

PCX

2010 Press Information



Introduction

The popularity of small-displacement scooters is growing in Europe. Rising fuel prices and awareness of environmental issues have had an impact on the way we think about transport. However, the true appeal of a scooter is not just its low running costs and ability to cut through the city rush hour. It's also about fun – the freedom and independence that only two-wheel transport can give.

At Honda we aim to provide a scooter for every lifestyle, and our range includes luxury large-displacement scooters as well as chic runabouts that can be seen all over town. All of them offer the highest Honda quality, the best technologies for their function and rock-solid dependability.

The new PCX was created for riders who desire the compact, economical advantages of a 125cc scooter and the modern, fashionable good looks more often associated with larger-displacement machines. In every aspect, from its low-noise, low-emissions operation to its easy handling and contemporary image, the PCX is designed as a practical, fast and fun ride.

Development concept

A scooter is as much a fashion accessory as it is a way of getting around, and so must feature the most up-to-date styling. For those who use a scooter daily as an alternative to a car, carrying space and fuel economy are essential. Most modern riders also want a scooter that operates with the smallest possible impact on its environment; both the immediate surroundings in which it is ridden every day and the global climate.

The new PCX fulfils all of these demands. It will be welcomed as an ideal first ride, a fun commuter and a reliable means of carrying out all kinds of daily tasks. It is also great fun to ride – the kind of scooter that will make every routine trip across town an enjoyable escape.



Styling

At Honda, 'small-displacement' never means a compromise on comfort or style. The PCX is a perfect example of this principle. Its styling is youthful with a long, low and curvaceous shape.

Its unique front face and the flowing lines of its bodywork give it a dynamic presence and a luxurious feel. By day, the PCX is a quick and convenient way to get around, for work or play. By night, it easily adapts to the smartest venues in the city. It can also whisk a rider, passenger and light luggage out of town for a weekend. Wherever it goes, its original styling and air of confidence give it the quality of a true trend-setter.

A dark-tinted windscreen gives the scooter a modern image as well as providing wind protection for the rider. Its sleek contours integrate perfectly with the full-bodied front cowl. Its dual headlight design is flanked by sleek, upward-slanting indicators, giving the front an exclusive look. The high-tech instrument panel has a speedometer needle that sweeps the dial at ignition, hinting at the fun to come. The cockpit also features an indicator for the engine's innovative Idle Stop switch, a fuel indicator and other practical readouts, adding to the vehicle's modern feel.

The scooter incorporates a low seat height and long, spacious footrests creating a secure and relaxed ride feel that complements its smooth performance. The comfortable seat incorporates back support for the rider and a generous pillion area. Underneath, its lockable storage compartment holds a full-face helmet with room to spare. In addition, a convenient glove box is provided at the front. If more storage space is needed, the rear carrier can also carry a standard 26-litre top box (not included).

Colours

The PCX makes its European debut in three basic colours, all designed to complement its dynamic styling and elegantly finished bodywork. All colour variants have a black seat and inner body, and black cast aluminium wheels. The main body colours for 2010 PCX models are:

- Pearl Himalaya White
- Asteroid Black Metallic
- Seal Silver Metallic



Engine

The technology built into the new PCX has been carefully chosen to create the most enjoyable experience possible in its class. Its engine operates with a quiet, smooth proficiency. With a lightweight, compact SOHC configuration, it is surprisingly powerful, delivering quick starting acceleration that covers the first 50m in only 5.5 seconds. It also integrates a liquid cooling system with the radiator built into the engine for compact size and light weight. The engine features a Honda PGM-FI fuel injection system that ensures seamless, effortless power delivery via the smooth V-belt transmission, while also reducing emissions and fuel consumption. The PCX delivers an impressive 46.0/45.1 km per litre,* which means plenty of riding enjoyment between trips to the service station to fill up its 6.2-litre tank.

Idle Stop Switch

The engine's fuel efficiency is boosted even further by the addition of an innovative Idle Stop Switch, a first for Honda. When the Idle Stop function is enabled, the engine will automatically stop running after 3 seconds of idling. It then re-starts when the throttle grip is twisted. Idle Stop mode is enabled or disabled via a convenient switch on the right handlebar, and improves fuel efficiency by another 5%.*

* Honda figures, obtained in test conditions. The fuel consumption figures for the PCX are:

46.0km/l with Idle Stop (WMTC mode tested by Honda)

Brushless ACG starter

A brushless ACG starter also contributes to fuel economy. This system has a dual purpose, functioning as a starter motor at ignition and afterwards generating electricity for such functions as the spark plug and lights. The brushless system was pioneered on our 50cc Zoomer, and is applied here for the first time on a 125cc scooter. Its compact size allows the engine's size and weight to be reduced, while its low-friction operation results in high fuel efficiency and prolonged durability. The system also creates an amazingly hushed engine start-up.

