



THUNDERVOLT is the brand lately introduced by Loris Reggiani, Giuseppe Sassi and Bruno Gressl, three crazy for bikes sixty-year-old guys who cannot stop riding the thunder, beside being the musical roar that's missing from the THUNDERVOLT motorcycles, is also an expression of grit, power and strength.

All features that you will find in the THUNDERVOLT creations: even without the roar of thunder, our vehicles are not and will never be boring.

On the other hand, they are fun vehicles that can stimulate very similar - and sometimes better - feelings than the traditional competition motorcycles.



Gorgeous NK-E

The project and the realization have required about two years of studies and accurate tests: a couple of prototypes have been produced, continuous adjustments and improvements have been made, up to the definition of NK-E, a 12" wheels naked bike, Gorgeous!

Like in a real racing bike, all the details have been taken care of and studied with great attention: the feeling is the same of a racing prototype. Some technical details can confirm it, such as the single-arm swingarm featuring a high resistance tube trellis, which supports the engine inserted in the hub of a dismountable aluminum alloy spoke wheel rim with 5 automotive-type screws.

The continuous power of 4 kW and a peak of 8 kW guarantee an excellent acceleration. The maximum speed of 90 km/h is reached in about forty meters. As featured in the best racing motorcycles, a software to change the engine brake diagram curves, the acceleration and the max speed is available.

The lithium battery, with integrated BMS and controller, delivers 72V and 40Ah from the start to the end of charge, giving the possibility to run for about 30 minutes on the track without any kind of performance problem. The battery is easily replaceable in a couple of minutes.

The "drive by wire" control with racing grips is composing the powertrain. A radial master cylinder, the 4-piston caliper, the braided hose and a 220mm brake disc compose the performance front braking system.

Of course there is a hydraulic brake disc for the rear wheel, too.

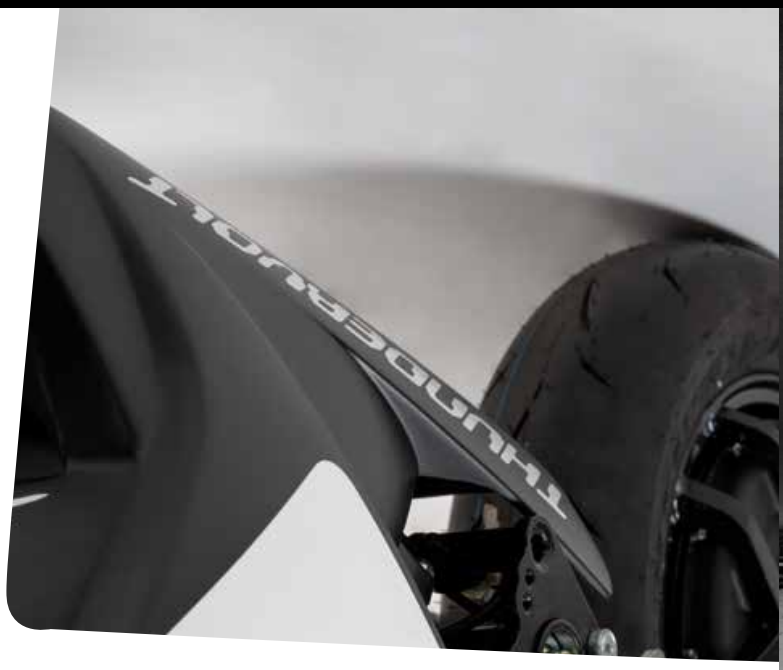
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MODEL: NK-E

ENGINE: inside the rear wheel
POWER: 4 kW nominal, peak of 8 kW
TORQUE: 168 Nm
MAPPING: adjustable map (via Bluetooth also with smartphone) for power and engine braking
BATTERY: 72V 40 Amp
BATTERY DURATION: 30 minutes (on track)
RECHARGE TIME: around 60 minutes
FRAME: stainless steel round tubes trellis coming from racing miniGP
SWINGARM: steel single-arm trellis
LENGTH: 1580 mm

WHEEL BASE: 1120 mm
WEIGHT: 85 kg
FRONT FORK: telescopic up-side-down
REAR SUSPENSION: single shock absorber
FRONT BRAKE: 220 mm brake disc with 4 pistons caliper
REAR BRAKE: 200 mm brake disc with 1 piston caliper
FRONT RIM: 2.70x12" aluminium alloy
FRONT TIRE: 100/80-12
REAR RIM: 3.00x12" aluminium alloy
REAR TIRE: 120/80-12




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