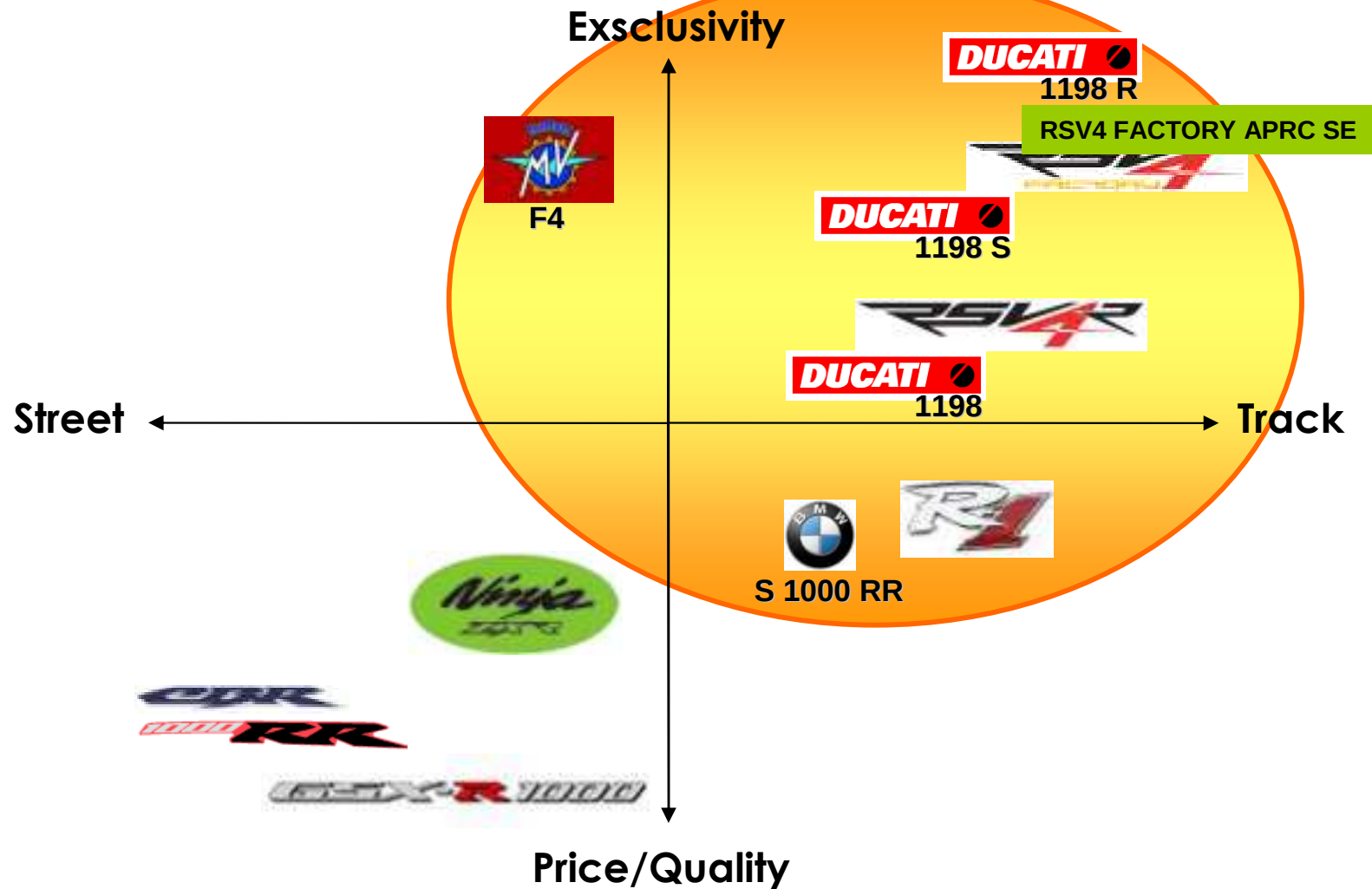
**the most advanced
performance riding system
on the market** directly derived
from the **SBK racetracks**

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Positioning

Competitive Arena



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Target Client



- **Age:** 30-40 years old
- **Social status:** single, or single lifestyle
- **Look:** technical
- **\$\$\$:** well off, ready to spend
- **Expert rider:** > 3 motorbikes
- **Brand loyalty:** 3/10
- **Motosport:** follows even small championships, attends on some
- **Community:** Yes
- **Hobbies:** endurance, speed

