

# 2024 MODEL INFORMATION



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MODEL NAME

**Ninja e-1 / Z e-1**

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Photos used in this Model Information generally depict the EUR model.



## CONCEPT

# SPARK A NEW ERA: 125CC-CLASS EV BRINGS MOTORCYCLE EXHILARATION TO YOUR DAILY RIDE

Two-wheelers passing by your window on your morning commute is a familiar sight. Scooters filter through the traffic easily enough, but the riders on motorcycles really catch your eye. They look like they are having so much fun, deftly using their whole body to manoeuvre their stylish machines while enjoying the fresh breeze. That twinge of envy you feel can now be a thing of the past. From a manufacturer with a long history of producing motorcycles designed to be fun to ride and fun to control, Kawasaki's new EV models offer a light-hearted solution to urban commuting. Classified as 125cc-class motorcycles, the Ninja e-1 and Z e-1 give you a chance to experience the joy that Kawasaki motorcycles deliver and transform your commute from a grind into something to look forward to.

Rated at 5.0 kW (9.0 kW max), the motor's strong low-end response produces grin-inducing acceleration from a start. This exhilaration can be amplified with the e-boost function, which lets riders briefly tap into extra power for stronger acceleration and a higher top speed. In addition to normal operation (ROAD), riders may also choose speed-limited operation (ECO), which may offer extended range. The innovative WALK Mode assists when manoeuvring in a parking lot. And with a partial (20% >> 85%) charge time of approximately 1.6 hours for each of the dual removable batteries (depending on conditions), and multiple charging options, there is minimal added inconvenience to your daily routine.

The chassis (frame, suspension and brakes), based on a Kawasaki 400cc-class motorcycle, delivers a motorcycle-like riding character: light manoeuvrability is complemented by sure-footed handling and reassuring brake performance. This character – quite distinct from

bicycles or scooters – was carefully crafted as a key component of the Kawasaki riding excitement that engineers wanted even new riders to be able to enjoy when riding an EV.

Both models follow the designs of their respective brands, giving riders two distinct styles to choose from: the Ninja e-1 offers sporty full-fairing bodywork like Kawasaki's high-performance Ninja line, while the Z e-1's minimalist bodywork evokes the streetfighter styling of Kawasaki's Z Supernaked machines. Attractive motorcycle styling is complemented by fresh, new silver and matte lime green colouring that both marks these models as Kawasakis while introducing a thematic tone for Kawasaki EV models, present and future.

Other features of note include TFT instrumentation with smartphone connectivity, enabling riders to feel even more connected to their machines. Adding to convenience, a storage box (positioned where you would find the fuel tank on traditional ICE motorcycles) accommodates small daily essentials like gloves or rain gear.

With the Ninja e-1 and Z e-1 lightweight EV commuters, Kawasaki clearly show that good times are not limited to ICE models, and can be easily accessible to a wide range of riders.



Ninja e-1 shown



Z e-1 shown

## POINTS TO PUSH: Ninja e-1

ADVANTAGE  
01

### ELECTRIC POWER

Kawasaki's first roadgoing EVs are powered by a compact brushless electric motor offering strong off-the-line acceleration and low-end response. Rider-selectable power levels contribute to rider confidence, while unique EV features like e-boost and WALK Mode add to the fun experience. The rider-friendly electric motor is also clean and quiet.

#### ★ Convenient Storage Box – P.21

Lifting the storage box cover reveals 5 litres of easy-access space for small items like gloves or rain gear. (Max 3 kg)

#### ★ Naturally Relaxed Riding Position – P.14

Relaxed rider triangle accommodates a wide range of rider sizes and riding situations, contributing to the rider-friendly character. The relatively upright riding position and slightly foot-forward footpeg position put the rider in a position to control the bike while also offering rider comfort.

#### ★ Zero Emissions – P.6

Powered by an electric motor, the Ninja and Z e-1 create no emissions when being operated.

#### ★ ROAD/ECO Modes – P.9

In addition to normal operation (ROAD), riders may also choose speed-limited operation (ECO). Top speed in ROAD Mode is 88 km/h (85 km/h for Z e-1), while top speed in ECO Mode is limited to 64 km/h (62 km/h for Z e-1).

#### ★ e-boost Function – P.10

With e-boost, riders can access increased power for approximately 15 seconds. When activated, acceleration is stronger and top speed is increased: 64 km/h >> 75 km/h (ECO), 88 km/h >> 99 km/h<sup>1</sup> (ROAD). [62 km/h >> 72 km/h (ECO), 85 km/h >> 99 km/h<sup>1</sup> km/h (ROAD) for Z e-1]

<sup>1</sup>EUR spec: Top speed limited to 99 km/h in Europe.

