



aprilia[®]

**MANA 850 GT ABS
Product Guide**

1987 AF1 Replica

- the first product on sale to the public with the same graphics as the racing bikes



1989 Pegaso

- the first enduro fun bike



1995 Motò 6.5

- the first designer motorcycle



2005 SXV 450

- the first twin cylinder bike to win a world championship in an off road class



2007 Mana 850

- the first Naked with the SportGear[®] sequential transmission and helmet compartment at the front





MANA 850 GT ABS

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A bike defining a **NEW WAY** to cater for every possible need of the most **DISCERNING RIDER**:

- **Responsive acceleration** in traffic **without the stress** of shifting gears
- **Agility** together with the **practicality** of the capacious helmet compartment in everyday use
- **Protectiveness** together with outstanding **load carrying capacity**, which is even sufficient for two-up weekend journeys
- The **perfect idea** to **bring true enthusiasts** who had migrated to maxi scooters **back into the saddle** of a real motorbike

Mana GT: the bike you'll never want to get off



Elegant protectiveness: the round headlamp featuring the classic, distinctive design of the Mana family is set in an elegant and protective top fairing

Emotions without stress: passion and comfort, thanks to the revolutionary SportGear® shift:

- 1) Sequential : with the classic pedal-lever or the + / - switches on the handlebar, for weekend fun-riding
- 2) Auto-drive : with three maps (Sport, Touring, Rain) to easily survive in the daily urban jungle

User friendliness unreachable for any competitor:

- for the daily routine, thanks to the integrated helmet storage compartment
- for weekend relaxing with passenger, thanks to the rear shock spring preload remote adjuster and the touring accessories range.

Smart safety: easily adaptable to every kind of weather condition, thanks to the Rain engine map and the standard 2-channel ABS system.

The answer for those who have always expected more from a bike is finally here.



Expert
Discerning
Pragmatic
Motorcyclist



The same bike, two different personalities:

1) ***The enjoyment of a weekend getaway, even with a partner...***

- ✓ The **protectiveness** of the elegant top fairing
- ✓ **Total safety** (2-channel ABS as standard, upside down forks with 43 mm stanchions, brakes with radial calipers)
- ✓ The **functionality** of an easily adjustable shock absorber with preload knob
- ✓ **Breathtaking acceleration** for pulling away from tight bends with total **ease**
- ✓ **Rapid gearshifts** in Sequential transmission mode



2) ***... and ease of use in daily commuting***

- ✓ **Stress-free riding** in Autodrive transmission mode
- ✓ **Outstanding load capacity** with the large helmet compartment
- ✓ **Low center of gravity** (fuel tank under the saddle)





UNIQUE FEATURES DISTINGUISHING MANA

MANA 850 GT

REAR MOUNTED FUEL TANK
(page 16)

HELMET COMPARTMENT
(page 15)

INSTINCTIVE CHASSIS ARCHITECTURE
(page 14)

ELEGANT DESIGN
(page 10)



PARKING BRAKE LEVER
(page 22)

SPORTGEAR® TRANSMISSION
(page 12)

850 cc 90° V-TWIN
(page 11)

Fun...

... every single journey!

Aluminium swingarm
(page 19)

Matrix computer
(page 13)

16 l fuel tank
Range: 280 km

Protective top fairing



17" aluminium wheel rims

Aprilia radial brake callipers
Dual 320 mm floating discs
(page 17)

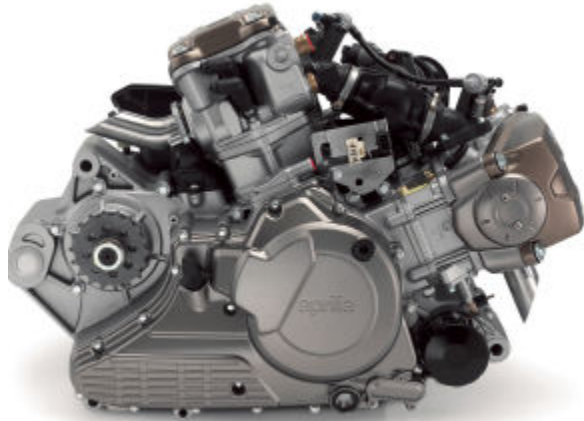
Monoshock with adjustable rebound
damping and preload knob
(page 18)

