



THUNDERVOLT



why “ThunderVolt”

The result of the union between **thunder**, and the unit of measurement of **electrical voltage, volts**.







The three partners Thundervolt



LORIS REGGIANI (Forlì, October 7th , 1959): Former MotoGP rider; former technical commentator of MotoGP; former builder of Rosine (4 Yamaha 1000cc engines car); former young man.

«I can't live without inventing something to complicate my life, even more." I really can't do it.».



GIUSEPPE SASSI (Santa Sofia (FC), December 17th ,1959): Manufacturer of winning minimotos and miniGP's; manufacturer of engines for winning radio-controlled boats (SG Racing); general mechanic of motorcycles and cars; turner / miller. And now electric motorcycle manufacturer too.

«I didn't know how to use the 4 hours left in the night, and on Sunday...».



BRUNO GREPPI (Lecco, October 4th , 1960): A mechanic story; rally car tuner; founder of Braking; since 2007 completely involved in the construction of electric vehicles with two and four wheels, from vessels to gliders, from lawnmower tractors to hybrid gas turbine vans.

«Years ago I did consider only the sports related to petrol, today I am convinced that 100% electric is better: pure adrenaline in all aspects!».

When Loris, after trying an electrical prototype of Bruno, asked Giuseppe and Bruno himself to get together to build electric bikes, it was enough to look into their eyes to give the affirmative answer. **OK, DONE!**.











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THUNDERBOLT

NK-E Gorgeous



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 contactor, 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.







NK-E
the future

still with the same philosophy
that led to the creation of
NK-E: transmitting emotion,
determination, sense of power.



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A close-up photograph of a dark, curved object, possibly a piece of equipment or a component, with the text 'NK-E' printed on it in a light color. The object is illuminated from the side, creating a strong highlight on its curved surface.

NK-E