#### ★ WALK Mode (with Reverse) – P.11

This convenient mode assists with manoeuvring in a parking lot. When engaged, opening the throttle moves the bike forward at walking speed. Closing the throttle past the “zero” point moves the bike in reverse.

★ = Priority point

ADVANTAGE  
02

### MOTORCYCLE HANDLING

Although the Ninja e-1 and Z e-1 are primarily commuter models, Kawasaki engineers worked hard to ensure that they offered the riding excitement for which Kawasaki motorcycles are famous. A carefully crafted balance of confident handling and light manoeuvrability will have even new riders looking forward to their daily commute.



Ninja e-1 shown

#### ★ Regenerative System – P.11

Thanks to the regenerative system, the energy of deceleration is recycled back to the battery, contributing to a longer cruising range.

#### ★ Max 9.0 kW (12 PS) Motor – P.6

Rated at 5.0 kW (9.0 kW max), the clean and quiet motor produces quick response and strong low-end power, facilitating control and contributing to quick acceleration from a stop.

#### ★ Dual Removable Batteries – P.7

Dual lithium-ion batteries weigh 11.5 kg each. Offboard<sup>1</sup> charging can be done by connecting the bike to a dedicated charger powered by a household outlet. Alternatively, the batteries can be removed and charged. Charging time per battery is approximately 3.7 hours for a full charge, 1.6 hours for a partial (20% >> 85%) charge.

<sup>1</sup>Offboard charging refers to charging systems not native to the vehicle itself. Since the battery charger (which takes AC power and converts it to the DC power needed to charge the batteries) is located outside the bike, this is an example of offboard charging.

ADVANTAGE  
03

### KAWASAKI NINJA/Z MOTORCYCLE DESIGN

Whether your preference is for the voluptuous full-fairing style of a Ninja, or the lightweight, nimble look of a Z Supernaked, Kawasaki's new EV commuters offer attractive motorcycle styling complemented by new colour and graphics designed to give them a distinct image. And with a number of utility features, these machines seamlessly blend sporty performance and daily convenience.

#### ★ No-Clutch Operation

Having no clutch to operate—riders need only twist the throttle—greatly simplifies operation and contributes to a rider-friendly package.

#### ★ TFT Instrumentation with Smartphone Connectivity – P.20

4.3" all-digital TFT colour instrumentation gives the cockpit a high-tech, high-grade appearance, while being able to connect to your ride wirelessly offers an enhanced motorcycling experience.

#### ★ Kawasaki Ninja/Z Motorcycle Design & EV Colouring – P.16,23

Complementing the attractive Ninja and Z motorcycle styling, silver and matte lime green colouring offers a fresh, futuristic image for Kawasaki's EV models.

#### ★ Disc Brakes with ABS – P.13

Front and rear disc brakes provide sure stopping performance, while ABS adds a measure of reassurance.

#### ★ Solid Build: Kawasaki-Designed Motorcycle Chassis. – P.12

A chassis based on Kawasaki's Ninja/Z400 motorcycles delivers sure-footed handling that riders will find reassuring. Built by a motorcycle manufacturer highly acclaimed for their reliability, the Ninja e-1 and Z e-1 offer the same solid build quality as all Kawasaki motorcycles.

#### ★ Light Weight – P.12

At only 140 kg and 135 kg respectively, the light weight of the Ninja and Z e-1 contributes to a rider-friendly package.

#### ★ Nimble Handling – P.12

A frame with carefully tuned rigidity balance coupled with motorcycle suspension components with optimised settings give the Ninja e-1 and Z e-1 light, predictable handling and rider-friendly response.

## POINTS TO PUSH: Z e-1

ADVANTAGE  
01

### ELECTRIC POWER

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Relaxed rider triangle accommodates a wide range of rider sizes and riding situations, contributing to the rider-friendly character. The relatively upright riding position and slightly foot-forward footpeg position put the rider in a position to control the bike while also offering rider comfort.

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ADVANTAGE  
02

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Z e-1 shown

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#### ★ Max 9.0 kW (12 PS) Motor – P.6

Rated at 5.0 kW (9.0 kW max), the clean and quiet motor produces quick response and strong low-end power, facilitating control and contributing to quick acceleration from a stop.

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Dual lithium-ion batteries weigh 11.5 kg each. Offboard<sup>1</sup> charging can be done by connecting the bike to a dedicated charger powered by a household outlet. Alternatively, the batteries can be removed and charged. Charging time per battery is approximately 3.7 hours for a full charge, 1.6 hours for a partial (20% >> 85%) charge.

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ADVANTAGE  
03

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#### ★ TFT Instrumentation with Smartphone Connectivity – P.20

4.3" all-digital TFT colour instrumentation gives the cockpit a high-tech, high-grade appearance, while being able to connect to your ride wirelessly offers an enhanced motorcycling experience.

