



CHASSIS

Anthropometric measures	T-RACE has been developed for sizes ranging from the 5th percentile (female) to the 95th (male): these dimensions fit 95% of the current population, taken as reference. When you get on T-race, driving position, general sizing, knee-bending angle and whole body position make you feel as if you had always been riding it.
Frame	Split single-beam, in Chrome-molybdenum steel tubes 25NiCrMo4
Ground clearance	353 mm
Front suspension	Fork telescopic hydraulic fork with advanced axle upside down - with special surface hardening TIN treatment of the stanchions. Multivalve damping and spring for static load. Hydraulic damping in compression is given by a special valve located at the bottom of each stem, while damping occurs through the use of an internal cartridge on each stanchion. Each rod is provided with external adjusters to adjust compression and extension, and a screw for venting the inner sheath.
Excursion	300 mm
Rear Suspension	Progressive linkage, combined with fully adjustable rear suspension unit. Compression can be adjusted to high (1.5 rpm) and low speed (15 positions) in compression, and 25 positions in extension.
Excursion	300 mm
Front wheel	1.60 x 21 with Excel rim and aluminum reinforced hub.
Rear wheel	2.15 x 18 with Excel rim and reinforced hub for improved steering precision.
Tires	FIM Enduro type Trail type (a footprint which is very close to that of a MTB bicycle)
Front brake	steel floating daisy disc, 270mm diameter, for powerful braking.
Rear brake	daisy disc, 220 mm diameter.
Engine brake	Regenerative braking system – to increase the range, by recharging the batteries.

ENGINE

Electric motor	a 3-phase alternate current, brushless-type, asynchronous, with internal rotor cage. This type of engine has a very high yield, typically greater than 90% at the point of use, and it is maintenance-free, since there are neither sliding contacts, or other electrical parts subject to wear, nor mechanical parts that require lubrication.
Cooling System	Liquid-type, with separate circuits for motor and inverter, to stabilize operating temperature and to allow minimum energy consumption and maximum power. The efficiency of electric motor and inverter are optimal when the operating temperature is constant between 40 and 60 degrees C° centigrade. Better cooling means greater range, consistent performance and optimal battery discharge.
Rated power	S1 8 kW
Peak power	S2 24 kW
Torque mappings	Eco: for the least impact on trails, Sport: for maximum driving pleasure Boost: 60 seconds at full power for dunes or steep climbs

TRANSMISSION

Change	multiple speed separate gearbox
Final Drive	520 O-ring sealed chain

POWER

Traction battery	Li-Po accumulatore litio-polimero. Le batterie Li-po sono la più avanzata tecnologia disponibile oggi per realizzare accumulatori da trazione. Hanno una densità energetica superiore (167 Wh/Kg) ed un peso minore rispetto alle altre batterie presenti sul mercato (a partire dalle batterie al piombo per arrivare alle litio-ferro-fosfato) e non hanno effetto memoria. Le batterie possono accompagnare la moto durante tutto il suo ciclo di vita. Gli accumulatori, quando hanno una capacità residua dell'80 %, possono o continuare ad essere utilizzati sulla moto o venire utilizzati negli impianti statici come energy storage (ad esempio come accumulatori per l' impianto domestico ad isola di pannelli solari T-Station).
Number of charges	> 2000
Maximum capacity	10,6 kW
Charger	1 kW portable Optional: 3Kw fast battery charger, to be used in a fixed location WARNING: For safety and warranty issues, you must recharge the battery exclusively with the original Tacita-approved charger.
Charging time	9 hours, with the included portable battery charger (just 3.5 hours with the optional 3Kw stationary charger).
Ecological recharge by T-Station	same operating modes of charging as via the 220V electrical mode.