

THE PACK

ELECTRIC MOTORBIKE AND MOPED MAGAZINE

TEST REVIEWS

NIU XQI3

STRiX eMOTORS

ORI GOWOW

#2

January, 2025

2025

128 ELECTRIC OFFROAD MODELS

e-OFFROAD SPECIAL

ELECTRIC MOTION

STARK VARG EX

DUST MOTO

FIM E-XPLORER

HUSQVARNA

ZERO X-LINE 2025

Image: © Electric Motion





Hello.

Our journey started back in February 2017 as a digital hub for showcasing electric motorcycles and mopeds from various corners of the globe. Since then, our community has flourished and our THE PACK platform now includes 1400 blog posts connected to almost 400 e-brands.

The main motivation behind creating this magazine is the abundance of our online resources available about electric motorcycles. It would be a missed opportunity not to utilize this wealth of information in a new medium, specifically a print-on-demand magazine.

I must confess, I have a love for off-road driving. It stems from my past life as a 16-year-old with a passion for motortrials. In Antwerp, there was even an amateur club called "Endurial" that had members who participated in both enduro and motortrial events. This is where I discovered Bilstain, the ultimate paradise for off-road driving in Belgium.

Now, more than 50 years later and with the rise of electric off-road motorcycles, the urge to practice offroad riding is starting to resurface. However, it will be done in a modest and calm manner...

And that brings me to this special: it's clear that electric off-road motorcycles are on the rise. This edition provides an overview of the various e-offroad manufacturers available.

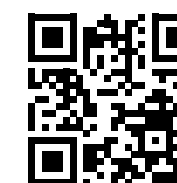
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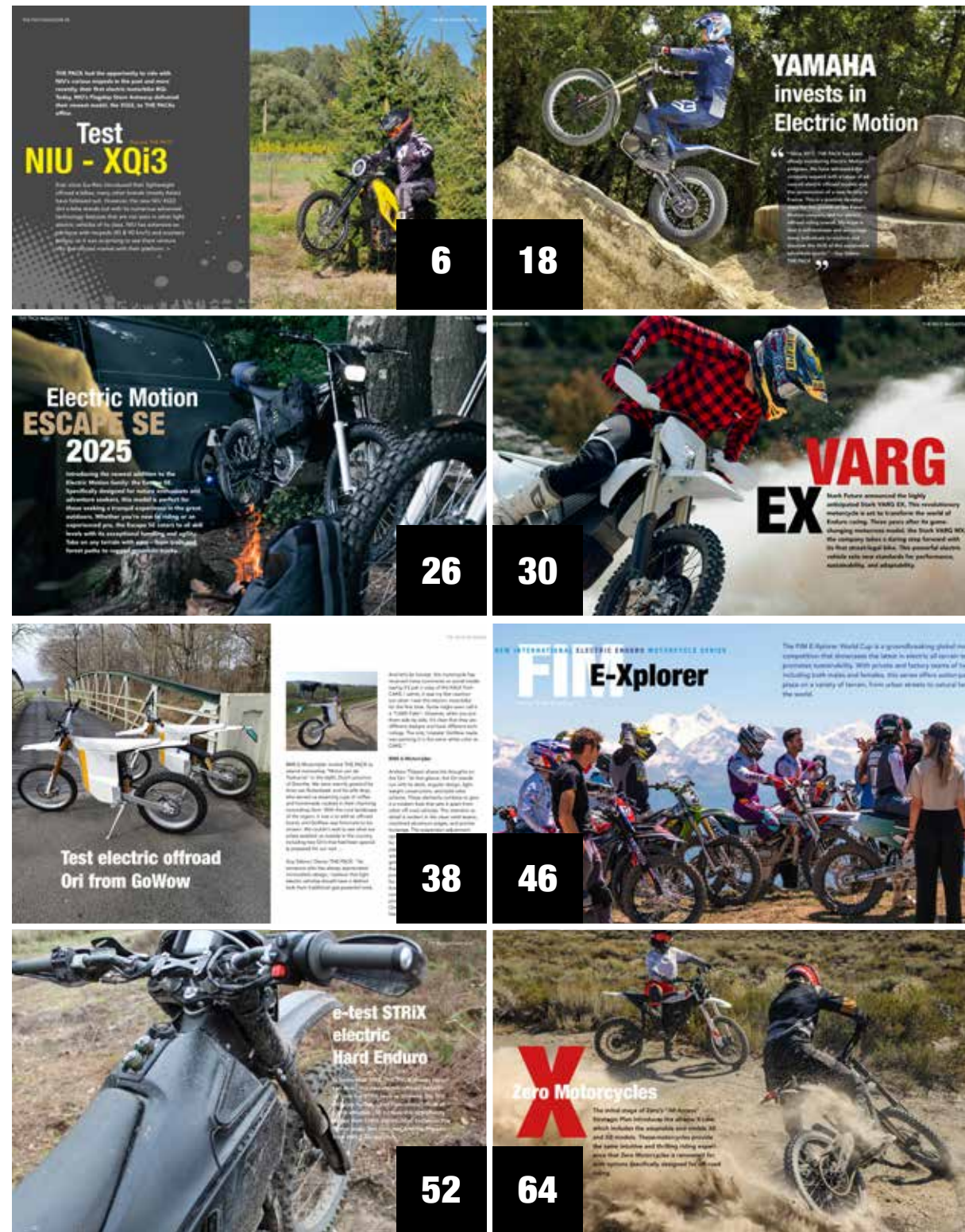
Guy Salens
Leader of THE PACK ;)



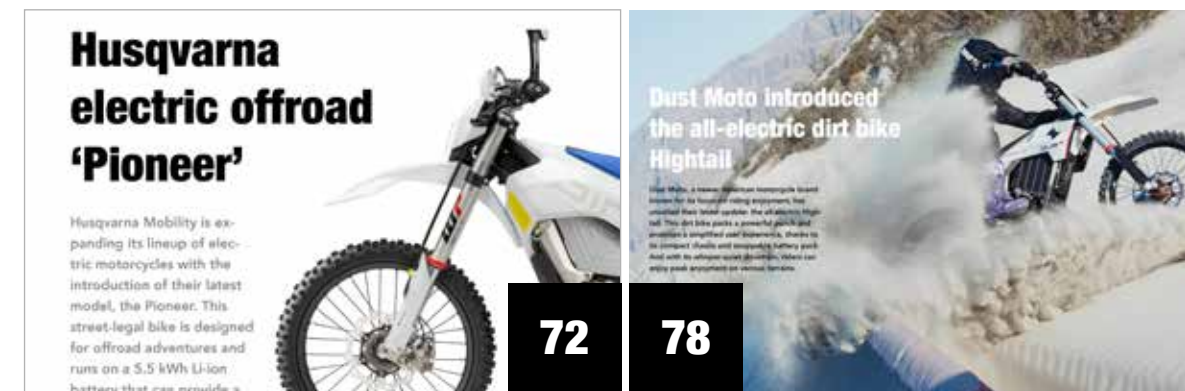
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THE PACK had the opportunity to ride with NIU's various mopeds in the past and more recently, their first electric motorbike RQi. Today, NIU's Flagship Store Antwerp delivered their newest model, the XQi3, to THE PACK's office.

Test

Photography: © THE PACK

NIU - XQi3

Ever since Sur-Ron introduced their lightweight offroad e-bikes, many other brands (mostly Asian) have followed suit. However, the new NIU XQi3 dirt e-bike stands out with its numerous advanced technology features that are not seen in other light electric vehicles of its class. NIU has extensive experience with mopeds (45 & 90 km/h) and scooters (steps), so it was surprising to see them venture into the offroad market with their platform. >

Offroad motorcycle clothing: EKO Motorwear



“ As the Antwerp NIU-team unloaded the XQi3 from their van, it didn't look like an oversized mountain bike. In fact, it was about the size of a real motorbike.