#### ★ Kawasaki Ninja/Z Motorcycle Design & EV Colouring – P.18,23

Complementing the attractive Ninja and Z motorcycle styling, silver and matte lime green colouring offers a fresh, futuristic image for Kawasaki's EV models.

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Front and rear disc brakes provide sure stopping performance, while ABS adds a measure of reassurance.

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A chassis based on Kawasaki's Ninja/Z400 motorcycles delivers sure-footed handling that riders will find reassuring. Built by a motorcycle manufacturer highly acclaimed for their reliability, the Ninja e-1 and Z e-1 offer the same solid build quality as all Kawasaki motorcycles.

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At only 140 kg and 135 kg respectively, the light weight of the Ninja and Z e-1 contributes to a rider-friendly package.

#### ★ Nimble Handling – P.12

A frame with carefully tuned rigidity balance coupled with motorcycle suspension components with optimised settings give the Ninja e-1 and Z e-1 light, predictable handling and rider-friendly response.

## TECHNICAL DETAILS

**POWER UNIT****Max 9.0 kW (12 PS) Brushless Electric Motor**

Rated at 5.0 kW (9.0 kW max), the clean and quiet motor produces quick response and strong low-end power, facilitating control and contributing to quick acceleration from a stop.



Z e-1 shown

- \* The motor uses two batteries linked in parallel. Using a parallel arrangement allows one-battery operation (in ECO Mode) should there be a problem with one of the batteries, or in the event that one battery is fully discharged before the other.
- \* Power is transferred from the motor through a primary reduction gear to the chain (secondary reduction) final drive.
- \* Silent, electric operation contributes to the approachable package.
- \* On average, compared to an internal combustion engine (ICE), the motor's cost-per-mile performance is significantly increased – especially when running in ECO Mode.
- \* The motor does not produce as much heat or vibration as a gasoline-powered engine, nor does it expel exhaust emissions.

\* To start the Ninja e-1 and Z e-1, turn the ignition ON, and the gear position indicator will show “N”. When you put the side stand up and press the “Drive Ready” button, the gear position indicator will change to “D” and the “READY” light will illuminate, indicating that you’re ready to go. (If you put the side stand down again, the “READY” will turn off and gear position indicator will change back to “N.”) (Photos 1-2)



Ninja e-1 shown

## Dual Removable Batteries

The Ninja e-1 and Z e-1 feature dual removable lithium-ion batteries. Multiple charging options add flexibility for minimal added inconvenience to your daily routine.

\* Instead of single heavy battery, two batteries are used. Each battery weighs 11.5 kg, contributing to portability. (Photo 3)



\* Batteries are located below the storage box, mounted in parallel. They can be removed by unlocking and opening the storage box cover, unlocking and opening the battery cover, and pulling them out. (No fuses or switches need to be disconnected to remove the batteries.) (Illustration A, Photos 4-6)



Ninja e-1 shown

\* Pushing a button on the top of the battery reveals its state of charge in a window. With the batteries in place, their charge is indicated on the left and right sides of the instrument display.

\* Charging time per battery is approximately 3.7 hours for a full (0% >> 100%) charge, 1.6 hours for a partial (20% >> 85%) charge. (Note: charging time per battery for a typical (20% >> 100%) charge after use is approximately 3 hours depending on conditions.)

\* Three charging options are available:

1. Charging with a charging dock (batteries removed)
2. Charging without a charging dock (batteries removed)
3. Offboard<sup>†</sup> charging with the batteries in place

<sup>†</sup>Offboard charging refers to charging systems not native to the vehicle itself. Since the battery charger (which takes AC power and converts it to the DC power needed to charge the batteries) is located outside the bike, this is an example of offboard charging.

All the charging methods require an accessory charger, which can be plugged into an ordinary household power outlet. When charging with batteries removed, the charger can charge one battery at a time. If a second charger is used, two batteries could be charged simultaneously. (Illustration B, Photo 7)





- \* Charging with an accessory charging dock stabilises a battery that has been removed but does not affect charging time. (Photo 8)



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- \* When offboard charging with the batteries in place, an accessory adaptor (to join the charger and the bike) is required. The batteries are charged together, which means there is no need to manually switch from one battery to the next. Giving both batteries a full charge takes 7.4 h (3.7 h x2) max. (Photo 9)



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- \* To avoid getting the batteries, battery terminals, or battery charger wet, charging should always be done in a dry environment. (The battery compartment is water-resistant, but pressure washers should be avoided.)
- \* A separate 12 V battery is used to turn the screen on for the start-up routine, and to operate the lights. However, the bike will not switch to "Ready" without the removable lithium-ion batteries in place.

