

Questions for articles in GIESSEREI (1-2020)

» **What is the current share of electric motorcycles?**

So far, the share of sales of electric models is still in the lower single-digit range. We currently offer two models, in particular our latest "baby", the KTM SX-E 5, but we expect a strong increase in demand for the upcoming off-road season.

» **How will the share of E-motorcycles continue to grow?**

KTM's development is working intensively on various E-projects. With the model year 2024, KTM should have an interesting portfolio of electric two-wheelers on the market. More detailed information will be provided in due course.

» **What caused the change of your opinion to invest heavily in this sector?**

One of the motivations was certainly to open up to innovative technologies, which in this case also have a significant advantage, namely the elimination of noise, a constant point of criticism in the motorcycle sector.

However, as a forward-looking manufacturer of two-wheelers, you cannot do without the requirements for CO₂ reduction. There is no doubt that two-wheelers will also be electrified. The speed with which this will happen remains exciting, but certainly with a certain delay compared to the automotive sector. But we have already seen how fast this can happen with bicycles.

» **On which machines (manufacturer + subcontractors) do you produce the parts?**

In terms of production, KTM assembles the engine and chassis on its own. The engine castings and electrical components, including the 12 V battery, are manufactured by external suppliers.

» **Who is the supplier?**

Of course, we have different suppliers for all our different parts. We do not want to mention any names here. But we can add that we generally only buy die-cast parts from reputable suppliers in Europe.

» **How important is die-casting technology (foundry technology) for your motorcycles?**

Die casting is an essential process for the production of high quality engines, but also chassis components such as swingarms for many road models. In terms of weight and cost, die casting offers clear advantages.

» **It is said that one sixth of your employees works in research. What are you working on right now?**

There's no general answer to that question. KTM has a very broad portfolio of different models: from 50 cc children's motocross bikes to 1300 cc Streetfighters with 180 hp. With Two-stroke, four-stroke or electric engines. We sell more than 140 models with

KTM MOTOHALL GMBH

KTM Platz 1 // 5230 Mattighofen, Austria // T: +43 7742 / 60 00 - 1953 // M: info.motohall@ktm.com // www.ktm-motohall.com
Bankverbindungen: Allgemeine Sparkasse 00 // IBAN AT47 2032 0321 0033 3015 // BIC: ASPKAT2LXXX
Oberbank Mattighofen // IBAN AT24 1500 0002 1115 8688 // BIC: OBKLAT2L
UID-NR.: ATU 696 75 158 // FN: 435678d // Gerichtsstand: Landesgericht Ried im Innkreis



different specifications. The consequence is a huge development effort to keep up with the highly competitive two-wheel market and to strengthen our position as Europe's leading motorcycle manufacturer.

» **How do you assess the wave of E-scooters currently sweeping Europe?**

We clearly welcome this trend and look forward to playing in this segment in the future.

» **Are you involved in this activity?**

Already today we offer a wide range of electric bikes through Husqvarna, there is still a lot to do.

» **How do you see this development in terms of your sales?**

KTM has a very clear roadmap. We will continue to expand our position by opening up new markets and expanding our product range in order to compete strongly with the Japanese brands .

» **Will you be at Euroguss?**

No, as a vehicle manufacturer we are not present as an exhibitor.

» **What role does the exhibition play for you?**

Of course, the exhibition is very important for our developers and buyers, as the latest trends are always presented and a wide range of potential suppliers are offered.

» **Metal printing**

Metal printing is also a subject for us, which brings enormous advantages in terms of development. We are already using this process in various ways, for example in the development of exhaust systems, but also for engine components such as cylinder heads, etc.

» **Pictures of the E-series:**

Look for KTM SX-E 5 and Freeride E-XC at <https://media.ktm.com>.

Ansonsten Fragen an :

JOACHIM SAUER

SENIOR PRODUCT MANAGER OFFROAD
PRODUCT MANAGEMENT

KTM SPORTMOTORCYCLE GMBH

Stallhofnerstraße 3
5230 Mattighofen, Austria
P: +43 7742 6000 158
F: +43 7742 6000 5158
M: +43 664 4245723

KTM MOTOHALL GMBH

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