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The XQi3 comes in two variations: STREET and WILD. The STREET model has a maximum speed of 45km/h and is legal for street use. The WILD model can reach a top speed of 75km/h, but is not legal for street use and is only suitable for off-road riding. In the accompanying app, riders have the option to activate Wild Mode on their XQi3. This mode increases the sensitivity of acceleration and throttle control, making it perfect for experienced riders. It's important to note that Wild Mode does not alter the bike's maximum speed or power output, regardless of which model you have. Additionally, there is an Ultra Boost trigger on the XQi3 itself that temporarily boosts the power from 6000w to 8000w for a duration of 10 seconds. This does not affect the top speed of the bike either.

NIU XQi3

As the Antwerp NIU-team unloaded the XQi3 from their van, it didn't look like an oversized mountain bike. In fact, it was about the size of a real motorbike with a seat height of 87.5 cm, putting you on eye level with a KTM 990 Supermoto. Not that I would be able to ride it nearly as fast ... I also noticed that it had a strong chain instead of a light bicycle version, which was definitely a plus.





The design of this bike is completely different from others in its category, and I really appreciate something that stands out from the rest. The three diagonal lights give it a unique touch (not sure if it's road legal in Europe), and let's not forget NIU's signature round halo front light. The materials used are high quality, and the overall finish is of equal caliber. The KKE suspension offers a smooth and customizable ride, while DOT brakes are present both in the front and rear.

This motor is designed to produce a maximum torque of 357 Nm and a peak power output of 6000 watts, with the ability to temporarily boost up to 8000 watts for 10 seconds. It's an excellent introduction to electric offroad driving, while more experienced riders will appreciate its power and agility. The bike is equipped with a robust 72-volt, 32-amp battery system that provides reliable performance and a range of 75-90 kilometers. Plus, if you switch out the rugged tires for road tyres, it transforms into an urban commuter vehicle with an adventurous vibe.



This bike allows you to choose how to start it: with a NFC card, a traditional key, or through an app using Bluetooth and your mobile phone. I opted for the card and kept it safely in my pocket throughout my ride. To start the bike, simply pull one of the brake levers and push the button. Each action is accompanied by a faint "bleep" noise. It has 2 drive modes: Eco and Sport. In Sport mode, you can activate the UltraBoost feature for 10 seconds.

The seat of the vehicle is both spacious, soft, and lengthy, and in front of it lies the lever that leads to the battery section. However, this feature has one drawback: whenever you need to charge the battery, you must first remove the seat, pull another lever to access the battery, and unplug it so you can use the external battery charger provided. Alternatively, you can choose to take out the 15.4 kg battery and charge it in a secure location or swap it with a spare one (which can come in handy for off-road adventures).



“ This bike allows you to choose how to start it: with a NFC card, a traditional key, or through an app using Bluetooth and your mobile phone.

”

I initially started in ECO Mode, but I quickly shifted to SPORT mode for more power. The bike's wide handlebar offered an excellent upright riding position and my MX boots found a secure grip on the strong foot pegs. The wheel's 2 handles had an ergonomic grip thanks to their small 3D-knobs.



The suspensions (both front and rear) were easily adjustable and provided a smooth ride without needing any further adjustments. However, the brakes were starting to squeak a bit, indicating it may be time to replace the pads after the past 6 months of heavy testing of this bike in various conditions throughout Europe.

Performing wheelies may not be the intended purpose, but it is definitely fun and no problem at all with this bike. With the engine located near the bottom of the aluminum frame, this motorcycle has a low center of gravity and excellent maneuverability. I noticed that the steering handles well on narrow paths, and the plastic protectors prevent any contact between the fork and frame. While a larger rear tire would improve its appearance, it's just a minor detail.

My experience with this motorcycle was immensely enjoyable. I immediately felt at ease and familiar with its controls, allowing me to expertly navigate off the road. And even when I needed to make adjustments or corrections, the bike's light weight made it effortless. While it may not be suitable for winning a hard enduro race, this bike guarantees you a lot of fun. You'll find plenty of advanced technical features on this unique LEV. And if off-roading isn't your thing, simply swap out the tyres for some road ones and you'll have a one-of-a-kind LEV at your disposal. And with a starting price of €5,999, what more could you ask for?

“ While it may not be suitable for winning a hard enduro race, this bike guarantees you a lot of fun. ”





Max speed: 45 km/h – 75 km/h
Electric range: 90 km
App connect: 3 Years
Motor: NIU
Max power: 8000 W
Battery technology: 4th Gen NIU Energy Smart Power Tech
Charging time: 5.3 Hours
Battery weight: 15.4 Kg
Voltage: 72 V
Battery capacity: 72V32Ah
Controller: FOC Vector Control
Front brake: 220 mm disk brake
Rear brake: 203 mm disk brake
Front tire: 70/100-19 off-road tire
Rear tire: 70/100-20 off-road tire
Vehicle weight: 76 Kg
Load capacity: 100 Kg
Led headlight: Yes
Led braking Light: Yes
Led tail light: Yes
Lcd dashboard: TFT
Length: 1995 mm
Width: 820 mm
Height: 1036 mm
Wheel base: 1270 mm
Seat height: 875 mm
Min ground clearance: 237 mm



NIU unveiled major XQi3 over-the-air update at EICMA 2024

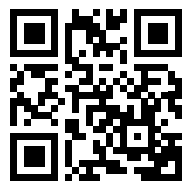
Niu Technologies launched a new over-the-air software update for their XQi3 electric dirt bike. This update promises to greatly improve the bike's capabilities, making it an even more formidable player on rough and rugged terrains. The rollout of this update will be staggered, beginning with a select group of users and gradually expanding to their worldwide user base.

With the latest OTA update, the XQi3's total power output is now 10.6 kW, resulting in improved top speed, acceleration, and overall riding experience. Riders can expect quicker 0-75 km/h times, with a new top speed of 80 km/h compared to the previous 75 km/h. This is made possible by a 28% increase in continuous power output and a 36% increase in "Boost Mode" power output, allowing riders to reach the previous top speed significantly faster than before.

"NIU is setting a new standard in two-wheeled electric mobility as one of the first manufacturers to significantly enhance our existing vehicles through advanced software updates," said **Sieghart Michielsen, Director of International at NIU Technologies.**

"We've listened to our riders and made an update which marks a significant leap in power and performance. Instead of requiring our users to invest thousands of dollars in aftermarket components, we're providing these enhancements at no cost."

Along with increased power output, the XQi3 boasts improved low and mid-range torque, resulting in a more thrilling and dynamic riding experience. This upgrade guarantees high performance on both smooth roads and rough, unpredictable terrain. The off-road version will receive this update automatically through the NIU app.



For complete specifications and more information, please refer to the **NIU website.**



Photo: © NIU



YAMAHA invests in Electric Motion

"Since 2017, THE PACK has been closely monitoring Electric Motion's progress. We have witnessed the company expand with a range of advanced electric offroad models and the construction of a new factory in France. This is a positive development for the growth of the Electric Motion company and for electric offroad riding overall. My hope is that it will motivate and encourage many individuals to explore and discover the thrill of this sustainable adventure sports."
- Guy Salens - THE PACK

Photos: © Electric Motion



Photo: © Yamaha Motor | Yamaha TY-E 2.2

In a recent announcement, Yamaha Motor Co. revealed their investment in French electric vehicle company Electric Motion SAS. This company specializes in producing electric motorcycles for trials and off-road use. The goal of this investment is to increase the visibility of both brands in the electric motorcycle market and to explore the potential for competition with these eco-friendly vehicles. As strategic partners, the two companies will combine their individual strengths and resources to investigate joint opportunities in technology advancement.