## ROAD/ECO Modes

In addition to normal operation (ROAD), riders may also choose speed-limited operation (ECO).



Z e-1 shown

- \* Top speed in ROAD Mode is 88 km/h (85 km/h for Z e-1), while top speed in ECO Mode is limited to 64 km/h (62 km/h for Z e-1).
- \* Cruising range is as much as 72 km (per WMTC-Class 1). In ECO Mode, which has a reduced top speed and milder response compared to ROAD Mode, riders may find that they are able to ride farther.

- \* Riders can switch modes freely using the Mode switch at the left handle. (This can be done while riding provided the throttle is closed.) (Photo 10)



Ninja e-1 shown

- \* When the batteries' state of charge drops below 35% (34% or less), the bike will switch to limited-power operation (indicated by a turtle icon on the instrument panel), and the e-boost function will be unavailable.

## e-boost Function

With e-boost, riders can briefly tap into extra power for stronger acceleration and a higher top speed – handy when a little extra power is needed.



Z e-1 shown

- \* To prevent overheating, the e-boost operation is limited to 15 seconds.
- \* When activated, acceleration is stronger when twisting the throttle and top speed is increased: 64 km/h >> 75 km/h (ECO), 88 km/h >> 99 km/h<sup>†</sup> (ROAD). [62 km/h >> 72 km/h (ECO), 85 km/h >> 99 km/h<sup>†</sup> (ROAD) for Z e-1]

<sup>†</sup> EUR spec: Top speed limited to 99 km/h in Europe.

- \* When all conditions have been met, the e-boost gauge on the instrument display will show in gray to indicate it is available. The e-boost function is activated by pressing the e-boost button at the right handle. Once activated, the gauge changes colour to purple, “e-boost” appears on the screen, and increased power is available. Once the throttle is opened past a certain degree, the 15-second countdown timer starts (indicated by the shrinking e-boost gauge). When the timer runs out, the e-boost function is disengaged. (Photo 11)



Ninja e-1 shown

- \* Once the bike is ready again, the e-boost function can be activated once more.
- \* e-boost can be activated on-the-fly (while riding) or when stopped.

## WALK Mode (with Reverse)

This convenient mode assists with manoeuvring in a parking lot.



Z e-1 shown

- \* When all conditions have been met (bike stopped, throttle OFF), WALK Mode is activated by pressing and holding the Mode button. Once activated, the screen background turns red to clearly distinguish from normal operation.
- \* When engaged, opening the throttle moves the bike forward at walking speed (approximately 5 km/h).
- \* Closing the throttle past the “zero” point moves the bike in reverse. Reverse speed is approximately 3 km/h.

## Regenerative System

- \* Thanks to the regenerative system, when the rider rolls off the throttle the energy of deceleration is recycled back to the battery. This contributes to a longer cruising range. (As the batteries approach full charge, the regenerative function gradually tapers off.)

# CHASSIS

## Lightweight Trellis Frame

The Ninja e-1 and Z e-1 feature a trellis frame similar in design to that of Kawasaki's flagship model, the Ninja H2. Kawasaki's advanced dynamic rigidity analysis was used to ensure optimum rigidity with light weight. The trellis-style frame design contributes significantly to the bikes' low curb mass.

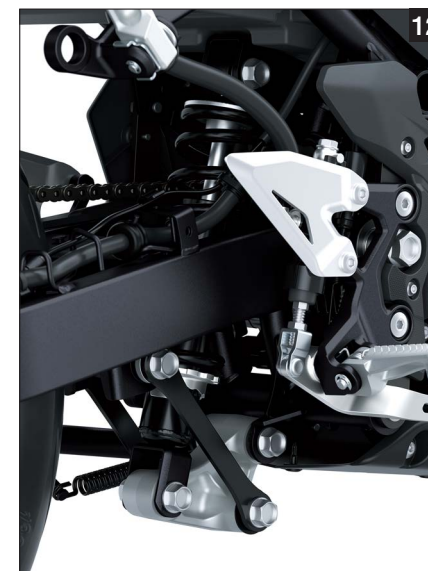


Z e-1 shown

- \* Short 1,370 mm wheelbase combined with optimised chassis geometry (swingarm pivot position and caster angle) deliver light, natural handling and a sporty character.
- \* With the motor significantly more compact than the 400cc-class engine for which the base frame was designed, the frame was reinforced to ensure the necessary overall rigidity. To position the motor mounts ideally, the frame line was revised.
- \* Mounting the motor low in the chassis helps lower the centre of gravity, contributing to the light, motorcycle-style handling.
- \* Swingarm formed from square tubes eliminates any unnecessary gusseting, contributing to low weight.

