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- (81) 指定国(除另有指明, 要求每一种可提供的国家保护): AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BN, BR, BW, BY, BZ, CA, CH, CL, CN, CO, CR, CU, CV, CZ, DE, DJ, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IQ, IR, IS, IT, JM, JO, JP, KE, KG, KH, KN, KP, KR, KW, KZ, LA, LC, LK, LR, LS, LU, LY, MA, MD, MG, MK, MN, MU, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PA, PE, PG, PH, PL, PT, QA, RO, RS, RU, RW, SA, SC, SD, SE, SG, SK, SL, ST, SV, SY, TH, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, WS, ZA, ZM, ZW。
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(54) Title: WHEEL-SIDE DUAL MOTOR DRIVING SYSTEM OF MOTORCYCLE

(54) 发明名称: 一种摩托车轮边双电机驱动系统

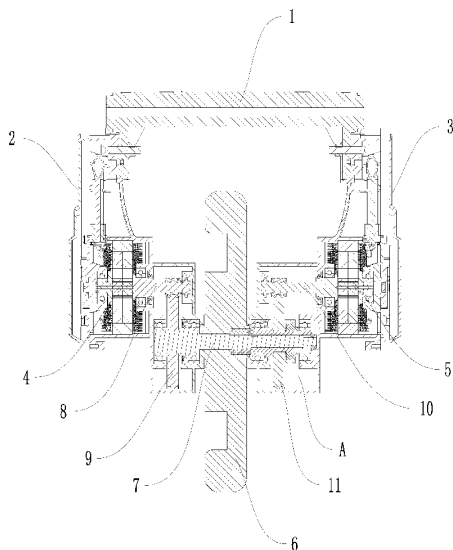


图2

(57) Abstract: A wheel-side dual motor driving system of a motorcycle, comprising a swingarm mounting base (1) connected with a frame, a left power swingarm housing (2) and a right power swingarm housing (3) being arranged at the two sides of the swingarm mounting base (1). A left driving motor (4) is provided inside the left power swingarm housing (2), and a right driving motor (5) is provided inside the right power swingarm housing (3), the left driving motor (4) and the right driving motor (5) being both in transmission connection to an output shaft (7) of a driving wheel (6), and the right driving motor (5) and the output shaft (7) being in one-way transmission. A mid-drive motor or a hub motor in conventional design is replaced by two smaller wheel-side motors, such that the overall weight distribution of the motorcycle is more reasonable and the control performance is better, and the space occupied by the motor is reduced, thus allowing for the mounting of a larger battery, and increasing the range; the system improves the waterproof performance of the motors and achieves power saving by means of independent left and right driving; the integrated design makes the overall appearance of the motorcycle more harmonious and attractive.

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HU, IE, IS, IT, LT, LU, LV, MC, ME, MK, MT, NL, NO,
PL, PT, RO, RS, SE, SI, SK, SM, TR), OAPI (BF, BJ, CF,
CG, CI, CM, GA, GN, GQ, GW, KM, ML, MR, NE, SN,
TD, TG)。

本国际公布:
— 包括国际检索报告(条约第21条(3))。

(57) 摘要: 一种摩托车轮边双电机驱动系统, 包括与车架连接的后叉固定座(1), 所述后叉固定座(1)的两侧设置有左动力平叉壳体(2)和右动力平叉壳体(3), 所述左动力平叉壳体(2)内设置有左驱动电机(4), 所述右动力平叉壳体(3)内设置有右驱动电机(5), 所述左驱动电机(4)和右驱动电机(5)均与驱动轮(6)的输出轴(7)传动连接, 且右驱动电机(5)与输出轴(7)之间为单向传动, 将常规设计的中置电机或轮毂电机分成二个较小的轮边电机, 使整车重量分布更合理, 操控性能更好; 也减少了电机的占用空间, 可以放置更大的电池, 增加续行里程; 提高电机防水性能; 左右独立驱动更省电; 一体化的设计使整车外观更协调美观。