Established in 2009, Electric Motion (located in Saint Brès, France) has been distributing their products under the brand name "EM" in over 40 countries worldwide, including Japan. Their presence in the competitive trials and off-road bike market is continuously growing. The company's products have achieved impressive success in events such as the Trial World Championship, FIM E-Xplorer World Cup (the top electric off-road motorcycle racing series), and other competitions.



Epure Race

“

The avant-garde technology developed within our company is the basis of the interest shown by Yamaha Motor Company.
- Philippe Aresten
Founder EM

”

At the moment, the business employs approximately twenty staff members. Its sales have been on a steady increase for multiple years, and it has been making a profit for the past 5 years. The founder, primary shareholder, and CEO, Philippe Aresten, is elated and filled with pride at the news of Yamaha becoming an investor in the company.

As part of the Yamaha Motor Group Environmental Plan 2050, the company is committed to achieving carbon neutrality in all aspects of its supply chain and business operations by 2050. In pursuit of a more sustainable world, Yamaha Motor will also prioritize research and development of new technologies and products that support sustainability efforts.

“This brand has always been close to my heart, especially after having collaborated professionally 20 years ago. The avant-garde technology developed within our company is the basis of the interest shown by Yamaha Motor Company. The support provided by this great company will allow Electric Motion to develop new projects, to improve all processes, while keeping its DNA as an agile, innovative company and soon ready to face the developing competition. I wish to express my deep respect for all of my Yamaha interlocutors. Thanks to my team for the completion of this project which will mark a new page in the history of our company.”, says Philippe Aresten.

Electric Motion ESCAPE SE 2025

Photos: © Electric Motion

Introducing the newest addition to the Electric Motion family: the Escape SE. Specifically designed for nature enthusiasts and adventure seekers, this model is perfect for those seeking a tranquil experience in the great outdoors. Whether you're new to riding or an experienced pro, the Escape SE caters to all skill levels with its exceptional handling and agility. Take on any terrain with ease – from trails and forest paths to rugged mountain tracks.



2 colour versions

Maximum speed: 75 km/h

Range: 61 km

Weight: 82 kg

Torque: 600 NM

Seat height: 820 mm

Wheel base: 1325 mm

Ground clearance: 320 mm

Footpegs height: 360 mm

Width: 825 mm

Frame: 15CDV6

Front brakes: Disc 182 mm /

4 pistons racing

Rear brakes: Disc 150 mm / 2 pistons

Front rim: Morad Trial 1.6"x21"

Rear rim: Morad Trial 2.15"x18"

Tyres: Michelin Anakee Wild

Front suspension: Steel TECH 175 mm

Back suspension: R16V 170 mm

Energy: Li-ion

Voltage: 50,4V

Capacity: 2690 Wh

Weight: 14 kg

Charger: 15 A

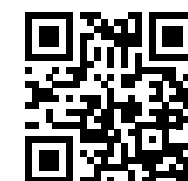
Charging time: 3h20

Nominal power: 6 Kw

Peak power: 11 Kw

Maps: 3 (unlimited with EM Connect)

With the Escape SE, freedom is just a ride away. Its electric engine allows you to enjoy the peacefulness of your surroundings without disturbing them. Easy to handle for beginners and thrilling for off-road enthusiasts, this vehicle is the ultimate companion for endless exploration. Not only is it accessible and user-friendly, but it's also budget-friendly, making it the perfect option for outdoor adventures without compromising on quality or experience.



For complete overview and more information, please refer to the EM website.



VARG

EX

Photos: © Stark Future

Stark Future announced the highly anticipated Stark VARG EX. This revolutionary motorcycle is set to transform the world of Enduro racing. Three years after its game-changing motocross model, the Stark VARG MX, the company takes a daring step forward with its first street-legal bike. This powerful electric vehicle sets new standards for performance, sustainability, and adaptability.

With a powerful 80 hp drivetrain, the Stark VARG EX stands out as the strongest Enduro bike currently available. Riders have the ability to personalize the bike's performance by choosing from different power delivery, engine braking, and regenerative settings, all accessible through the handlebar control switch (with 5 modes to choose from). Whether you want the agility of a 125cc two-stroke or the raw force of a 450cc four-stroke, the VARG EX provides unmatched versatility.

The honeycomb magnesium battery, with a capacity of 7.2 kWh, not only provides the necessary energy for the bike but also serves as a structural element, contributing to a lightweight and well-balanced design. This battery offers a 20% increase in range compared to the previous VARG MX model and can be fully recharged in just two hours using the charging stand included in the package. Its impressive efficiency and resilience set a new standard in Enduro engineering.

The body of the VARG EX is crafted with precision from durable high-strength steel, providing maximum flexibility for excellent control while taking corners. The subframe, made of lightweight carbon-fiber, also functions as a cooling system for the drivetrain. With its KYB-tuned suspension, this bike offers perfect balance and versatility for all types of riding conditions, whether it be traditional Enduro or more extreme environments.



“ Whether connecting trails, commuting to work, or simply exploring, the VARG EX redefines convenience and accessibility. ”

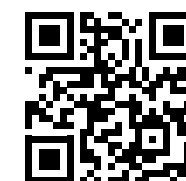




The VARG EX boasts a revamped map switch, complete with an aluminum housing that is both water-resistant and resistant to impact damage. The internal routing of cables adds an extra layer of protection against wear and tear. These innovative features guarantee an intuitive, personalized, and enjoyable ride for all riders, whether you're a seasoned pro or just beginning your Enduro journey.

With the VARG EX, Stark Future is establishing its dedication to sustainability. This motorcycle boasts an electric drivetrain that eliminates the need for traditional components such as pistons, clutches, and oil changes. As a result, maintenance costs are comparable to those of a mountain bike. Not only is this bike noise-free and emissions-free, but it's also environmentally friendly. With a two-year warranty, the VARG EX sets a new standard for quality, reliability, and cost efficiency in the motorcycle industry.

"The VARG EX embodies everything we stand for at Stark Future," said **Anton Wass, CEO and Founder of Stark Future**. "It's designed to challenge and inspire the motorcycle industry to embrace sustainability by proving that electric technology can outperform gas in every aspect. With the VARG EX, we're creating a bike that opens up new possibilities for riders, whether it's conquering trails, commuting through the city, or simply riding anywhere, anytime."



For complete specifications and more information, please refer to the **Stark Future website**.

Test



I admit, it was my first reaction too when I saw this electric motorbike for the first time. Some might even call it a “CAKE Fake”. However, when you put them side by side, it’s clear that they are different designs and have different technology. The only ‘mistake’ GoWow made was painting it in the same white color as CAKE.”

BMS E-Motorrijder

Andrew Thijssen shares his thoughts on the Ori: “At first glance, the Ori stands out with its sleek, angular design, light-weight construction, and bold color scheme. These elements combine to give it a modern look that sets it apart from other off-road vehicles. The attention to detail is evident in the clean weld seams, machined aluminum edges, and precise footpegs. The suspension adjustment options are easily visible and accessible for quick adjustments. Despite its compact appearance in photos, the Ori is actually quite sizable thanks to its integrated frame and motor hidden within the battery box. This not only provides protection for the motor but also allows for a clean and minimalist design. Additionally, the slim aluminum spoke wheels contribute to the motorcycle’s narrow profile, making it highly maneuverable. Overall, the Ori’s functional design also has a touch of aesthetics.”

BMS E-Motorrijder invited THE PACK to attend motorshop “Motor van de Toekomst” in the idyllic Dutch province of Drenthe. We were warmly greeted by Arne van Ruitenbeek and his wife Anja, who served us steaming cups of coffee and homemade cookies in their charming motorshop-farm. With the rural landscape of the region, it was a to add an offroad brand, and GoWow was fortunate to be chosen. We couldn’t wait to see what surprises awaited us outside in the country, including two Ori’s that had been specially prepared for our visit ...