## Suspension

- \* A rigid  $\varnothing 41$  mm telescopic fork delivers excellent suspension action. The front wheel feels reassuringly planted, direction changes are facilitated (even when the bike is fairly upright – handy when navigating traffic jams), and overall the suspension offers the plushness of a larger-class bike.
- \* 24.4° caster angle contributes to the light, nimble handling.
- \* Uni Trak rear suspension provides great road holding ability and bump absorption, contributing to the bike's rider-friendly handling. The linkage layout settings (swingarm, tie-rods) provide progressive damping, enabling variations in the street surface to be handled. (Photo 12)



Ninja e-1 shown

- \* The shock has a stroke of 65 mm, helping to ensure the balance of lightweight handling and a composed character.
- \* 4-way rear preload adjustability allows riders to adjust the rear ride height, as well as set up the bike to accommodate a passenger or luggage.

## Brakes/Wheel/Tyres

- \* Large  $\varnothing 290$  mm front disc is gripped by a dual-piston caliper. (Photo 13)



Z e-1 shown

- \* Rigid front brake master cylinder helps eliminate ineffective (idle) stroke, contributing to controllability.

- \* At the rear a  $\varnothing 220$  mm disc is slowed by a dual-piston caliper. (Photo 14)



Z e-1 shown

- \* Front and rear brake hose dimensions and material were carefully selected to offer an excellent brake touch.
- \* Developed specially for motorcycles, the compact and lightweight Nissin ABS control unit delivers precise control.
- \* Full-size 17" wheels contribute to the light, nimble handling, while the sporty wheel design reflects the bikes' agile performance.
- \* Slim tyres contribute to the light, nimble handling:

F: 100/80-17M/C 52S

R: 130/70-17M/C 62S

## Ergonomics

Relaxed rider triangle accommodates a wide range of rider sizes and riding situations, contributing to the rider-friendly character. The relatively upright riding position and slightly foot-forward footpeg position put the rider in a position to control the bike while also offering rider comfort.



Ninja e-1 shown



Z e-1 shown

\* The Ninja e-1's full-fairing bodywork offers great wind protection, further contributing to ride comfort. But rather than completely blocking the wind, the fairing promotes clean airflow around the rider. (Photo 15)



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\* On the Ninja e-1, clip-on handlebars attach to the top of the fork tubes, which protrude above the upper triple clamp. The grips feature a slight down angle, contributing to both comfort and sporty looks. (Photo 16)



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\* On the Z e-1, the wide set of the handlebar enables dynamic control by the rider and contributes to the Z e-1's easy manoeuvrability and confident handling for low-speed manoeuvres. (Photo 17)



\* Storage box is slim between the rider's legs, promoting good contact with the bike. (Photo 18)



Z e-1 shown

\* Thick seat cushioning with low-rebound urethane delivers superb ride comfort. (Photo 19)



Z e-1 shown

\* Seat height is 785 mm, but the slim design of the seat makes it easier for the rider's feet to reach the ground.

\* Sporty aluminium footpegs offer direct feel and good controllability when sport riding. The footpegs are positioned slightly forward, contributing to a comfortable riding position, and are out of the way when riders want to put their feet down.

## Ninja Supersport Styling

Like its Ninja brethren, the Ninja e-1 features seductive, full-fairing bodywork. The large-volume bodywork attracts attention and gives the impression of a larger machine. This impression is reinforced by the high-class design and superb fit and finish, which are comparable to bikes from a larger-displacement class. All-LED lighting contributes to a modern, high-tech image.



- \* Ninja-style full-fairing bodywork gives the Ninja e-1 strong family looks. Its large-volume bodywork helps give the Ninja a “big bike” look and feel. (Photo 20)



- \* Sharp design of the front cowl hints at the Ninja e-1’s sporty potential and instantly identifies it as a Kawasaki. (Photo 21)



- \* In addition to contributing to the Ninja e-1’s sharp looks, slim LED headlamps (each featuring low and high beams, as well as a LED position lamp) offer excellent brightness.
- \* Chin spoilers at the bottom of the front cowl contribute to the strong Ninja family impression.



- \* Inside the upper cowl, redesigned inner panels highlight the new TFT instrumentation and effectively close off the space to create a balanced, well-integrated cockpit. (Photo 22)



- \* Fairings are slimmer, creating a closer fit around the more compact motor, and contributing to a lightweight image.
- \* Built-in front turn signals have a sleek, unitised appearance. (Photo 23)



- \* Compact front fender design adds to the sporty looks.
- \* Under cowl features a long design that emphasises the full-fairing construction. Since there is no exhaust system, the bottom of the cowl is higher and slimmer, creating a sharp, compact image. At the front, a louvre-style design is used to fill the space behind the front wheel.