Bike vision: To be on the top

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- Sporty —> Functional aesthetic
- Cerca la performance —> Engine power, handling, maximum control
 - Pilot —> NO passenger, uses the bike on the track
- Professional (RSV4 F) —> Top equipment and racing accessories
 - Show off —> Showing technical detail
- Well off —> the best on the market, not price sensible

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RSV4 FACTORY APRC SE

Differences vs RSV4 Factory

NEW 200/55-17 rear
tyre dual blend

New
Celebrative
Graphic

New exhaust

Engine/Gearbox
optimization

**350 Pieces in production
from OCT 2010 to DEC 2010**



- ATC (Aprilia Traction Control)
- AWC (Aprilia Wheelie Control)
- ALC (Aprilia Launch Control)
- AQS (Aprilia Quick Shift)

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What is APRC®?



aprilia Performance Ride Control

Aprilia Performance Ride Control®

is an engine torque control system that helps **improve performance** and **enhance safety** for the rider.

It is a **compound system** that allows RSV4 to be more incisive on the racetrack and on the street helping the non professional rider to **control the power delivery and the tyre traction** while riding the bike.

It is a **jump over** on the performance riding because it is **based on 3 PATENTED control systems**

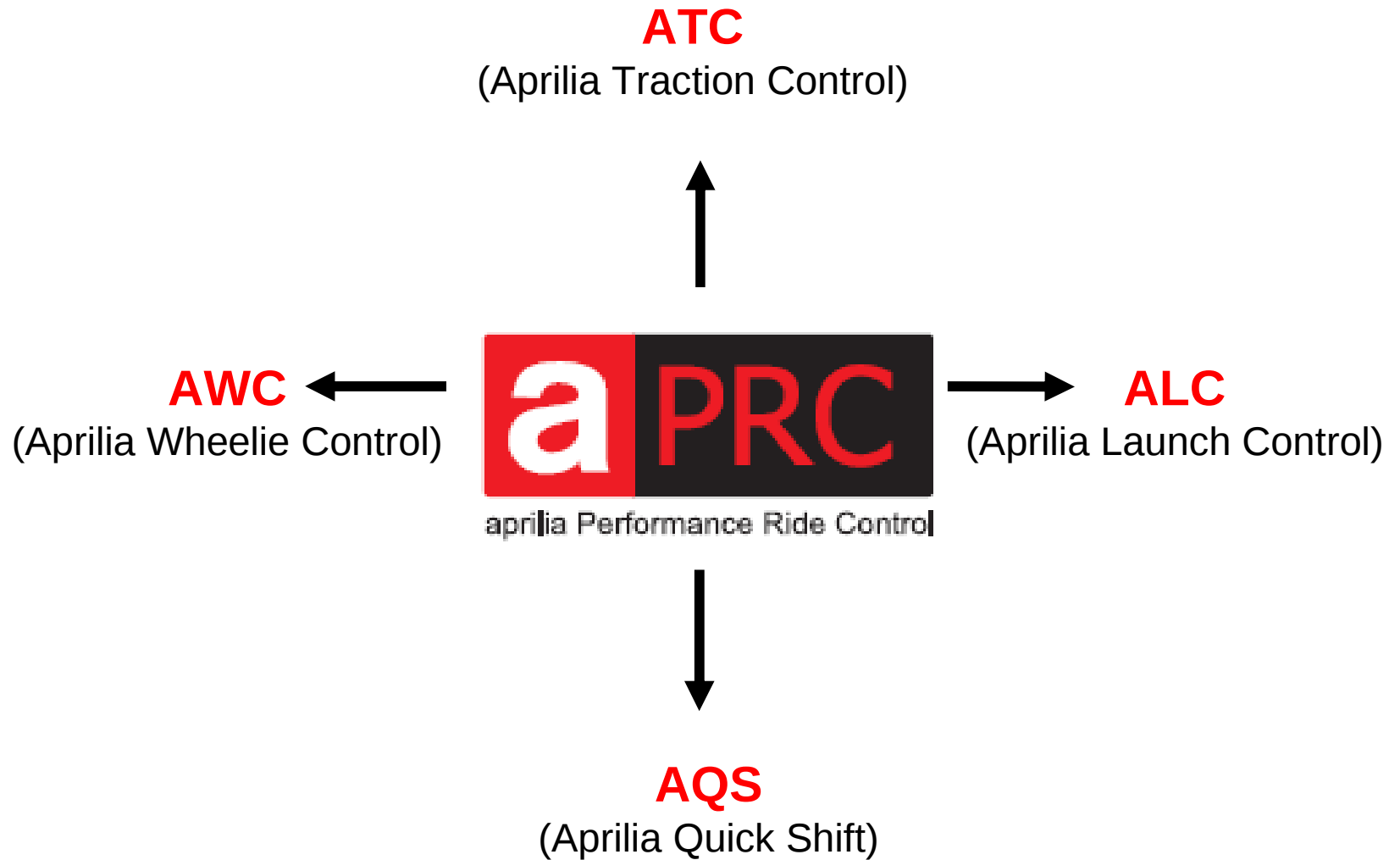
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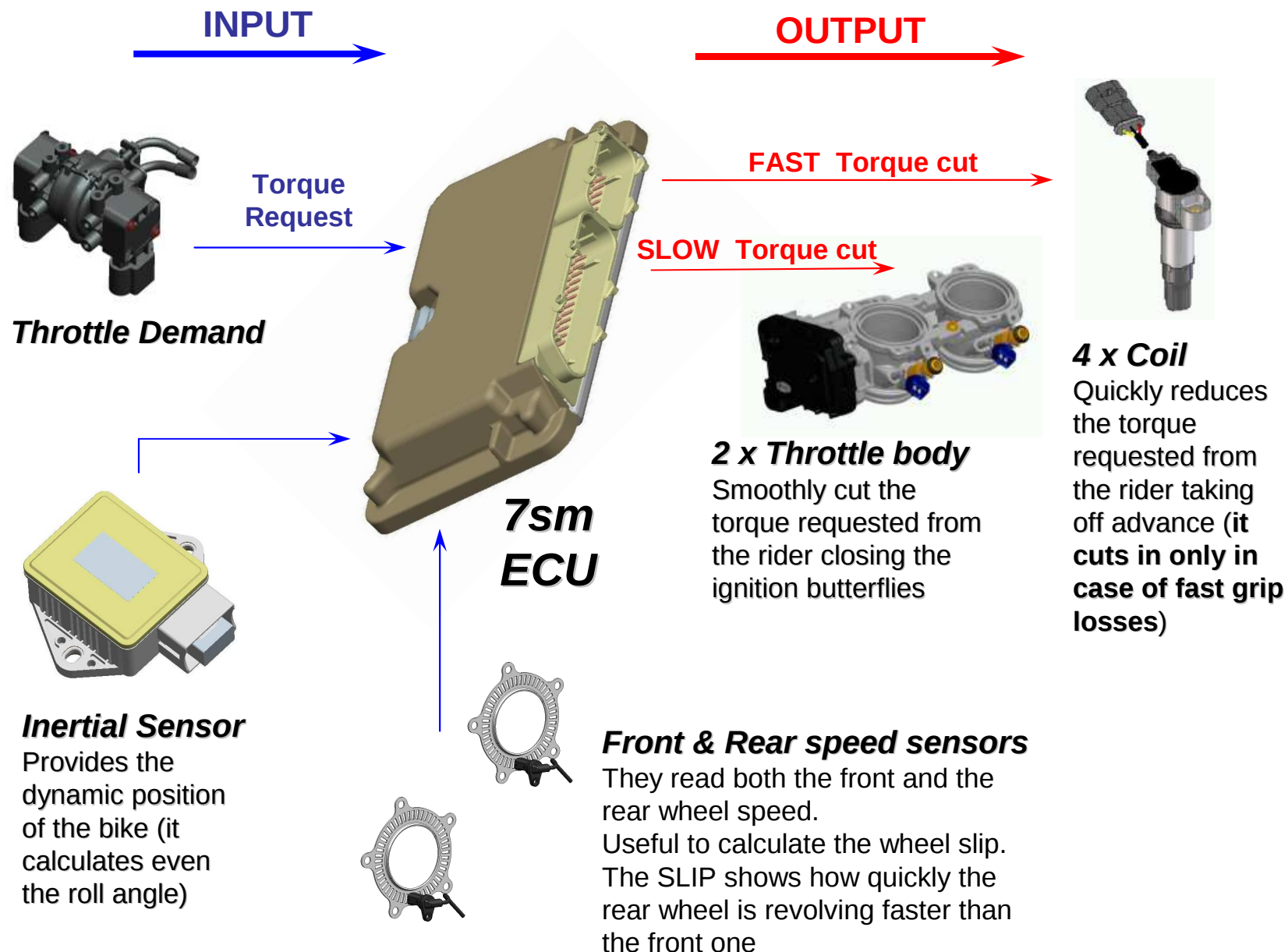
Aprilia Performance Ride Control®