Guy Salens | Owner THE PACK: “As someone who has always appreciated minimalistic design, I believe that light electric vehicles should have a distinct look from traditional gas-powered ones. And let’s be honest, this motorcycle has received many comments on social media saying it’s just a copy of the KALK from CAKE.”

Test electric offroad Ori from GoWow

Photos: © BMS E-Motorrijder | THE PACK



The Ori from GoWow boasts a light-weight aluminum frame, weighing in at just 73 kg. It has been rigorously tested off-road to ensure optimal ergonomic triangle parameters. With dual suspension providing 210 mm of travel in both the front and rear, this bike is built for fun and adventure. Its motor can output an impressive 9 kW (12 pk) of power and deliver 420 Nm of torque at the wheel. Although its top speed is electronically limited, it can reach up to 100 km/h.

The 72V 2.8 kWh lithium battery pack offers a range of up to 100 km depending on speed and conditions. And with a recharge time of just 3.5 hours at 220V, you'll be back on the offroad track.

Specifications

Length/Width/Height:

1900 mm x 780 mm x 1100 mm

Ground Clearance: 280 mm

Maximum Load: 100 kg

Seat Height: 890 mm

Wheel Base: 1275 mm

Front-Wheel Travel: 210 mm

Rear-Wheel Travel: 210 mm

Battery Capacity:

2833.9 wh (73.8v38.4 ah)

Peak Power: 9 kw

Drive Wheel Torque: 420 Nm

Transmission System:

420HO F: 13T R: 48T

Climbing Angle: 55° @ 10km/h

Top Speed: 100 km/h

Endurance Mileage:

Max endurance 100 km

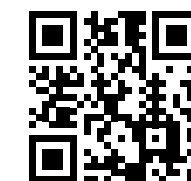
Tires: Front 70/100-19 / Rear 3.50-18

Brakes: Front and rear four-piston integrated forged calipers

203*2.8 thickened discs

Charging Time: 3.5 h 220 V

Carriage Frame: 6061 Forged Aluminum Alloy



For complete specifications and more information, please refer to the **GoWow website.**

After a brief overview of the different ride modes, it was time to take to the streets (or should I say the sandy roads?). We tested out both the 45 km/h version and the faster motorbike version (not yet homologated yet). While they were quite similar, there was a slight difference in the design of the rear mudguard and the software of course.

The performance of the Ori can be customized to fit individual preferences and various types of terrain using the handlebars. You have the option to select from three different digital gears. These settings can also be further adjusted through an easy-to-use app. Additionally, you can track your ride in real-time and review your trip data later on while enjoying a drink in the evening. The digital dashboard, slightly bigger than a traditional smartwatch, displays all necessary information. The lighting is compact as well, making it more durable for off-road usage.

One of the most striking features of the Ori is its impressive power-to-weight ratio. With a maximum torque of 420 Nm and peak power reaching 9 kW, it packs quite a punch in its most potent setting. The electric motor allows for strong acceleration, making it necessary to pay close attention to keep the front wheel from lifting off the ground.

This promises an exhilarating experience on even the toughest terrain. Although we didn't have the chance to test steep inclines, the Ori boasts the ability to conquer them with ease, thanks to its abundant torque. The lightweight design of 73 kg and powerful motor torque all contribute to an exciting ride.



At the back, there is an adaptable mono-shock system with a piggyback damper, while the front boasts a multi-adjustable UPSD fork. To bring this lightweight Ori to a complete stop, it is equipped with seemingly delicate 203 x 2.8 brake discs both in the front and rear. Mounted on these are a forged 4-piston caliper in the front and a 2-piston caliper in the rear. You can operate these brakes using levers mounted on both the left and right handlebars.





With a seat height of 890 mm, this bike is definitely not low. However, it allows you to keep both feet planted on the ground for a smooth ride on any surface.

One of the benefits of electric riding is the absence of gear-shifting to find optimal torque. Thanks to its narrow structure and quick acceleration, taking turns on loose surfaces is a breeze. And with the rear brake easily controlled by your left hand, it's even easier to handle. The Ori's 19-inch front wheel and lightweight design make it incredibly agile both off-road and on pavement.

The A1 Ori is equipped with a well-adjusted suspension and knobby tires, providing excellent control on unpaved surfaces. It accelerates smoothly and effortlessly up to a top speed of 100 km/h, ensuring you won't feel limited while riding. The suspension can be easily adjusted to suit your personal preferences. The narrow seat may feel a bit firm for some, but that is subjective. Despite its small appearance, the disc brakes are responsive and efficiently do their job for the average rider. I am curious about how well they would fare with a more experienced and faster rider at the helm.

Although we didn't have the opportunity to fully test the advertised 100-kilometer range this afternoon, we were able to ride for hours with multiple photo and film sessions and still have over 80% battery charge remaining. It should be noted that the moped version had more charge left than the A1 version. However, during a typical afternoon of peaceful and environmentally-friendly off-roading, it is likely that the average rider will achieve the 100 km range as promised.

The GoWow Ori offroad motorbike is a lightweight and highly maneuverable motorcycle designed for off-road fun. It's perfect for riders who aren't afraid to venture off the beaten path and explore nature in a thrilling and conscious way. With its clever design, the Ori can be easily enjoyed by a wide range of users. Despite its unconventional appearance, the Ori boasts enough performance on rough terrain and is also suitable for urban rides. While there may be some areas for improvement such as a softer seat and stronger brakes, the innovative design and powerful capabilities make the Ori a valuable addition to the growing market for electric off-road motorcycles. Additionally, if you decide to unbox the Ori yourself, you'll find a handy toolkit included.

THE NEW INTERNATIONAL ELECTRIC ENDURO MOTORCYCLE SERIES

FIM E-Xplorer

Photos: © FIM E-Xplorer

The FIM E-Xplorer World Cup is a groundbreaking global motorcycle racing competition that showcases the latest in electric all-terrain technology and promotes sustainability. With private and factory teams of two riders each, including both males and females, this series offers action-packed races taking place on a variety of terrain, from urban streets to natural landscapes around the world.





FIM E-Xplorer is changing the game in action sports by merging advanced technology with thrilling adventures. Their mission is to push boundaries and ignite creativity, blending cutting-edge innovation with captivating entertainment. The FIM World Cup E-Xplorer, the world's premier full-electric dirt bike event, is transforming motorsports as we know it. These races are not your typical competitions; they feature noiseless yet powerful electric motorbikes that offer riders unique and unrestricted experiences on the dirt track.

The Next Generation of Dirt Biking Hyperbikes is designed to provide unparalleled power, control, and the ability to ride in any environment. With their electric motors, these bikes offer a silent alternative for tackling new terrains - from busy city streets to remote trails - without disrupting the surrounding area. Hyperbikes represent an exciting evolution in action sports, opening up endless possibilities for exploration and adventure. FIM E-Xplorer's goal is to establish hyperbikes as the premier choice in action sports worldwide. By showcasing their versatility and unique capabilities, FIM hopes to inspire a new generation of riders and push the limits of this sport into new territories, shaping its future along the way.



FIM E-Xplorer is building a worldwide community of riders who embrace the versatility and advancement of these bikes, allowing them to venture through various terrains and challenge their capabilities. With the use of hyperbike technology, they are ensuring that the sport continues to thrive and be accessible for future generations, so that even 100 years from now, young individuals can still feel the exhilaration of riding regardless of their location.