Upside down fork with 43 mm
diam. stanchions
(page 17)

2-channel Continental ABS
(page 20)



- Comfort and Elegance (Protective top fairing and compact forms)
- Italian spirit and classic elegance (Trellis frame and low mounted stainless steel exhaust)
- Personality and Distinctiveness (Round headlight citing the family connection with the Mana)



Aprilia longitudinal 90° V-twin engine

850 cm³

4 stroke, liquid cooled, single chain driven

overhead cam, four valves per cylinder.

- A power output of 76 HP, together with the characteristics of the SportGear® transmission, translates to acceleration from a standstill without rival in its engine capacity class
- The transmission makes full use of the impressive torque and smooth power delivery of the 90° V-twin

Created in a symbiotic partnership between Aprilia and Piaggio engineers, this unit embodies the engine development expertise of the Pontedera plant together with the advanced, race-derived research of Aprilia

GEARSHIFT MODES → 2 PERSONALITIES IN THE SAME BODY



SEQUENTIAL



The rider decides at which engine speed to shift gear, using either:

- the intuitive handlebar control (A)
- or the conventional foot lever (B)

To select between the 7 speeds offered by the transmission in total freedom.

*For maximum simplicity and safety, especially in emergencies, under deceleration the transmission executes downshifts automatically (with no rider intervention), if engine speed falls below a predetermined threshold (**Semi-Autodrive mode**).*

AUTODRIVE



The electronic management system takes care of everything. The transmission cuts shift times to optimise engine speed for maximum torque for maximum in pickup and acceleration. The rider can choose from three different transmission maps:

- Sport** : blistering acceleration for carving through city traffic or twisty mountain roads
- Touring** : smooth power delivery and reduced fuel consumption, for everyday use or touring
- Rain** : controlled power for maximum safety in wet or slippery conditions.

For overtaking or engine braking, the rider can downshift manually using either the handlebar control (A) or the conventional foot lever (B).

(Semi-Sequential Mode)

- The rider can switch between Autodrive and Sequential modes at any time and in any riding conditions
- The handlebar shift control may be disabled from the Matrix instrument panel

Main functions:

Indicator lights:

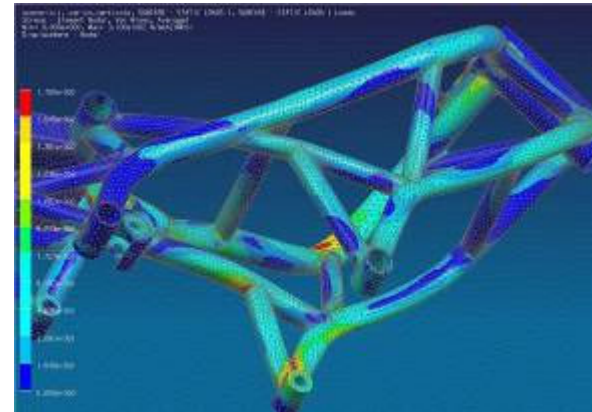
- Fuel reserve
- 4 engine speed indicator LEDs (Sequential mode only)
- General alarm

LCD screen functions:

- Ambient temperature
- Clock
- Chronometer
- Engine temperature bar
- Shift mode indication (Sequential, Autodrive-Touring, Autodrive-Sport, Autodrive-Rain)
- Selected gear indication (Sequential mode only)
- Instantaneous fuel consumption
- Journey log (Trip odometer, Trip time, Maximum speed, Average speed and Average fuel consumption)
- ABS status indication

The functions of the Matrix instrument panel are accessed by the user with the Mode control on the left hand side of the handlebar.