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Torque control with APRC®



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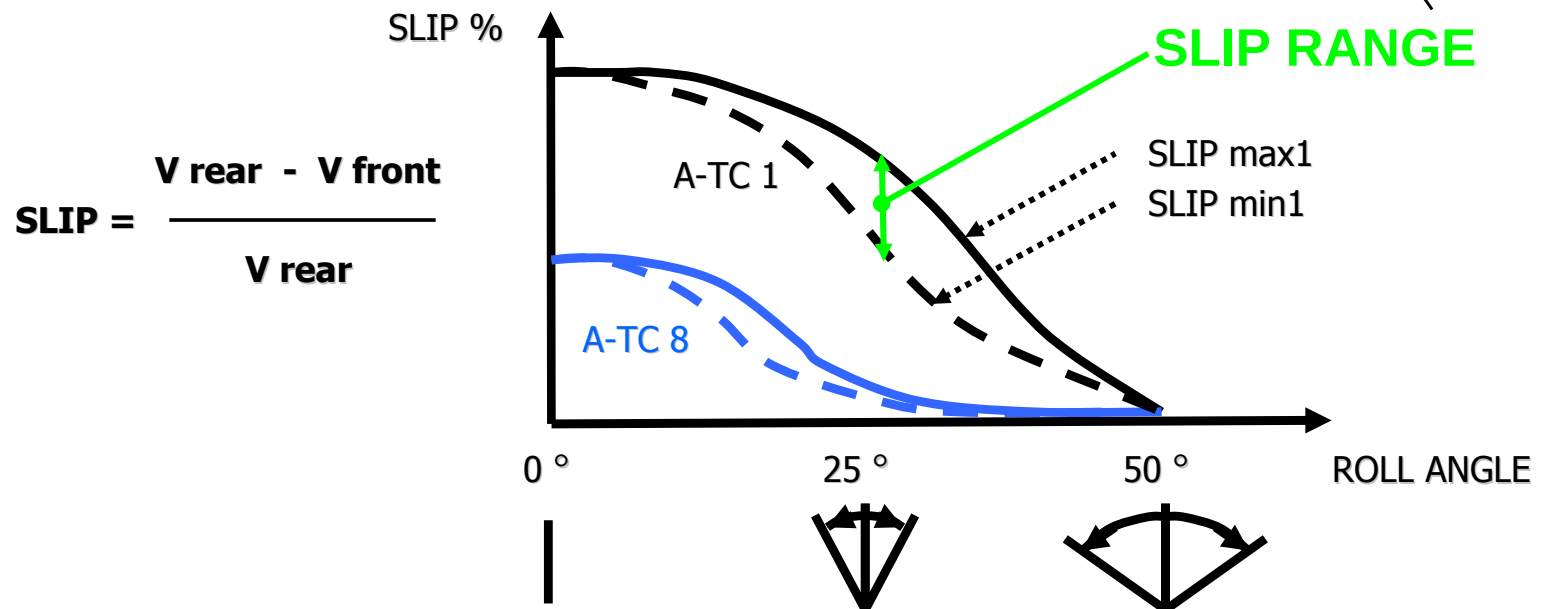
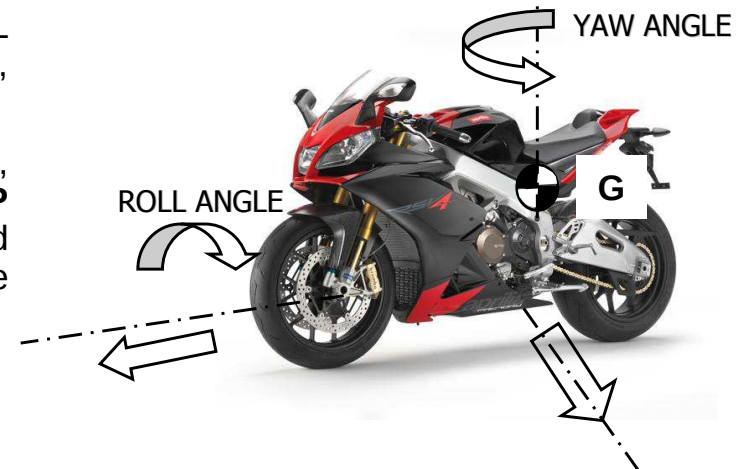
Aprilia Traction Control (ATC)

The ATC system controls the **rear wheelspin** versus the front one during the acceleration process considering the rolling angle and other parameters.