Honda Racing Corporation (Team HRC) won the first round of the 2024 FIM E-Xplorer World Cup in Japan. Photo: © THE PACK - Prototype Honda CR Electric (EICMA 2024)



Test

e-test STRiX electric Hard Enduro

In September 2023, THE PACK already reported about this new electric offroad motorbike from the STRiX team in Slovenia. Big THX to Dejan Nadoh, Chief Operations Officer at STRiX eMotors Ltd. to have this opportunity to test their STRiX electric Hard Enduro in The Netherlands. Test rider was Andrew Thijssen from BMS E-Motorrijder

Photos © BMS E-Motorrijder



Author: Andrew Thijssen | In recent years, electric motorcycles have been gaining more and more popularity, particularly in urban environments where there is a strong push for using light electric vehicles. Interestingly, there has also been a rise in the number of new motorcycle brands that are focusing on creating electric off-road motorbikes. This trend makes sense as motocross circuits are being closed and off-road areas are facing stricter regulations due to noise and environmental restrictions. Electric off-road motorcycles solve these problems while also providing immediate power and torque, making them highly valuable for navigating rough terrain. STRiX, a company from Slovenia, is one of the latest players in this market with their powerful electric hard enduro motorbike.

The primary intended use for the STRiX Hard Enduro is for military purposes. This tough electric motorcycle packs a punch with 70 kW (95 hp) of power and an impressive torque of 1,050 Nm at the rear wheel. Weighing in at only 118 kg, these numbers are quite impressive, especially when compared to a similar KTM 450 EXC which weighs 114 kg dry. This off-roader utilizes top-of-the-line components for its military purpose, with 90% of the bike being made up of locally produced parts, including the battery

and motor. The detachable 6.3 kWh NMC battery can be charged at a rate of up to 18 kW DC using an external charger that features a separate connector following the CCS standard. Along with two USB ports, the connector plug sits on top of the "tank" for easy access.



In practical terms, this means the battery can be recharged from 20-80% in just ten minutes. It is also possible to charge the battery through an AC outlet. According to STRiX, the bike has the endurance to last up to 80 minutes of intense off-road riding. The drivetrain is housed within a Chrome-Molybdenum tube frame and features Showa suspension at the front and an Ohlins unit at the rear, both of which can be fully customized. Braking power comes from Braktech, a sub-brand of Brembo, with disc brakes on both wheels that are operated by the handlebars. The bike offers multiple riding modes, such as ECO, Custom, and Sport, which can be quickly adjusted via an app to suit personal preferences and terrain.





With its IP68 certification, the STRiX is completely waterproof and can be submerged in water without any damage. Its wheelbase measures 1,485 mm, while its seat height stands at 960 mm and ground clearance at 355 mm. The military version weighs 130 kg and is capable of carrying an additional load of up to 150 kg. The bike boasts a rugged design with meticulous attention to detail. It has been thoroughly tested by various NATO defense forces, including recent evaluations in the Netherlands. I was fortunate enough to take a test ride on one of the only two pre-production units available in the country. Unfortunately, due to time constraints, the motorcycle couldn't be cleaned before the photoshoot.

The STRiX falls into the "traditional" 450 cc enduro class with its dimensions and power. However, with its impressive peak power of 95 hp and available torque, it stands out from others in its class. Fortunately, there are multiple riding modes to choose from with customizable options in the app, providing a sense of security. From my own experience, I've found it best to start on Eco mode with powerful electric motorcycles to avoid being taken by surprise from the immediate power delivery. You can easily switch between modes using the button on the right handlebar. Even in Eco mode, the bike is highly responsive and fast without catching you off guard.





The instant torque is most noticeable in the lower and mid-range, a common characteristic of electric motors. In Eco mode, power delivery is smooth and easy to control, giving riders confidence to switch to Custom mode. In this mode, the STRiX feels significantly faster and accelerates strongly through loose terrain like sand. The throttle response is even stronger than that of a 450 cc four-stroke engine. Riding in Custom mode won't be a shock either if you know your limits. When switched to Sport mode, where full power is unleashed with minimal regenerative braking, the STRiX behaves like a high-performance two-stroke motorcycle. In this mode, riders need to push themselves more to tap into the bike's full potential. Adjustments can also be made to the settings for Sport mode through the app.

The suspension on both the front and rear of the motorcycle is highly customizable and provides accurate feedback. I wasn't able to experiment with the settings during my limited time with the bike, but it



still left a positive impression. The brakes are controlled from the handlebars, allowing for precise control of the rear brake while decelerating, cornering, or accelerating. Both brakes have responsive and smooth modulation.

The battery can be removed and is located where the fuel tank would usually be found. Out of the total weight of 118 kg, 40 kg is made up of the battery, which isn't very noticeable while riding. However, it does become evident when picking up the bike after a fall in sandy terrain. Still, it's manageable, although you will feel its weight. The STRiX handles surprisingly well on loose sand thanks to its immediate throttle response and lack of rotating mass in its drivetrain. On harder surfaces, riders will need to pay close attention due to the powerful motor, but this can be adjusted through an app according to your preferences. With a seat height of 960 cm, riders of average height should feel comfortable putting their feet on the ground.

Conclusion

The STRiX motorcycle is a powerful, durable machine made with military-grade components. Its focus on sustainability and self-sufficiency is evident in its use of domestically developed and produced parts, a nod to its military origins. The placement of controls is intuitive and user-friendly. For those new to riding electric motorcycles, adjusting to the rear brake operation may take some time. However, thanks to the various riding modes and accompanying app, the STRiX is easily accessible for riders of all skill levels.

Although the swappable battery may be useful for military purposes, it is not as necessary for civilian use due to the variety of fast charging options available. The STRiX boasts a sleek design, sturdy build, and smooth maneuverability while also offering impressive power. Unfortunately, I was unable to test the battery life during my short ride, but after thirty minutes of continuous use, only 20% of the battery's charge had been used. The pre-production models did not showcase the CCS charging system.