- \* Without needing to house fuel like ICE models, the height of the “fuel tank” (actually the storage box) could be made much lower, contributing to a lightweight image. The top of the storage box traces a line that connects to the nose of the bike. (Photo 24)



- \* Texture used on the battery case is a styling element unique to Kawasaki's EV models.
- \* Tail cowl features the same triple-peak motif as the Ninja H2, further reinforcing the bike's high-class image. (Photo 25)



Accessory shown

- \* Compact LED rear turn signals complement the futuristic Ninja styling. Both front and rear turn signals use clear lenses for a high-quality look. (Photo 26)



- \* LED taillight design inspired by the championship-winning Ninja ZX-10R contributes to the rear's sharp impression.
- \* LED licence plate lamp completes the all-LED lighting package.

## Z Supernaked Styling

The new Z e-1 balances the aggressive styling of Z Supernaked models with a fresh, futuristic expression of Kawasaki EV models. Where ICE Supernaked models highlight the engine and exhaust as key styling elements, the more compact motor and lack of an exhaust system creates a much higher ground clearance, which is balanced by a lower "fuel tank." All-LED lighting contributes to a modern, high-tech image.



\* Sharp design of the front cowl is complemented by a compact, dark meter visor that adds to the aggressive, sporty looks. (Photo 27)



\* Bright LED headlamp illuminates a wide path while contributing to the Z e-1's sharp looks.

\* Compact LED front and rear turn signals complement the futuristic Z styling. Both front and rear turn signals use clear lenses for a high-quality look.

\* Elegant mirror stays mount the mirrors to the wide, flat handlebar.

\* In place of the radiator shrouds found the ICE Supernaked models – there is no radiator on the air-cooled Z e-1 – an attractive headpipe cover contributes to the sharp styling. (Photo 28)



\* Sharp front fender design features holes cut into the sides, contributing to the aggressive image.

\* The motor's terminal cover is an extension of the diagonal line created by the swingarm. The high ground clearance thanks to the absence of an exhaust system contributes to lightweight, nimble image ideal for an urban commuter.

\* Without needing to house fuel like ICE models, the height of the "fuel tank" (actually the storage box) could be made much lower, contributing to a lightweight image. (Photo 29)



\* Texture used on the battery case is a styling element unique to Kawasaki's EV models. (Photo 30)



\* Sculpted detail of the sharp, upswept tail cowl contributes to the bike's high-class image. (Photo 31)



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\* LED taillight design contributes to the rear's sharp impression. (Photo 32)



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\* LED licence plate lamp completes the all-LED lighting package.

## TFT Colour Instrumentation

4.3" all-digital TFT colour instrumentation gives the cockpit a high-tech, high-grade appearance.



Z e-1 shown

- \* High-grade full colour display features TFT (thin-film transistor) technology, delivering a high level of visibility. The screen's background colour automatically changes from white to black when ambient light is low, or it can be manually set to black or white per the rider's preference. Similarly, screen brightness is adjusted automatically to suit available ambient light, with two rider-selectable levels of brightness available.
- \* Display functions include: riding mode indicator, e-boost gauge, battery pack temperature gauge, battery pack charge level gauges, clock, connected device notifications (Bluetooth, mail, telephone), shift position indicator (N, D, F, R), speedometer, odometer, dual trip meters, current electric consumption, average electric consumption, cruising range, and a host of indicators.

## Smartphone Connectivity

Bluetooth technology built into the instrument panel enables riders to connect to their motorcycle wirelessly. Using the smartphone application “RIDEOLOGY THE APP MOTORCYCLE,” a number of instrument functions can be accessed, contributing to an enhanced motorcycling experience.

\* A number of functions are available:

- **Vehicle Info:** information such as battery state of charge, odometer, maintenance schedule, etc can be viewed via the smartphone.
- **Riding Log:** GPS route information as well as vehicle running information can be logged and viewed via the smartphone.
- **Telephone notices:** when a call or mail is received by the smartphone, this is indicated on the instrument display.
- **Tuning – General Settings:** general instrument display settings (such as preferred units, date, date format, etc) can be adjusted via the smartphone.
- **Communication (Sharing):** rider profile, location and riding logs can be shared with other RIDEOLOGY THE APP MOTORCYCLE users, allowing riders to interact with other like-minded riders.
- **Ranking:** statistics like distance travelled can be tracked and reviewed. Rider’s statistics can also be ranked against other riders using the app.
- **Maintenance Log:** maintenance history like oil changes, consumable parts replacement, and periodic inspections can be managed.

\* Please refer to the “RIDEOLOGY THE APP MOTORCYCLE” App Info for more detailed function information.

