

## **KTM FREERIDE E: Something new is coming**

All good things come to those who wait, right? More distance, more purpose, and advanced technology. Now is the time to embrace the liberty and possibilities of the KTM FREERIDE E with an all-new, street-legal model for 2027.

What's different? What's fresh? Here is the guide to the 2027 KTM FREERIDE E and the latest chapter in KTM's e-mobility story with 12 key questions.

### **1) Why is KTM fabricating electric motorcycles?**

For over a decade KTM have believed in the potential of e-mobility. There is a growing place in the motorcycle market and KTM's own wide-ranging product line-up for the technology of today and the advancements of hardware and software of tomorrow. The merits of a battery-powered two-wheeled vehicle are especially clear for youngsters and those new to the thrill and the excitement of riding. With environmental pressures on offroad – noise, emissions, space – and the need for approachable dual-sport models, the advantages of electric drivetrains are more pertinent than ever. The evolving improvements in battery capacity and power management mean e-mobility holds more and more value as time progresses: as introductory platforms, convenient transportation, more flexible riding options and even as junior race machinery.

### **2) What are the benefits?**

The KTM FREERIDE E continues to represent the best of versatile electric motorcycling. The bike is small in dimension and constructed with high-quality, certified materials primed for wear-and-tear of all-terrain use. The new model is quieter than its predecessor and when coupled with its street-legal homologation, it will permit access to locations where conventional combustion-engine motorcycles and offroad competition machines cannot pass. The bike requires low maintenance costs and efforts, changing the air filter is history and charging times have been reduced for the new generation version of the KTM FREERIDE E. The electric motor is clutch-less and there is no need to shift any gears, resulting in less moving parts and is less challenging for general operation: ideal for beginners and inviting for weathered off-roaders to work on their technique or for the diverse challenges of enduro.

### **3) What is the KTM FREERIDE E? Isn't this an old electric bike?**

The first KTM FREERIDE E was brought to the market by KTM in 2014. True to its name, the platforms of enduro and motocross advocated freedom and widened the possibilities of riding, both for a larger group of customers as well as the locations and limits of motorcycling. An early ambassador was stunt bicycle phenomenon Danny Macaskill who jumped on the KTM FREERIDE E to show its versatility. There have been updates throughout the last ten years but the new model represents a major overhaul. The motorcycle is homologated for road use but, removal of a few key components such as mirrors, lights, and number plates enable the bike for enduro purposes or for deployment on private land.

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#### **4) Is the new generation KTM FREERIDE E a new bike or just an update?**

99% new to be exact. The tech specs for the 2027 KTM FREERIDE E have been redesigned and optimized as an electric product from the ground-up.

#### **5) Tell us about the drivetrain. What's the power?**

19.2 kW peak power, more than 37 Nm of torque and top speed of 59 mph (95 km/h). The engine is a much quieter, cooler, compact unit that is fully integrated into the overall character and agility of the motorcycle. More efficient energy consumption means the motor is continuously dependable, with instant and controllable torque and propulsion. Delivery will match combustion-engined rivals but with a fraction of the fuss before, during and after the ride.

#### **6) What's the capacity of the battery? How long does it take to charge and how long can we ride?**

The 63.9 lb (29 kg) MX50 Lithium-Ion battery has been constructed in a way that means it is easily interchangeable, allowing the use of a second pack while the charging process takes place or to increase travel range. Removal from the motorcycle can be performed easily and in less than 10 minutes. The capacity is 5.5 kWh, an improvement of 1.5 kWh compared to the previous KTM FREERIDE E and 20% more riding time or distance. Nominal voltage registers around the 50 V mark and the battery life can withstand more than 1,000 charge cycles before dipping to 80% State of Health. Typical Enduro riding time is estimated between 2-3 hours. The charging time with the included 660 W charger is less than 8 hours when using a standard household power supply. Charging from 20% to 80% will take less than 6 hours.