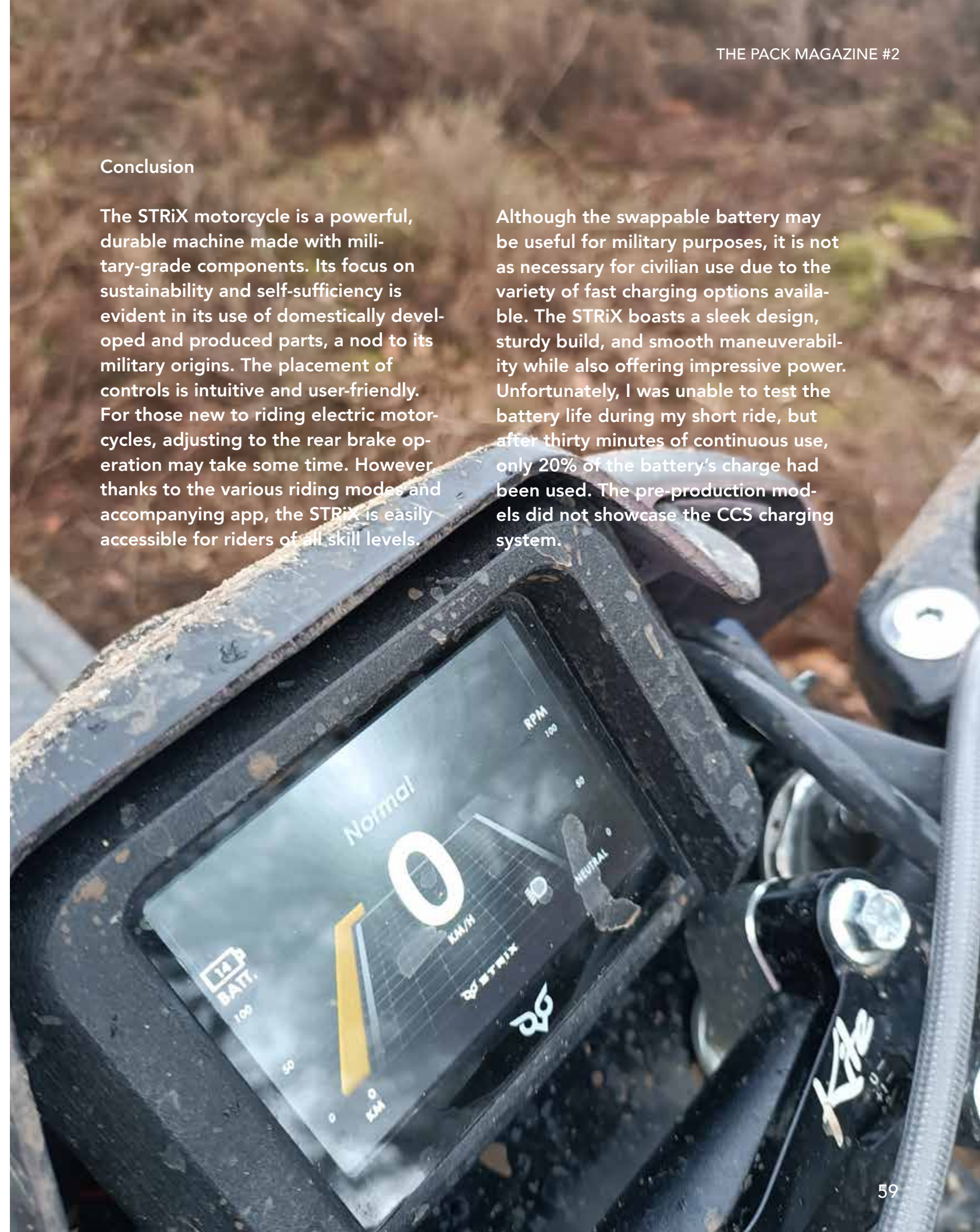
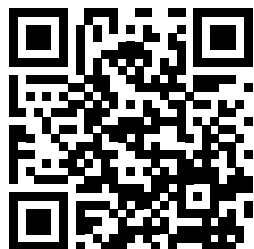


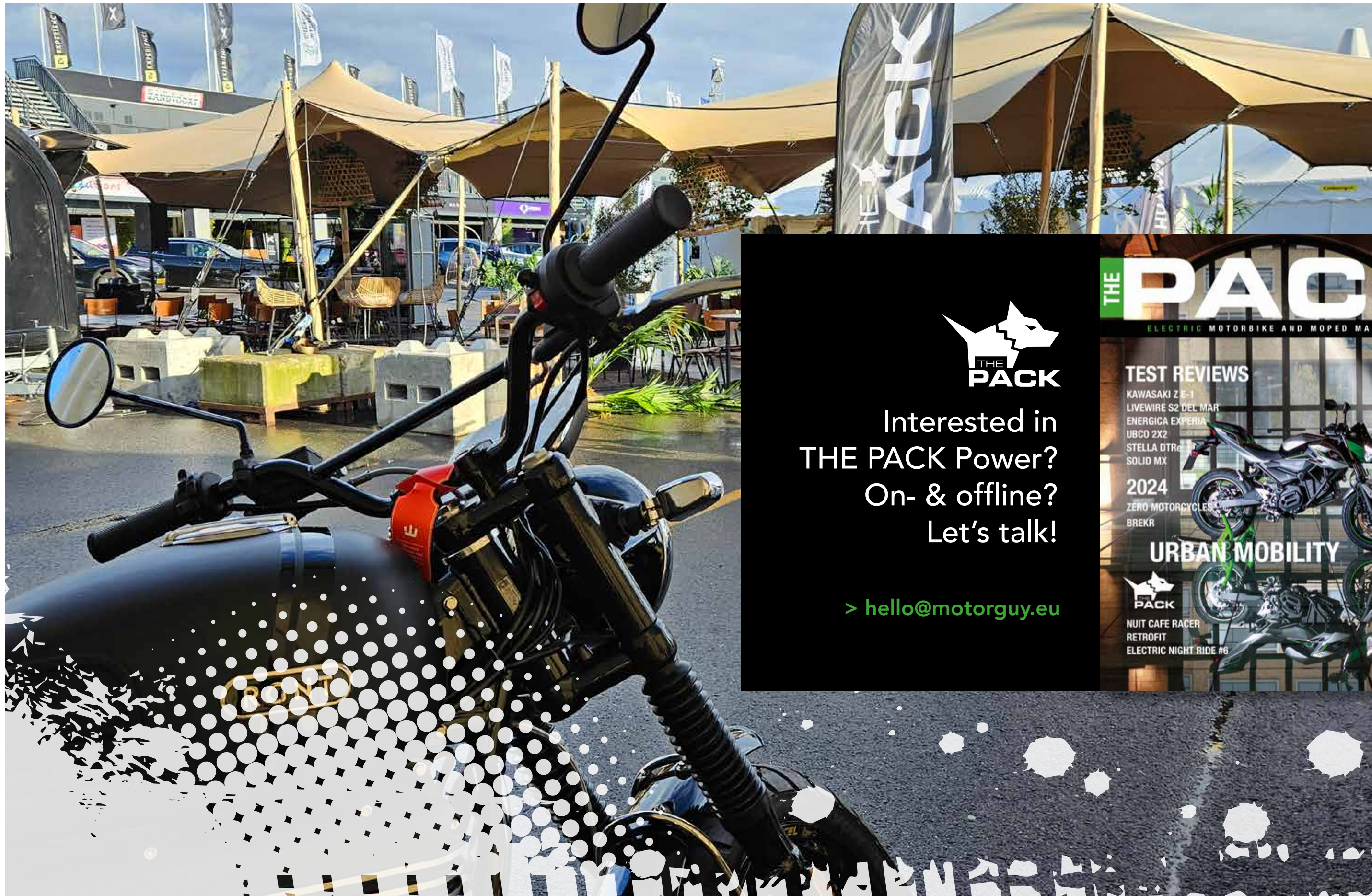


Photo: © THE PACK



For complete specifications and more information, please refer to the **STRiX website**.

At EICMA 2024 we have seen the latest STRiX-version. Gert-Jan Rongen (Electric Motorbikes Nederland & Dejan Nadoh, Chief Business Development Officer, STRiX eMotors Ltd.)



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- KAWASAKI Z E-1
- LIVEWIRE S2 DEL MAR
- ENERGICA EXPERIA
- UBCO 2X2
- STELLA DTR
- SOLID MX

2024

- ZERO MOTORCYCLES
- BREKR

URBAN MOBILITY



- NUIT CAFE RACER
- RETROFIT
- ELECTRIC NIGHT RIDE #6

#1



X

Zero Motorcycles

The initial stage of Zero's "All Access" Strategic Plan introduces the all-new X-Line, which includes the adaptable and nimble XE and XB models. These motorcycles provide the same intuitive and thrilling riding experience that Zero Motorcycles is renowned for, with options specifically designed for off-road riding.

“

The Zero XE will be sold as a street-legal model while in North America it will be marketed for off-road use.

”

During the EICMA 2024 event, Zero Motorcycles announced their “All Access” Strategic Plan to spearhead the next phase of change in two-wheeled transportation. Their goal is to make their electric experience available to a broader range of consumers worldwide. In the following years, they will release six new models in various vehicle categories, all priced below €10,000, significantly increasing accessibility for riders everywhere.