The main characteristic of the ATC is the SLIP CONTROL system an exclusive **patented** Aprilia system

For each of the **8 levels**, the SLIP CONTROL system permits **to modulate**, until a max level, **the rear wheel sliding** during a curve

When the slip exceeds the SLIP MIN threshold, from the throttle the rider will ask a **SLIP percentage** until a second SLIP MAX threshold (over that the rider will not go) → this improve the rider sensibility during the ATC intervention



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Aprilia Traction Control (ATC)



It is **adjustable on 8 levels** even when riding even with the **throttle open** thanks to a **joystick** on the left handlebar:

- **1-3 Levels:** more permissive, for a performance use on the track
- **4-5 Levels:** for the daily use, the higher intervention of the system helps the rider on less regular asphalt
- **6-8 Levels:** useful for a performance riding on wet or slippery surfaces, it limits the slip of the rear tyre



It is a **selfsetting** system thanks to a **procedure** that calibrate the system on different type of tyre or final transmission ratio.

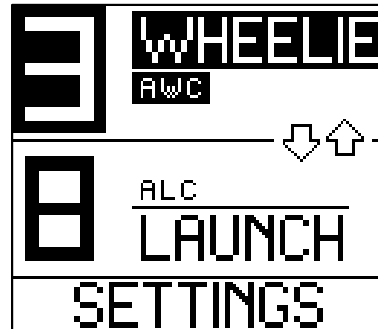
The FIRST and the ONLY ONE on the MARKET

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The Aprilia logo is displayed in white lowercase letters on a red rectangular background.

Aprilia Wheelie Control (AWC)

It is a system thought to control the possible wheelie of the vehicle under acceleration.



Thanks to the **WHEELIE DETECTION** (exclusive **patented** Aprilia system), it is possible to recognize the start and the end of a wheelie and work to draw up the front wheel to the ground. To do that the system, during the wheelie, works to maintain the longitudinal acceleration under a target level

It is **adjustable** from the dashboard menu on **3 levels**

It is possible to **turn off** the AWC to permit the wheelie (max 30 sec) into a $\pm 25^\circ$ roll angle and always maintaining active the ATC

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Aprilia Launch Control (ALC)



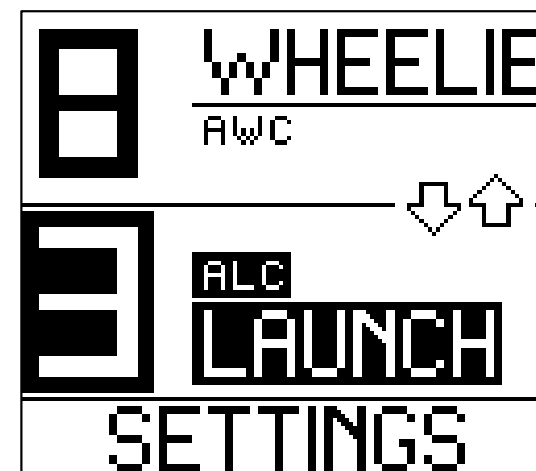
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ALC is a system designed to optimize acceleration from a **standing start on track** use (**patented** Aprilia exclusive)