## Other Convenient Features

- \* In place of a fuel tank, the Ninja e-1 and Z e-1 feature a handy storage box. Lifting the storage box cover reveals 5 litres of easy-access space for small items like gloves or rain gear. The compartment can hold up to 3 kg. (Photo 33)



Z e-1 shown

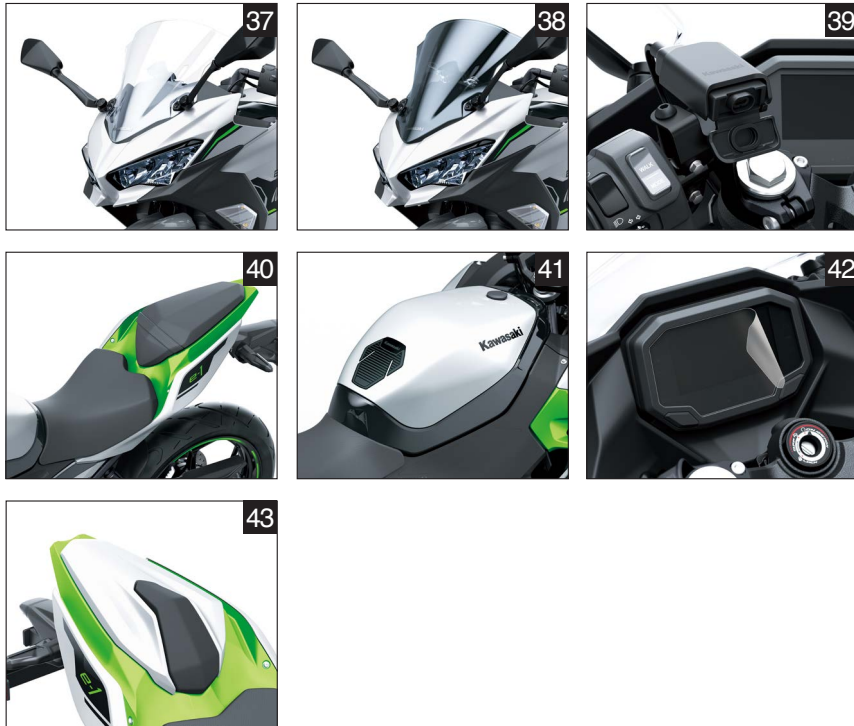
- \* Under-seat storage compartment has two levels for a more efficient use of space. The space is sufficiently large to accommodate a U-lock or the accessory offboard charging adaptor.
- \* Convenient hooks built into the heel guards of the passenger footpegs, and on the underside of the tail cowl facilitate tying down luggage with bungee cords or nets.

## Numerous Accessories

- \* Accessory battery charging equipment includes: battery charger (and cable), charging dock, offboard charging adaptor. (Photos 34-36)



\* Kawasaki genuine accessories for the Ninja e-1 include: large windshield (clear/smoke), USB outlet, ERGO-FIT high seat (+30 mm), tank pad, wheel rim tape, scratch resistant film for the TFT meter, pillion seat cover, helmet lock, and U-lock. (Photos 37-43)



\* Kawasaki genuine accessories for the Z e-1 include: meter cover, USB outlet, ERGO-FIT high seat (+30 mm), tank pad, scratch resistant film for the TFT meter, pillion seat cover, wheel rim tape, U-lock, and helmet lock. (Photos 44-49)



**COLOUR(S)****Ninja e-1:**

\* Metallic Bright Silver / Metallic Matte Lime Green / Ebony

**Z e-1:**

\* Metallic Bright Silver / Metallic Matte Lime Green / Ebony



## SPECIFICATIONS

### Ninja e-1

| DIMENSIONS                 |          |
|----------------------------|----------|
| Overall length             | 1,980 mm |
| Overall width              | 690 mm   |
| Overall height             | 1,105 mm |
| Wheelbase                  | 1,370 mm |
| Road clearance             | 160 mm   |
| Seat height                | 785 mm   |
| Curb mass (with batteries) | 140 kg   |

| PERFORMANCE          |  |
|----------------------|--|
| Rated power          | 5.0 kW {6.8 PS} / 2,800 min <sup>-1</sup>        |
| Max. power           | 9.0 kW {12 PS} / 2,600-4,000 min <sup>-1</sup>   |
| Max. torque          | 40.5 N·m {4.1 kgf·m} / 0-1,600 min <sup>-1</sup> |
| Max. speed:          |  |
| ECO Mode             | 64 km/h  |
| ECO Mode + e-boost   | 75 km/h  |
| ROAD Mode            | 88 km/h  |
| ROAD Mode + e-boost  | 99* km/h   |
| Electric consumption | 49 Wh/km [WMTC Class 1]                          |
| Range                | 72 km [WMTC Class 1]                             |
|                      | *Speed limited                                   |