Zero XE

Introducing the all-new Zero XE, the first true trail bike from the renowned brand. This bike offers unparalleled agility and excitement on the trails. With class-leading torque and factory-tuned suspension, along with switchable traction control and a removable 4.3 kWh battery, the Zero XE brings the signature performance of Zero to off-road riding. Experience the brand’s trademark smooth power delivery and a full color 2.5-inch TFT dash interface, making this bike both powerful and easy to ride. In Europe, the Zero XE will be sold as a street-legal model while in North America it will be marketed for off-road use.

The European price range is €6,300 – €6,600 MSRP (depending on national VAT), while customers in North America can purchase the XE for a competitive \$6,495 MSRP.



Say hello to the brand new Zero XE - the ultimate off-road experience without a single sound. Boasting top-of-the-line torque in its rear wheel, the XE offers an unrivaled power-to-weight ratio, effortlessly dominating dirt, gravel, and mud with ease. No need to shift gears, the Zero XE is perfect for those off-roading enthusiasts who crave unmatched power at their fingertips.



Zero XB

Ready to take on any journey, the new Zero XB is the latest addition to the line-up. With its lightweight design and good performance, it's perfect for off-road adventures or street use in Europe where it meets all legal requirements. Equipped with precision throttle response, custom suspension, and a 2.4 kWh battery that can be easily swapped while riding, the Zero XB offers unmatched convenience and capability. European customers can expect to pay between €4,300 – €4,500 depending on national VAT, while North American customers will enjoy a competitive price of just \$4,195.

“

The Zero XB is surprisingly lightweight and extremely agile, making it perfect for tearing up dirt trails.

”



For complete specifications and more information, please refer to the [Zero Motorcycles website](#).



Photos © Husqvarna Mobility

Husqvarna electric offroad 'Pioneer'

Husqvarna Mobility is expanding its lineup of electric motorcycles with the introduction of their latest model, the Pioneer. This street-legal bike is designed for offroad adventures and runs on a 5.5 kWh Li-ion battery that can provide a WMTTC range of up to 137 kilometers or three hours of riding time. Its 11 kW motor boasts a maximum power output of 19.2 kW and 37.6 Nm of torque. The Pioneer also features a specially crafted chassis to enhance the rider's experience and ensure unparalleled performance.



“
The 2025 Husqvarna Pioneer will be released globally in February 2025.

”

Crafted with precision, the Pioneer features a chromium-molybdenum frame that ensures long-lasting durability and optimal performance. Its innovative chassis design integrates the motor and battery as crucial components, resulting in a reduced weight and finely tuned geometry and flexibility for this offroad electric motorbike. The Pioneer's riding experience is further enhanced by its selectable

ride modes. With three options available to accommodate different abilities and terrain, the perfect amount of power is always provided to the rear wheel. Additionally, Traction Control can be activated in conjunction with any ride mode, and there are three levels of energy recuperation for the battery to choose from. All of these options can be easily engaged using the handlebar-mounted switch cube.

“
The Pioneer comes equipped with a 5.5 kWh Li-Ion battery that can power the vehicle for up to three hours. ”





The Pioneer, powered by an 11 kW electric motor, was created and perfected by Husqvarna Mobility. Its design eliminates the need for a clutch or gearbox, making it a perfect choice for inexperienced riders to learn on. Even those with more riding experience will find it easy to handle on challenging terrain. The ProTaper handlebars feature a lever on the left side that controls the rear brake, adding to the simplicity of riding this machine.

The Pioneer comes equipped with a 5.5 kWh Li-Ion battery that can power the vehicle for up to three hours. If needed, it can be easily replaced with a fully charged spare within 10 minutes. Using the included 660 W charger, it takes eight hours to fully recharge using a

regular household outlet. The Pioneer is designed to handle off-road adventures in any weather condition, so its battery, motor, and connected parts are all rated IP 67, ensuring they are dust and water-proof.

With adjustable WP suspension, riders can personalize the Pioneer's settings to fit their needs. The front suspension offers 250 mm of travel, while the rear suspension provides 240 mm of travel. The WP XACT forks utilize an air spring and the necessary pump is included for adjusting pressure. Easy-to-use clickers allow for precise tuning of compression and rebound. The WP XPLOR PDS rear shock features a range of adjustments including high and low speed compression, rebound, and preload to ensure optimal comfort and traction on any terrain.

Technical highlights:

- 11 kW nominal power
- 19.2 kW peak power
- 95 km/h top speed
- 21"/18" wheels
- 5.5 kWh battery capacity
- Battery removal (10 minutes with tools)
- Charging time (0-100%) with included 660 W charger ~ 8h
- Charging time (0-100%) with optional 3,3 kW power charger ~ 2h
- Weight – 112 kg
- Michelin enduro tyres
- Braktec brakes
- ProTaper handlebars and ODI grips



For complete specifications and more information, please refer to the **Husqvarna website**.

Dust Moto introduced the all-electric dirt bike Hightail

Dust Moto, a newer American motorcycle brand known for its focus on riding enjoyment, has unveiled their latest update: the all-electric Hightail. This dirt bike packs a powerful punch and promises a simplified user experience, thanks to its compact chassis and swappable battery pack. And with its whisper-quiet drivetrain, riders can enjoy peak enjoyment on various terrains.

"Teaching people to ride an electric dirt bike is easier; they pick it up more quickly, and without the noise, a lot more riding opportunities become available," said Colin Godby, founder and CEO of Dust Moto. "But the benefits of electric aren't only for new riders. Suddenly, backyard tracks, urban areas, and natural sites with noise restrictions became accessible to riders that weren't available with gas-powered bikes. The unrivaled agility and lack of maintenance means more time spent with a smile plastered across your face. We're not trying to reinvent the wheel here, just amplify the experience for more people via the benefits of electric."





In 2023, Dust Moto was established and has since teamed up with Bloom, a Detroit-based company specializing in electric vehicles, to create the Hightail. This collaboration aims to make Dust Moto's vision a reality within the United States, promoting American craftsmanship and production. By partnering with Bloom, Dust Moto gains unparalleled access to resources for domestic manufacturing, assembly, delivery, and maintenance in Michigan, solidifying their pledge to be an all-American product.

With a swappable 4.4 kWh battery, 42 horsepower, and 660 Nm of torque, the Hightail is designed for high performance and long-lasting use. Riders can enjoy up to two hours of continuous riding or approximately 35 miles on a single charge with this bike. Its lightweight build (<100kg) and compact design (2 inches shorter wheelbase and lower seat height compared to a typical 250cc bike) enhance maneuverability, resulting in a unique power to weight ratio that is agile, responsive, and has been praised for its "telepathic" response to rider commands.

Thanks to its custom electric drivetrain that operates at a quiet 55dB, equivalent to the volume of a typical conversation, Dust Moto opens up a world of new riding locations. Additionally, this innovative design drastically simplifies the bike's

maintenance schedule. In essence, Dust Moto seeks to enhance the rider's overall experience by creating a more immersive connection with their surroundings and fellow riders, resulting in the ultimate fun machine.

As part of their dedication to transparency, Dust Moto has chosen to take an unconventional "building in public" approach. This allows their backers and followers to witness the design and engineering process firsthand. Through this method, a community of avid riders has been formed who are not only interested in the final product, but also invested in the development journey itself. The Hightail (previously known as Model 1 Alpha) is priced at \$10,950 and is currently available for pre-order with a \$100 deposit in the United States. Initial deliveries are expected to begin in late 2025.



For complete specifications and more information, please refer to the **Dust Moto website.**

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motorbikes.nl

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www.electricmotorbikes.nl



Overview

ELECTRIC OFFROAD MOTORBIKE BRANDS

In the pages ahead, we have compiled a comprehensive list of electric offroad motorbikes currently available on the market. Our selection includes a mix of enduro, MX, trial, scrambler, and dualsport models. We couldn't help but mention a few exciting championship prototypes as well.