- The fuel tank located under the saddle contributes to centralising masses and lowering the centre of gravity, for greater manoeuvrability, even at low speed
- The trellis frame in high strength steel makes for extremely precise and rapid directional changes
- The monolithic aluminium swingarm offers optimum rigidity with minimal weight
- The laterally mounted shock absorber allows for maximum compactness (wheelbase: 1463 mm), per enhanced performance on narrow, twisty roads
- The air filter box has been shifted to the left to make room for a capacious helmet compartment

Centralised masses, aluminium components and a side-mounted shock absorber make this a compact and extremely intuitive bike to ride, true to Aprilia tradition



The first **bike** with an **integrated helmet compartment**, for greater practicality and convenience, especially in the city and for short range journeys.

The **compartment** is **opened electrically** from a handlebar mounted control; the lid is accompanied by a hydropneumatic damper designed to prevent accidental aperture while the bike is in motion.

The compartment may be opened in an emergency (flat battery, etc.) with a **mechanical lever located under the passenger saddle**, which cannot be accessed from outside.

The interior of the compartment is lined with an anti-slip, scratch resistance material.

Inside the compartment, there's not just room for a helmet but also:

- **12-V power socket** for charging a mobile phone or powering a satellite navigator or heating accessories
- **Courtesy light** illuminating the interior of the compartment
- **Mobile phone holder compartment**
- **Space for documents** and tools
- **Rapid access to the battery and fuses**

- **Capable of holding one flip-up helmet of any size**
- **Perfectly watertight**

- Fuel tank under the saddle, contributing to centralizing masses and a lowered center of gravity, for greater low speed maneuverability
- Fuel filler under the passenger saddle, for safer and more practical refueling
- 4.2 gal (16 l) tank for a range of approximately 174 miles (280 Km)



- **Centralized masses**
- **4.2 gal (16 l) capacity for a range of approximately 174 miles (280 Km)**



Premium solutions even in the choice of front end architecture:

- Upside down fork with **43-mm stanchions** for progressive, precise damping. 120 mm travel for tackling all road conditions, including uneven cobbled city streets, in total confidence.
- Dual **320 mm floating discs** at the front and **4 piston “Aprilia” radial calipers** for maximum safety under braking, coupled with a **260 mm rear disc** for perfectly distributed braking force, even in emergency situations.

The brake system and suspension have been specifically defined for maximum safety and performance.

All around comfort on the Mana GT.

A shock absorber with adjustable preload and rebound damping, fitted as standard, features a practical and easily accessible setting knob, to quickly adjust the suspension setup to suit any load conditions: with a passenger, with luggage or with both, for a weekend getaway or a long summer tour.



- The side-mounted shock absorber **with adjustable preload and rebound damping**, linked to the monolithic **aluminum swingarm**, has made it possible to build an **exceptionally compact motorcycle** (1,463 mm wheelbase) that is **highly maneuverable** and perfectly suited to any type of road.
- The swingarm **pivots directly on the crankcase**, not on the frame. This is a solution derived directly from MotoGP, which gives the bike exceptional traction, optimum weight distribution and an outstanding rigidity/weight ratio.

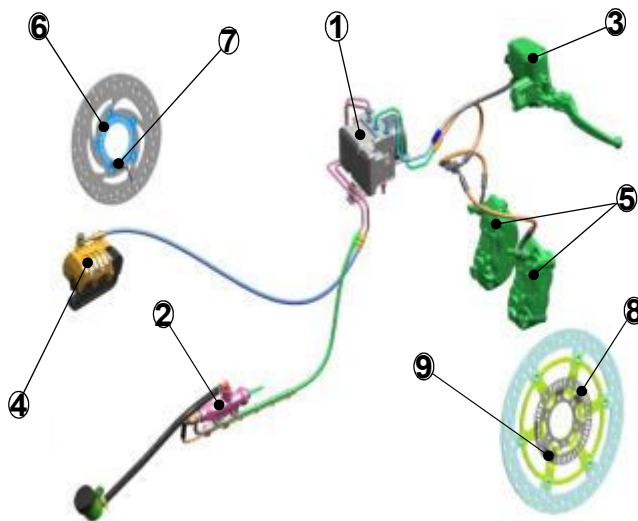


The asymmetric shape gives the Mana a purposeful look and a unique personality.