It is adjustable by the dashboard menu on **3 levels**

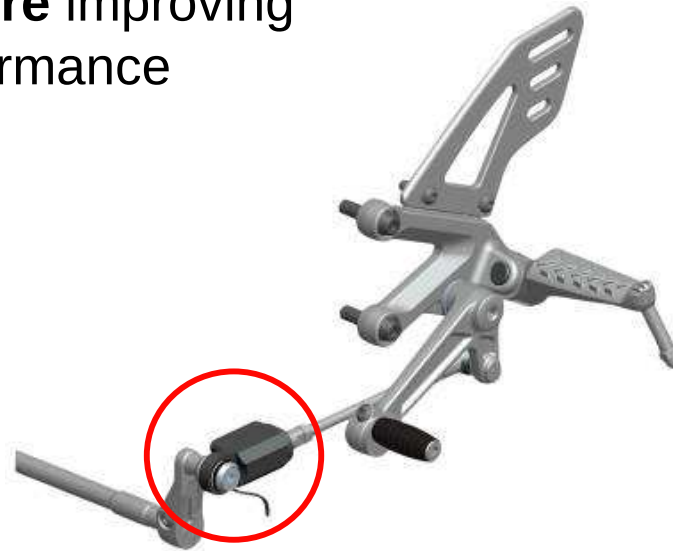
The FIRST and the ONLY ONE on the MARKET



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Aprilia Quick Shift (AQS)

This system enables **upshifts without using the clutch** and without changing the throttle position over a minimum engine rpm number. It will **quick the shifting procedure** improving the lap time performance



A **new shift lever** with a **sensor** that communicates directly with the engine control unit that reduces the torque delivery to permit the change of the gear

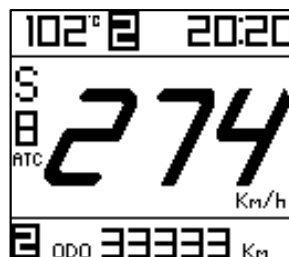
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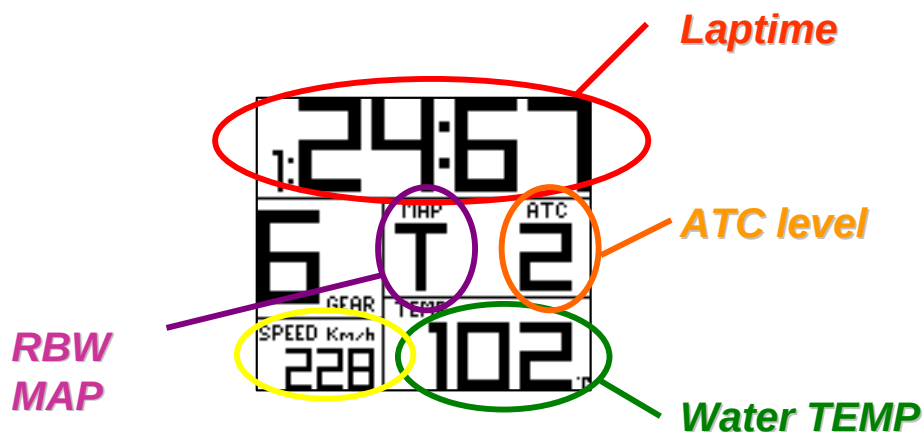
“ROAD/RACE” dashboard display

From the racing experience derives the **new RACE display**.

- **Road:** displays the most **useful road information**. Speed, engine map, ATC level and clock.



- **Race:** easy to read, underline the **track more useful information** like lap time, ATC level, ALC activation, gear number and the engine map.



- It is possible to link the laptime transponder
- Gear change light

The FIRST and the ONLY ONE on the MARKET

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Performance increase

NEW gear ratio

We made narrower the first 3 gears to improve the engine power supply



Performance and reliability improving

- Internal head ducts and lubrication optimization.
- New machining of the combustion chamber and a change on the heads cooling system.
- On bearing countershaft and cylinder/piston coupling optimization.

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Performance increase

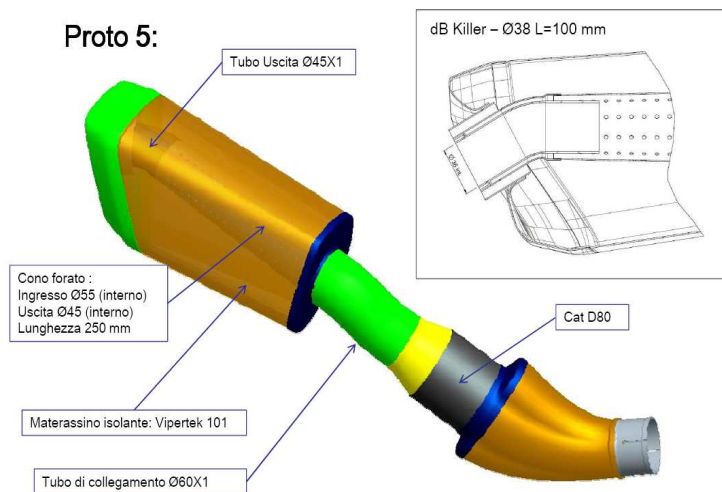
**NEW rear dual blend 200/55-17 tyre
Pirelli Supercorsa**