79BIKE | 79BIKE Falcon M | 79bike.com



79BIKE | 79BIKE Falcon Pro | 79bike.com



Arctic Leopard | Enduro E XE880 | arctic-leopard-europe.com



Beta Motor | Beta Minicross-E | betamotor.com



Ampyre | Arrow | rideampyre.com



Arctic Leopard | Clouded Leopard | arctic-leopard-europe.com



Beta Motor | Beta Minitrial-E | betamotor.com



Beta Motor | Beta Minitrial 20 XL | betamotor.com



Beta Motor | Beta Explorer | betausa.com/2024-explorer



Black Tea Motorbikes | Bonfire | blackteamotorbikes.com



Production in 2025,
according to new CAKE Management.

CAKE | BUKK | ridecake.com



Can-Am | Origin Dual Sport | can-am.brp.com



Black Tea Motorbikes | Wildfire | blackteamotorbikes.com



Production in 2025,
according to new CAKE Management.

CAKE | KALK | ridecake.com



Caofen | FX Offroad | caofenbikes.com



Caofen | F80 Offroad | caofenbikes.com



CF MOTO | CX 2E | cfmoto-motorcycle.eu



CF MOTO | CX 5E | cfmoto-motorcycle.eu



Denzel | Rush 4.1 | denzel.bike



Dimentro | DT-Pro | dimentro.fr



CF MOTO | CX 5E | cfmoto-motorcycle.eu



Cobra Moto | CX5E | cobramoto.com



Dust Moto | Hightail | dustmoto.com



E Ride Pro | E Ride Pro Mini | eridepros.com



E Ride Pro | E Ride Pro S | eridepros.com



E Ride Pro | E Ride Pro SR | eridepros.com



E Ride Pro | E Ride Pro SS 2.0 | eridepros.com



E Ride Pro | E Ride Pro SS 3.0 | eridepros.com



Electric Motion | Epure Factor-E | em-motorcycles.com



Electric Motion | Epure Race | em-motorcycles.com



Electric Motion | Escape R | em-motorcycles.com



Electric Motion | Escape SE | em-motorcycles.com



Electric Motion | Escape XR | em-motorcycles.com



Electric Motion | Escape X | em-motorcycles.com



Energica Motor | Experia | energicamotor.com



Flux Performance | Flux Primo | fluxmoto.co



EMGo Technology | ScrAmper | emgo.technology



EMX Powertrain | EMX XF30 | emx-powertrain.com



GasGas | MC-E2 | gasgas.com



GasGas | MC-E3 | gasgas.com



GasGas | MC-E5 | gasgas.com



GasGas | TXE 2 - prototype | gasgas.com



GR1T Motorcycles | GR1T Pioneer | gritmotors.com



Greenger Powersports | 2022 CRF E2 | greengerpowersports.com



GoWow | Ori | gowow.com



GoWow | Alpha | gowow.com



Greenger Powersports | 2024 G3/G3S | greengerpowersports.com



Greenger Powersports | 2024 G5/G5S | greengerpowersports.com



HCR | CR motocross - [prototype](#) | [honda.racing](#)



HCR | RTL Electric trial - [prototype](#) | [honda.racing](#)



Husqvarna | Pioneer | [husqvarna-motorcycles.com](#)



HVR Bikes | HVR 50 Mini | [hvr-bikes.com](#)



Husqvarna | EE2 2025 | [husqvarna-motorcycles.com](#)



Husqvarna | EE5 2025 | [husqvarna-motorcycles.com](#)



HVR Bikes | HVR 50 Pro | [hvr-bikes.com](#)



HVR Bikes | HVR 50 | [hvr-bikes.com](#)



HVR Bikes | HVR 60 | hvr-bikes.com



HVR Bikes | HVR 60 Pro | hvr-bikes.com



KTM | 2025 SX-E 5 | ktm.com



KTM | 2025 Freeride E | ktm.com



KTM | 2025 SX-E 2 | ktm.com



KTM | 2025 SX-E 3 | ktm.com



Kuberg | Young Rider Start | kuberg.com



Kuberg | Young Rider Cross | kuberg.com



Kuberg | Young Rider Trial E | kuberg.com



Kuberg | Freerider | kuberg.com



Kuberg | XForce | kuberg.com



Land | District Scrambler | landmoto.io



Kuberg | Hero Edition Cross | kuberg.com



Kuberg | Hero Edition Trial | kuberg.com



Malaguti | XAM L1e | malaguti.bike



Malaguti | XAM Offroads | malaguti.bike



Mecatecno | Dragonfly | mecatecnomotorcycles.com



Monnier | XRE | spracing.ch



ORION | RXB Volt 72V | orionmoto.com



ORION | RXB Static 72V | orionmoto.com



Neutra Motor | Neutra K3 | neutramotor.com



Olivier Motor | S222 cross | olivier-motor.ch



Oset Bikes | Oset 12.5 R | osetbikes.com



Oset Bikes | Oset 16 0R | osetbikes.com



Oset Bikes | Oset TXP 20 | osetbikes.com



Oset Bikes | Oset TXP 24 | osetbikes.com



Rawrr | Mantis | riderawrr.com



Rawrr | Mantis X | riderawrr.com



Pohlbock | ebock2 | pohlbock.com



Rawrr | Mantis Mini | riderawrr.com



RFN | Apollo RFN Rally | rfn.bike



Rieju | MX12 | rieju.com/en/electric



Rieju | MX14 | rieju.com/en/electric



Rieju | E-Tango | rieju.com/en/electric



Segway | dirt ebike X160 | segway.com



Segway | dirt ebike X260 | segway.com



Stark | Stark Varg EX | starkfuture.com



Stark | Stark Varg MX | starkfuture.com



STRiX | STRiX Hard Enduro | strix-evolution.com



Sur-Ron | Light Bee S | surron.eu



Sur-Ron | Light Bee X | surroneu.com



Sur-Ron | Storm Bee | surroneu.com



Tacita | T-Race Enduro | tacitamotorcycles.com



Tacita | T-Race Motorally | tacitamotorcycles.com



Sur-Ron | Ultra Bee | surroneu.com



SWM | Binsen Dirt Bike Green | swm-motorcycles.it



Tacita | Discanto | tacitamotorcycles.com



Talaria | Sting L1E | talaria-benelux.com



Talaria | Sting MX | talaria-benelux.com



Talaria | Sting R LE1 | talaria-benelux.com



Talaria | X3 L1E | talaria-benelux.com



Talaria | X3 offroad | talaria-benelux.com



Talaria | Sting R MX4 | talaria-benelux.com



Talaria | Sting R Offroad | talaria-benelux.com



Tinbot | TB Esumx Enduro | tinbot-tech.com



Torrot | Motocross MX1 | torrot.com



Torrot | Motocross MX2 | torrot.com



Torrot | Motocross MX3 | torrot.com



Torrot | Supermotard SM1/2 | torrot.com



Torrot | Torrot Trial TR1/2 | torrot.com



Trevor Motorcycles | DTRe Stella | trevormotorcycles.com



Talaria | X3 offroad | talaria-benelux.com



TRS Motorcycles | ON-E KIDS 16"-20" | trsmotorcycles.com



UBCO | 2X2 Work Bike Offroad | ubco.co.nz



Vmoto | Vmoto OFF-R | vmoto.com



Volcon | Grunt Evo | volcon.com



Yamaha | TY-E 2.2 prototype | global.yamaha-motor.com



Zeeho | City Sport | zeeho.eu.com



Zero Motorcycles | FX | zeromotorcycles.com



Zero Motorcycles | DSR/X | zeromotorcycles.com



Zero Motorcycles | X-Line XB | zeromotorcycles.com



Zero Motorcycles | X-Line XE | zeromotorcycles.com



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EV Experience
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October 2-4, 2025
evexperience.nl