The ABS system (Antilock Braking System) was conceived to **increase active SAFETY to optimise braking action** even with less experienced motorcyclists and maintain **CONTROL** over the vehicle even in critical situations.

This is a **TWO-CHANNEL ABS** system, which manages the front and rear brake circuits separately.



Components:

1. ABS control unit
2. Rear brake pump
3. Front brake pump
4. Rear calliper
5. Front callipers
6. Rear tone wheel
7. Rear wheel speed sensor
8. Front tone wheel
9. Front wheel speed sensor

Advantages:

- BRAKING UNDER **NORMAL CONDITIONS**

The **ABS** system does **NOT** intervene in any way on the braking force applied by the rider.
The braking system acts the same as that without **ABS**.

- BRAKING UNDER **CRITICAL CONDITIONS**

PHASE 1: Reduces the pressure in the system when the locking of a wheel is detected.

PHASE 2: Restores the braking pressure in the system based on that required by the rider.

THE **ABS** SYSTEM REPEATS THE 2 PHASES CYCLICALLY to decelerate or bring the vehicle to a stop without losing grip.

The ABS version is identical to a standard bike, but offers added **SAFETY**, since it can be **CONTROLLED in CRITICAL situations** even by a less experienced rider.



Unrivalled practicality. Even on a **gradient**, the parking brake lever on the left hand side of the bike:

- Facilitates parking
- Allows the rider to access to the front compartment or stop the bike for short periods in complete comfort, without having to hold the rear brake foot lever
- Facilitates stopping at toll booths and traffic lights

Practicality and safety, even with the bike at rest

Engine type	Aprilia longitudinal 90° V-twin engine, 4 stroke, liquid cooled, single chain driven overhead cam, four valves per cylinder and Euro 3 compliant
Fuel	Unleaded petrol
Bore x stroke	88 x 69 mm
Total engine capacity	839,3 cc
Compression ratio	10:1
Max. power at crankshaft	76.1 HP (56 kW) at 8,000 rpm
Max. torque at crankshaft	54 lb-ft (73 Nm) at 5,000 rpm
Fuel system	Integrated electronic engine management system. Weber Marelli electronic injection with 38-mm throttle body
Ignition	Digital electronic ignition with two spark plugs per cylinder, integrated with fuel injection system
Starter	Electric
Exhaust	100% stainless steel 2 into 1 System with three-way catalytic converter and lambda probe
Alternator	450 W at 6000 rpm
Lubrication	Dry sump system with separate oil tank
Transmission	Sequential with user-selectable manual and automatic modes; 7 speeds in manual mode. 3 mappings (Touring - Sport - Rain) in Autodrive mode; Gear shifting by foot lever or handlebar control; The rider may switch between automatic and sequential modes at any time
Clutch	Automatic
Primary drive	Belt
Secondary drive	Chain

Frame	Trellis frame in high-strength steel
Front suspension	Upside down fork with 43 mm diam. stanchions. Wheel travel: 120 mm
Rear suspension	Single piece swing arm in aluminum alloy Hydraulic shock absorber with adjustable spring preload and rebound damping. Wheel travel 125 mm
Brakes	Front: dual 320 mm stainless steel floating discs. Radial calipers with four pistons Rear: 260 mm stainless steel disc. Single piston caliper. 2-channel Continental ABS
Wheels	Aluminium alloy Front: 3.50 x 17" Rear: 6.00 x 17"
Tyres	Tubeless radials; Front: 120/70 ZR 17 Rear: 180/55 ZR 17
Dimensions	Max length: 2080 mm Width: 800 mm (at handlebar) Max height: 1,270 mm (1,320 mm at rear view mirrors) Saddle height: 800 mm Wheelbase: 1,463 mm Trail: 101 mm Steering angle: 24°
Dry weight	474 lbs (215 kg)
Fuel tank	4.2 U.S. Gallons (16 litres)