#### **7) Ride modes?**

There are three ready-to-use ride modes that you can switch between quickly using the up button on the comfortable four-button switch cube on the handlebar. Each mode is designed to match different riding situations, and as you move from mode 1 to mode 2 to mode 3, the bike delivers more torque and more power, all the way up to the maximum. To assist with maximum efficiency of the engine and battery life three recuperation settings can be engaged: OFF, MID and HIGH. These can be selected against a specific mode to ensure flexibility with the power package and to keep riders going as long as possible. Both the ride modes and the traction control, which is independently usable from the ride modes, can be easily activated or deactivated through the ergonomic four button switch cube on the left handlebar.

#### **8) What about safety features?**

The battery is IP67 rated, so it's completely watertight as well as dustproof and incredibly robust after extensive testing in the most extreme conditions. In the case of a tip-over, the KTM FREERIDE E is equipped with a 'roll over' sensor that will cut the power for a crash or a period of stasis when the motorcycle's inclination is detected and recognized by the ECU.

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### **9) The 2027 KTM FREERIDE E looks minimal in style and build. What's the deal with the chassis?**

KTM prioritized light feeling and handling as well as the agility through a slim and narrow build: this was one of the strong attributes of the initial KTM FREERIDE E and was important to refine and maintain for the new generation. The geometry has been altered and the wheelbase increased for more stability and more comfort. The overall chassis remains featherweight by hinging the chrome-molybdenum steel frame on the motor and battery architecture. The aluminum and polyamide glass-fiber subframe helps in this respect. The KTM FREERIDE E's seat height is measured at 35.8 in (910 mm). Count on in-mold graphics of course and the aesthetics are an offshoot of the KTM SX motocross range with a sharp and futuristic look. READY TO RACE? Naturally.

### **10) How much does it weigh?**

The KTM FREERIDE E tips the scales just under 247 lb (112 kg) including mounted mirrors, indicators and other street-legal relevant parts.

### **11) Does the KTM FREERIDE E have options with suspension settings?**

Yes, a fully adjustable set-up and new application of WP Suspension's WP XACT USD fork and WP XPLOR PDS shock. Decades of Enduro excellence on the track and the trails means that the feedback and sense of confidence from the KTM FREERIDE E is at a premium. The light 43 mm split design forks has the air capsule in the left unit and the oil damping system in the right. Adjustment is easily made with the single air pressure valve and supplied air pump for preload and then clickers for compression and rebound. The brand-new design of the WP XPLOR PDS system provides 250 mm of travel on the rear end. Oil flow has been optimized for a more consistent damping feeling from the 374 mm shock and 80 mm stroke. New bearing seals have enlarged service intervals and all-around maintenance. Looking after the rear suspension is now easier, as is finding the right settings for riding conditions. The WP XPLOR PDS comes with adjustable clickers for tool-less alterations on the fly. High and low speed compression can be switched through the top section of the shock while the clickers at the base customize the rate of rebound. The rider's preferred preload is tweaked in a moment with a few turns of an Allen-wrench on the rear shock spring.

### **12) What else? Brakes and tires?**

BRAKTEC systems incorporate high-quality calipers and control units engineered to deliver stable, responsive brake performance across various riding conditions, including a 260 mm front disc and 220 mm on the rear. The KTM FREERIDE E benefits from the same technology. The 'bicycle-style' mounting of both front and rear brakes on the handlebars (supplied by specialist NEKEN) is one of the key differences to other motorcycles in the KTM portfolio. Black coated wheels with aluminum Giant hubs come in 90/90-21 and 120/90-18 dimensions and have the excellent Michelin Enduro Medium tires with their resolute performance. The LCD dashboard shows a single value at a time to ensure the rider is fully focused on the route ahead and the options can be cycled thanks to quick contact with two buttons. The options are the state of charge, the selected ride mode and regenerative map with odometer, clock, trip time and accumulated run time.

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