For a better grip on every curve

The FIRST and the ONLY ONE on the MARKET



Proto 5:



NEW exhaust

For a better sound and a 2kg lighter vehicle with an advanced exhaust valve management

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Graphic

SHINING BLACK



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Aprilia Product Marketing

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SOP Accessories

Wear

CASCO RSV4 by Vemar
TUTA RSV4 by Dainese
PARASCHIENA
SOFT SHELL RSV4

Track

SCARICO COMPLETO SOLO USO PISTA
by Akrapovic (Vers. Carbonio e Vers.
Titanio)
CENTRALINA RACING
PEDANE REGOLABILI
SEMIMANUBRI USO PISTA
CUPOLINO MAGGIORATO
CAVALLETTO DA OFFICINA
TAMPONI PARACADUTA
PARATACCHI IN CARBONIO
AMMORTIZZATORE POST TTX OHLINS
TAPPI SPECCHIETTI
COPERCHIO FORO TARGA
STAFFA RACING



Show Off

KIT SCARICHI SLIP-ON E3 By Akrapovic
(Vers. Carbonio e Vers. Titanio)
ESTRATTORI ARIA CARBONIO
PORTATARGA REGOLABILE
CONTRAPPESI MANUBRIO
LEVE FRENO E FRIZIONE ALLUMINIO
KIT CARBONIO RSV4 F (solo per RSV4 R)
KIT SOSPENSIONI OHLINS (solo per RSV4 R)
NOTTOLINI CAVALLETTO
PARACALORE SCARICO CARBONIO