* Without fluids and battery



Competition Black



Amber Orange

PHASE IN MY14

- Luggage rack
- 35 ltr city top box
- “Silver like” 35 ltr city top box cover
- 35 ltr city top box backrest
- Luggage with luggage mounts
- Splash guard
- Centre stand
- Motorcycle cover





MANA 850 GT

Technical Specifications	Aprilia Mana 850 GT ABS	Honda NC 700 X DCT ABS
Engine	4 strokes, 90° longitudinal V-Twin, 4 valves per cylinder	4 strokes, SOHC twin-cylinder, 4 valver per cylinder
Displacement	839,3 cc	670 cc
Max power	56 kW (76,1 hp) @ 8.000 rpm	35 kW (47,6 hp) @ 6.250 rpm
Max torque	53 lb. Ft. (73 Nm) @ 5.000 rpm	44 lb. Ft. (60 Nm) @ 4.750 rpm
Cooling system	liquid	liquid
Transmission	Sportgear: electronically controlled sequential gearshift , with two shift modes: 7-speed mechanical or autodrive with three different mappings: Sport / Touring / Rain	6-speed manual transmission with Dual Clutch (automatic: greater comfort and sportier performance)
Front suspension	Ø43 mm USD front fork. 120 mm wheel travel	Ø41 mm tele-hydraulic front fork. 153,5 mm wheel travel.
Rear suspension	Cast aluminium alloy swingarm. Lateral rear shock absorber with remote spring preload adjuster and hydraulic rebound adjustment. 125 mm wheel travel.	Steel swingarm, Pro-Link monoshock absorber. 150 mm wheel travel.
Front brake	Ø320 mm double stainless steel discs. 4 piston radial calipers. Continental ABS system.	Ø320 mm wave disc, 3 piston caliper, sintered brake pads, C-ABS
Rear brake	Ø260 mm stainless steel disc . Single-piston caliper. Continental ABS system.	Ø240 mm wave disc, single piston caliper, sintered brake pads, C-ABS
Front tire	Radial tubeless 120/70 ZR 17	120/70-ZR17M/C (58W)
Rear tire	Radial tubeless 180/55 ZR 17	160/60-ZR17M/C (69W)
Seat height	31,4 in - 800 mm	32.6 in - 830 mm
Fuael tank	4.2 gal - 16 lt	3.6 gal - 14,1 lt
Colors	Black, Orange	Silver, Red

TECHNICAL COMPARISON



MANA 850 GT

Technical Comparison	Aprilia Mana 850 GT ABS	Honda NC 700 X DCT ABS
Adjustable windshield	YES	YES
Adjustable seat height	NO	NO
Helmet compartment	YES	YES
Engine maps	YES	NO
Slipper Clutch	NO	NO
Semi - active suspensions	NO	NO
Cruise control	NO	NO
Side bags (lt)	35lt	29 lt
Top case (lt)	35 lt	45 lt
Heated grips	NO	ACCESSORY
Central stand	ACCESSORY	ACCESSORY
Auxiliary lights	NO	ACCESSORY
Racing exhaust	NO	ACCESSORY
Traction Control	NO	NO
Radial calipers	YES	NO
ABS	YES	YES

GENERAL ASPECTS

1. Why did you choose an 850 cc engine size?
2. Was the engine developed by Aprilia?
3. Is the bike derived from the Gilera Ferro prototype?
4. What are the Mana's rivals?

PERFORMANCE

1. Isn't 75 HP a little low for an 850cc bike?
2. Why did Aprilia choose not to use a belt final drive solution?
3. Why is ABS fitted as standard?

CHASSIS

1. How does placing the fuel tank under the saddle affect the performance of the chassis?
2. What are the advantages of a side-mounted shock absorber?
3. How does the top fairing affect the bike's overall performance?