## Ninja e-1

| MOTOR                     |   |
|---------------------------|---|
| Type                      | Air-cooled, interior permanent magnet synchronous motor |
| TRACTION BATTERY          |   |
| Type                      | Lithium-ion battery pack x2                             |
| Nominal Voltage           | 50.4 V  |
| Total Nominal Capacity    | 30 Ah x2  |
| Total battery weight      | 11.5 kg x2  |
| Charging time (0 to 100%) | 3.7 h x2  |
| DRIVETRAIN                |   |
| Driving system            | Chain   |
| Transmission              | -   |
| Primary reduction ratio   | 3.211 (61/19)   |
| Final reduction ratio     | 3.867 (58/15)   |

| FRAME                       |  |
|-----------------------------|--|
| Type                        | Trellis, high-tensile steel  |
| Suspension:                 | Front<br>Rear  |
|                             | ø41 mm telescopic fork<br>Bottom-Link Uni Trak, gas-charged shock with adjustable spring preload |
| Wheel travel:               | Front<br>Rear  |
|                             | 120 mm<br>133 mm   |
| Caster (Rake angle)         | 24.4°  |
| Trail                       | 93 mm  |
| Steering angle (left/right) | 35° / 35°  |
| Tyre:                       | Front<br>Rear  |
|                             | 100/80-17M/C 52S<br>130/70-17M/C 62S   |
| Brakes: Front Type          | Single ø290 mm disc<br>(Effective diameter: ø263 mm)   |
| Caliper                     | Dual-piston  |
| Rear Type                   | Single ø220 mm disc<br>(Effective diameter: ø193 mm)   |
| Caliper                     | Dual-piston  |

## KAWASAKI TECHNOLOGY



The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Motors, Ltd. reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets. Available colours may vary by market.

## SPECIFICATIONS

### Z e-1

| DIMENSIONS                 |          |
|----------------------------|----------|
| Overall length             | 1,980 mm |
| Overall width              | 730 mm   |
| Overall height             | 1,035 mm |
| Wheelbase                  | 1,370 mm |
| Road clearance             | 170 mm   |
| Seat height                | 785 mm   |
| Curb mass (with batteries) | 135 kg   |

| PERFORMANCE          |  |
|----------------------|--|
| Rated power          | 5.0 kW {6.8 PS} / 2,800 min <sup>-1</sup>        |
| Max. power           | 9.0 kW {12 PS} / 2,600-4,000 min <sup>-1</sup>   |
| Max. torque          | 40.5 N·m {4.1 kgf·m} / 0-1,600 min <sup>-1</sup> |
| Max. speed:          |  |
| ECO Mode             | 62 km/h  |
| ECO Mode + e-boost   | 72 km/h  |
| ROAD Mode            | 85 km/h  |
| ROAD Mode + e-boost  | 99* km/h   |
| Electric consumption | 49 Wh/km [WMTC Class 1]                          |
| Range                | 72 km [WMTC Class 1]                             |
|                      | *Speed limited                                   |

**Z e-1**

| <b>MOTOR</b>              |   |
|---------------------------|---|
| Type                      | Air-cooled, interior permanent magnet synchronous motor |
| <b>TRACTION BATTERY</b>   |   |
| Type                      | Lithium-ion battery pack x2                             |
| Nominal Voltage           | 50.4 V  |
| Total Nominal Capacity    | 30 Ah x2  |
| Total battery weight      | 11.5 kg x2  |
| Charging time (0 to 100%) | 3.7 h x2  |
| <b>DRIVETRAIN</b>         |   |
| Driving system            | Chain   |
| Transmission              | -   |
| Primary reduction ratio   | 3.211 (61/19)   |
| Final reduction ratio     | 3.867 (58/15)   |

| <b>FRAME</b>                |  |
|-----------------------------|--|
| Type                        | Trellis, high-tensile steel  |
| Suspension:                 | Front<br>Rear  |
|                             | ø41 mm telescopic fork<br>Bottom-Link Uni Trak, gas-charged shock with adjustable spring preload |
| Wheel travel:               | Front<br>Rear  |
|                             | 120 mm<br>133 mm   |
| Caster (Rake angle)         | 24.4°  |
| Trail                       | 93 mm  |
| Steering angle (left/right) | 35° / 35°  |
| Tyre:                       | Front<br>Rear  |
|                             | 100/80-17M/C 52S<br>130/70-17M/C 62S   |
| Brakes:                     | Front Type   |
|                             | Single ø290 mm disc<br>(Effective diameter: ø263 mm)   |
|                             | Caliper<br>Dual-piston   |
|                             | Rear Type  |
|                             | Single ø220 mm disc<br>(Effective diameter: ø193 mm)   |
|                             | Caliper<br>Dual-piston   |

## KAWASAKI TECHNOLOGY



The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Motors, Ltd. reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets. Available colours may vary by market.