Utility

TELO COPRIMOTO
BORSA CODINO
BORSA SERBATOIO
COPRISERBATOIO
KIT TAMPONI PARATELAIO

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Caratteristiche		RSV4 Factory APRC	1198 S	1198 R	F4	YZF-R1
MOTORE						
	Architettura motore	4 cilindri a V di 65°	2 cilindri a V di 90°	2 cilindri a V di 90°	4 cilindri frontemarcia	4 cilindri frontemarcia
	Cilindrata	999 cc	1198,4 cc	1198,4 cc	998 cc	998 cc
	Alesaggio e corsa	78x52,3 mm	106x67,9 mm	106x67,9 mm	76x55 mm	78x52,2 mm
	Rapporto di compressione	12,8:1	12,7:1	12,8:1	13,1:1	12,7:1
	Alimentazione	iniettori alti e bassi	iniezione elettronica Marelli, corpo farfallato ellittico	iniezione elettronica Marelli, corpo farfallato ellittico	iniettori alti e bassi	iniettori alti e bassi
	Acceleratore	ride-by-wire	a cavo	a cavo	a cavo	a cavo
	Frizione	multidisco in bagno d'olio con antisaltellamento	multidisco a secco con comando idraulico	multidisco a secco con comando idraulico con antisaltellamento	multidisco in bagno d'olio con antisaltellamento	multidisco in bagno d'olio con antisaltellamento
PRESTAZIONI						
	Potenza	180CV (132kW) a 12.500rpm	170CV (125kW) a 9.750rpm	180CV (132,4kW) a 9.750rpm	186CV (137kW) a 12.900rpm	182CV (133,9kW) a 12500rpm
	Coppia	115Nm (11,5kgm) a 10.000rpm	131,4Nm (13,4kgm) a 8.000rpm	134Nm (13,7kgm) a 7.750rpm	114Nm (11,4kgm) a 9.500rpm	115,5Nm (11,8kgm) a 10000rpm
VEICOLO						
	Telaio	doppia trave in alluminio	traliccio in tubi di acciaio	traliccio in tubi di acciaio	tubolare a traliccio di acciaio CroMo	Deltabox in alluminio pressofuso
	Regolazioni telaio	posizione e angolo canotto di sterzo, altezza motore, altezza perno forcellone				
	Sospensione anteriore	Ohlins USD da 43mm, completamente regolabile	Ohlins USD da 43mm con TiN, completamente regolabile	Ohlins USD da 43mm con TiN, completamente regolabile	Marzocchi USD da 50mm, completamente regolabile	forcella a steli rovesciati da 43mm, regolabile in compressione ed estensione
	Sospensione posteriore	Forcellone bibraccio in alluminio a doppia capriata. Progressiva con monoammortizzatore Ohlins con piggy back completamente regolabile anche nell'interasse	Forcellone monobraccio in alluminio. Progressiva con monoammortizzatore Ohlins con piggy back completamente regolabile anche nell'interasse	Forcellone monobraccio in alluminio. Progressiva con monoammortizzatore Ohlins T-TXR con piggy back completamente regolabile anche nell'interasse	Forcellone monobraccio in alluminio. Progressiva con monoammortizzatore Sachs completamente regolabile con piggy back	Forcellone bibraccio in alluminio. Progressiva con monoammortizzatore regolabile in precarico ed estensione.
	Freno anteriore	2 dischi da 320mm. Pinze Brembo monoblocco radiali a 4 pistoncini	2 dischi da 330 mm. Pinze Brembo monoblocco radiali a 4 pistoncini	2 dischi da 330 mm. Pinze Brembo monoblocco radiali a 4 pistoncini	2 dischi da 320mm. Pinze Brembo monoblocco radiali a 4 pistoncini	2 dischi da 310mm. Pinze monoblocco ad attacco radiale a 6 pistoncini
	Freno posteriore	Disco da 220mm. Pinza Brembo a 2 pistoncini	Disco da 245 mm. Pinza Brembo a 2 pistoncini	Disco da 245 mm. Pinza Brembo a 2 pistoncini	Disco da 210mm. Pinza Brembo a 4 pistoncini	Disco da 220mm
	Cerchio anteriore	Forgiato in alluminio a 5 razze sdoppiate. 3,5"x17"	Forgiato in alluminio a 7 razze. 3,5"x17"	Forgiato in alluminio a 7 razze. 3,5"x17"	In alluminio a 5 razze. 3,5"x17"	In alluminio a 5 razze.
	Cerchio posteriore	Forgiato in alluminio a 5 razze sdoppiate. 6"x17"	Forgiato in alluminio a 7 razze. 6"x17"	Forgiato in alluminio a 7 razze. 6"x17"	In alluminio a 5 razze. 6"x17"	In alluminio a 5 razze.
	Pneumatico anteriore	120/70 ZR17	120/70 ZR 17	120/70 ZR 17	120/70 ZR 17	120/70 ZR 17
	Pneumatico posteriore	200/55 ZR17	190/55 ZR 17	190/55 ZR 17	190/55 ZR 17	190/55 ZR 17
	Lunghezza	2050mm	2100mm	2100mm	2100mm	2070mm
	Interasse	1424mm	1430mm	1430mm	1430mm	1414mm
	Peso veicolo	177kg a secco	169kg a secco	164kg a secco	192kg a secco	206kg in ordine di marcia
	Capacità serbatoio	17l	15,5l	18l	17l	18l

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	APRILIA	DUCATI	DUCATI	MV	BMW	YAMAHA
PLUS	RSV4 Factory APRC	1198 S	1198 R	F4	S 1000 RR	YZF-R1
Cornetti di aspirazione a lunghezza variabile	😊	😞	😞	😊	😊	😊
Iniettori alti e bassi	😊	😞	😊	😊	😊	😊
Ride by Wire	😊	😞	😞	😞	😊	😊
Cambio estraibile	😊	😞	😞	😊	😞	😞
Frizione antisaltellamento	😊	😞	😊	😊	😊	😊
Pluriregolazione del telaio	😊	😞	😞	😞	😞	😞
Ohlins	😊	😊	😊	😞	😞	😞
Brembo	😊	😊	😊	😊	😞	😞
Cerchi forgiati	😊	😊	😊	😞	😞	😞
Parti in carbonio	😊	😊	😊	😞	😞	😞
Traction Control	😊	😐	😐	😐	😊 OPT	😞
Controllo impennata	😊	😞	😞	😞	😐 OPT	😞
Launch Control	😊	😞	😞	😞	😞	😞
Quick shift	😊	😞	😞	😞	😊 OPT	😞
Gomma post. 200/55-17	😊	😞	😞	😞	😞	😞
Schermata RACE	😊	😞	😞	😞	😞	😞
Calibrazione ATC/pneum.	😊	😞	😞	😞	😞	😞

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