DESIGN

1. Why did you opt for a round headlight?

GEARBOX

1. How many shift modes are available?
2. Why did you choose to offer two different sequential shift control systems?
3. Why did you decide not to use the left hand handlebar lever as a brake lever?
4. How do you switch between Sequential and Autodrive transmission modes?
5. How do you change Autodrive mode mapping?
6. Can you switch between shift modes while in motion? And between mappings?
7. How many speeds does the transmission have?
8. What is the difference between the Sport, Touring and Rain mappings?

USE

1. How do you access the instrument panel functions?
2. How do you access the helmet compartment?
3. How do you access the fuel filler?
4. Why did you choose not to add storage compartments?

1. Why did you choose an 850 cc engine size?

Because it is suitable for novice riders but large enough even to satisfy more expert riders.

2. Was the engine developed by Aprilia?

The engine was designed by Aprilia and Piaggio engineers working together, industrialized in the Piaggio plant and then developed and personalized by Aprilia engineers.

3. Is the bike derived from the Gilera Ferro prototype?

The concept for a bike with a Sequential/Automatic transmission was developed by Aprilia in 1997 as an evolution of the Motò 6.5. This project was shelved for a number of years as the motorcycle market was not yet ready for a product of this type. After the brand was acquired by Piaggio, when the market had become more receptive to highly innovative proposals such as the Mana, a number of viable possibilities in both motorcycle and scooter applications opened up for the powertrain concept within the group.

4. What are the Mana's rivals?

Honda, after having tried in the past with the DN-01, with a type of transmission similar to ours, but belonging to a different category in terms of concept, much closer to a scooter than a motorcycle, customer profile, as well as price placement, now offers the NC 700 family, with "dual-clutch" transmission.

It 'nice to see that after years, even the most qualified competitor enters the market with some new vehicles which take into full innovative concepts such as the automatic transmission, the helmet compartment, the under-seat fuel tank, introduced by Mana 850 since its launch back in 2007.

Compared to these vehicles, Mana still remains at a higher level in terms of performance, standard equipment and quality of components.

1. Isn't 75 HP a little low for an 850cc bike?

Even though 75 HP may seem inadequate, Mana is a genuine tarmac burner. With its Sportgear transmission, it has better acceleration over the first 200 meters than any rival of similar engine size.

2. Why did Aprilia choose not to use a belt final drive solution?

Belt drive is less reliable when used in road conditions that are not perfectly clean or in off road conditions as there is a risk of dirt infiltrating under the belt, causing noisy operation and eventually leading to belt failure. It would have compromised the chassis architecture, reducing wheel travel or lengthening the swingarm, sacrificing the hallmark Aprilia sports spirit. Last but not least, contrary to what one may believe, belt drive actually makes a bike heavier: while this may seem strange, because a belt is made from rubber whereas a chain is in steel, belt drive requires additional pinions, a steel sprocket and a protective casing, resulting in higher overall weight than with a conventional chain.

3. Why is ABS fitted as standard?

Because safety is increasingly a priority. In addition to a sophisticated 2-channel ABS system developed in collaboration with Continental, which increases the active and passive safety of the bike, Mana GT also boasts a technologically advanced, oversized brake system, as well as the option of reining in power output in low grip conditions by selecting the Rain mapping in Autodrive transmission mode. To offer the rider peace of mind even in low grip conditions.

1. How does placing the fuel tank under the saddle affect the performance of the chassis?

It improves the overall chassis architecture by centralizing masses and lowering the center of gravity.

2. What are the advantages of a side-mounted shock absorber?

The side-mounted shock absorber not only affords easy access for rebound damping adjustment (and adjustment is even easier on the GT version, with the practical setting knob located just underneath the shock absorber itself), it also makes it possible to minimize the length of the bike (wheelbase: 1,463 mm).

3. How does the top fairing affect the bike's overall performance?

The elegant and protective top fairing on the Mana GT improves aerodynamics and lends added balance to the overall shape. The most notable advantage is straight line stability, making the bike less tiring and easier to ride, especially on medium to long range journeys.