Chassis

The distinctive form of the PCX is based around a tubular steel underbone frame. Complementing the low seat and extended foot area, the 1,305mm wheelbase creates a feeling of easy, stable balance. The turning radius is short, easing manoeuvres in tight spaces.

High quality 14" tyres add to the comfortable ride. The lightweight five-spoke cast aluminium wheels are stopped by a smooth-acting Combined Brake System. This system effectively equalises the forces applied to a 220mm front disc brake and a sturdy drum brake at the rear, giving smooth, progressive braking that adds to stability and boosts confidence.

The scooter's suspension systems are developed for light, easy control and smooth comfort. A responsive \varnothing 31mm telescopic front fork and a compliant unit swingarm rear suspension with dual dampers combine to ensure a stable, cushioned ride.



Optional equipment

A range of specially tailored accessories will be produced by Honda Access for the PCX. These include a top box, a higher windscreen and an alarm. All Genuine Accessories are designed in parallel with the scooter to enhance its sophisticated styling and smooth handling.

Specifications

General		
Model		PCX
Mold Type		ED-type
Engine		
Type		4-stroke 2-valve SOHC with built-in liquid cooling
Displacement		124.9cm ³
Bore x Stroke		52.4 x 57.9mm
Compression Ratio		11.0 : 1
Max. Power Output		8.33kW / 8,000min ⁻¹ (95/1/EC)
Max. Torque		11.56Nm / 6,000min ⁻¹ (95/1/EC)
Idling Speed		1,700min ⁻¹
Oil Capacity		0.9 litres
Fuel System		
Carburation		PGM-FI electronic fuel injection
Throttle Bore		24mm
Aircleaner		Viscous; cartridge-type paper filter
Fuel Tank Capacity		6.2 litres
Fuel Consumption		46.0 km/l (WMTC mode* with Idle Stop)
Electrical System		
Ignition System		Fully transistorised electric
Ignition Timing		15° BTDC (idle) ~ 67° BTDC (5,000min ⁻¹)
Sparkplug Type		CPR7EA-9 (NGK)
Starter		Electric
Battery Capacity		12V / 6AH (MF)
ACG Output		308W
Headlights		12V, 30W x 2 (low) / 35W x 2 (high)
Drivetrain		
Clutch		Automatic, centrifugal, dry type
Transmission		V-Matic
Final Reduction		11.271
Belt Converter Ratios		2.6 ~ 0.82
Frame		
Type		Underbone

Chassis		
Dimensions	(LxWxH)	1,917 x 738 x 1,094mm
Wheelbase		1,305mm
Caster Angle		27° 0'
Trail		85mm
Turning Radius		1.98m
Seat Height		761mm
Ground Clearance		135mm
Kerb Weight		124.4kg (F: 52.2kg; R: 72.2kg)
Max. Carrying Capacity		180kg
Loaded Weight		304.4kg
Suspension		
Type	Front	31mm telescopic fork, 100mm stroke
	Rear	Twin suspension aluminium swingarm, 75mm stroke
Wheels		
Type	Front	5-spoke cast aluminium
	Rear	5-spoke cast aluminium
Rim Size	Front	14M/C x MT1.85
	Rear	14M/C x MT2.15
Tyre Size	Front	90/90 14M/C (46P)
	Rear	100/90 14M/C (57P)
Tyre Pressure	Front	200kPa
	Rear	225kPa (with passenger: 250kPa)
Brakes		
Type	Front	220mm hydraulic disc with Combined 3-piston caliper
	Rear	130mm Combined leading/trailing drum

* Please note that the figures provided are results obtained by Honda under standardised testing conditions prescribed by WMTC. Tests are conducted on a rolling road using a standard version of the vehicle with only one rider and no additional optional equipment. Actual fuel consumption may vary depending on how you ride, how you maintain your vehicle, weather, road conditions, tire pressure, installation of accessories, cargo, rider and passenger weight, and other factors. - All specifications are provisional and subject to change without notice.