1. Why did you opt for a round headlight?

The reinterpretation of the classic round headlamp in a modern key is an explicit reference by the designers to the distinctive Italian character of the bike. A fusion of sportiness and classic elegance that comes together perfectly on the Mana 850. The same concept has been retained for the GT version, to emphasize its family ties with its naked sibling and to unequivocally and elegantly express the stylish Italian spirit of this innovative machine.

1. How many shift modes are available?

With its perfectly balanced engine size and generous spread of power available across the rev range, the Mana 850 offers two different shift modes:

1) **Sequential:** with two different shift systems:

Foot lever, for riders who enjoy the feeling of a conventional gearbox;

Handlebar + / - switches: for fun, sporty weekend riding

2) **Autodrive:** with three different maps (Touring, Sport and Rain) for use in city traffic

2. Why did you choose to offer two different sequential shift control sets?

This has also been a safety based choice:

The foot lever shift control will be more instinctive to use for rider who have ridden conventional motorcycles for years. It is also particularly useful Semi-Sequential mode (see page), when the rider wishes to make use of engine braking in an unexpected curve.

The handlebar shift system represents the most significant new development introduced by the vehicle: it undoubtedly makes much quicker gear shifts possible for enthusiastic riding, but is also perfect for riders who use the bike for commuting and do not want to soil or damage their clothes and shoes.

3. Why did you decide not to use the left hand handlebar lever as a brake lever?

This is a safety oriented choice:

- A motorcyclist used to another model could possibly mistake the brake lever for the clutch lever
- It would have made the handlebar shift control much more complicated to use
- The brake foot lever lets the rider remove both hands from the bars when stationary to carry out routine actions such as opening the helmet compartment to stow objects

4. How do you switch between Sequential and Autodrive transmission modes?

Pressing and holding the Gear Mode button on the right hand side of the handlebar for 3 seconds. P.S: The rider may switch between automatic and sequential modes at any time and in any riding conditions.

5. How do you change Autodrive mode mapping?

Pressing and holding the Gear Mode button on the right hand side of the handlebar for 1 second. P.S: The rider may switch between automatic and sequential modes at any time and in any riding conditions.

6. Can you switch between shift modes while in motion? And between mappings?

In both cases, switching between modes is possible at any time and in any riding conditions.

7. How many speeds does the transmission have?

A seven speed transmission has been chosen to maintain optimum engine speed at all times.

8. What is the difference between the Sport, Touring and Rain mappings?

- *Touring: conceived for maximum comfort, therefore lower engine speeds are maintained, minimizing vibration and reducing fuel consumption.*
- *Sport: the performance-oriented mapping; engine speeds are kept higher, gear shifts are quicker and engine braking is maximized for pushing the bike to the limit on twisty mountain roads.*
- *Rain: increased safety in wet conditions. This is not an anti-slip system, but simply a gentler shift map to prevent wheel spin when starting, with measures including limited power output at low engine speeds.*

Slide 35

BF31

Brad Friedman, 8/13/2013

1. Which are the functions that control the instrument panel?

The function menu of the Matrix instrument panel is browsed using the Mode control on the left hand side of the handlebar.

2. How do you access the helmet compartment?

The compartment is opened electrically from a control on the handlebar; the lid is accompanied by a hydropneumatic damper designed to prevent accidental aperture while the bike is in motion.

The compartment may be opened in an emergency (flat battery, etc.) with a mechanical lever located under the passenger saddle.

3. How do you access the fuel filler?

The fuel filler is located under the passenger saddle. The compartment is opened via the key lock above the license plate.

4. Why did you choose not to add more storage compartments?

Mana 850 and Mana GT 850 are the only bikes in the world to offer a front compartment large enough for a flip-up helmet of any size, complete with 12V-power socket and mobile phone and tool compartments, which can be accessed easily without having to get off the bike. Adding more storage compartments would have made the bike heavier without offering any real benefits for the rider.

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PRODUCT INFORMATION MATERIAL

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APRILIA CUSTOMER SERVICE

Email: CustomerCare@piaggiogroupamericas.com