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(54) **BOGIE AND RAIL VEHICLE**

(57) Provided are a bogie and a rail vehicle. The bogie comprises: two wheel sets arranged in parallel, the wheel set comprising an axle (11) and two wheels (12) symmetrically arranged on the axle (11); two side beams (2) spanning over the two wheel sets, the two side beams (2) being parallel with each other; axle boxes (13) arranged on the wheel sets, located under the side beams (2), and configured to support the side beams (2); two connection bases (3) each arranged at a middle part of one side beam (2); and a traction device (4) connected between the two connection bases (3), the traction device (4) being further configured to be connected to a vehicle body. The bogie and the rail vehicle can reduce the assembly difficulty of the bogie.

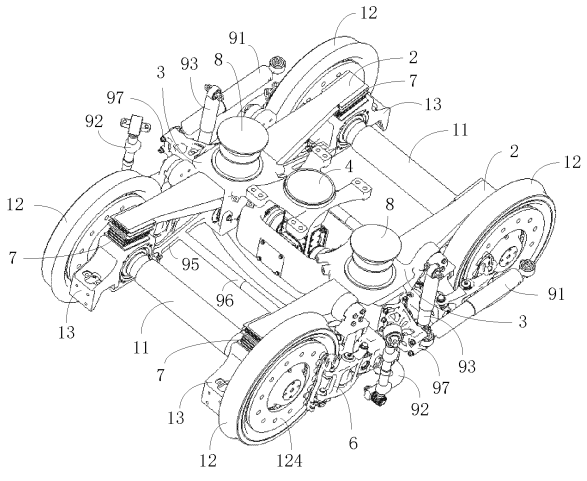

FIG. 1

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Description

TECHNICAL FIELD

[0001] This application relates to a rail vehicle running technology, and in particular, to a bogie and a rail vehicle.

BACKGROUND

[0002] Rail vehicles are an important transportation link connecting cities, and have gradually become the main means of transportation in cities. Rail vehicles are also the main carrier for cargo transportation. The rail vehicle mainly includes: a vehicle body and a bogie arranged under the vehicle body. The bogie is configured to carry the vehicle body and enable the functions of running and steering.

[0003] A traditional bogie mainly includes: a frame, wheel sets, a traction device, braking devices and buffer devices. A powered bogie also includes driving devices. The frame functions as a main frame of the bogie, and the other parts are associated with the frame. The frame is usually of an "H"-shaped structure consisting of two parallel side beams and a cross beam connected between middle parts of the two side beams. The frame itself is manufactured as a whole, and in the subsequent process of assembling other parts, the frame is also hoisted as a whole. Because the frame has a large overall size and a relatively heavy weight, its hoisting process is onerous, and after the frame is hoisted in place, the process of alignment is also relatively difficult. For this reason, the assembly of the traditional bogie is difficult, and it requires a lot of manpower and material resources and takes a long time.

SUMMARY

[0004] Embodiments of this application provide a bogie and a rail vehicle, which can reduce the assembly difficulty of the bogie.

[0005] An embodiment of a first aspect of this application provides a bogie, including:

two wheel sets arranged in parallel, the wheel set including an axle and two wheels symmetrically arranged on the axle;
two side beams spanning over the two wheel sets, the two side beams being parallel with each other;
axle boxes arranged on the wheel sets, located under the side beams, and configured to support the side beams;
two connection bases each arranged at a middle part of one side beam; and
a traction device connected between the two connection bases, the traction device being further configured to be connected to a vehicle body.

[0006] An embodiment of a second aspect of the present application provides a rail vehicle, including: the bogie as described above.

[0007] According to the technical solution of the embodiment of this application, two independent side beams span over the two wheel sets, the two side beams are parallel to each other, and ends of the side beams are located above the axle boxes and supported by the axle boxes; one connection base is arranged at the middle part of each side beam, and the traction device is connected between the two connection bases to provide a traction or braking force for the vehicle body. Since the two side beams are independent, the advantages of small size, light weight and low manufacturing difficulty are achieved. In the subsequent assembly process with other parts, the side beams can be hoisted easily and conveniently, which can simplify the operation of alignment.

BRIEF DESCRIPTION OF THE DRAWINGS

[0008] The drawings described herein are intended to provide a further understanding of this application and constitute a part of this application. The illustrative embodiments of this application and the description thereof are for explaining this application and do not constitute an undue limitation of this application. In the figures:

FIG. 1 is a schematic structural diagram of a bogie according to a first embodiment of this application;
FIG. 2 is a top view of the bogie according to the first embodiment of this application;
FIG. 3 is an outside schematic diagram of a connection base according to a second embodiment of this application;
FIG. 4 is an inside schematic diagram of the connection base according to the second embodiment of this application;
FIG. 5 is an outside schematic diagram of an assembly of a side beam and the connection base according to the second embodiment of this application;
FIG. 6 is an inside schematic diagram of the assembly of the side beam and the connection base according to the second embodiment of this application;
FIG. 7 is an exploded view of the connection base according to the second embodiment of this application;
FIG. 8 is a schematic structural diagram of the side beam according to the second embodiment of this application;
FIG. 9 is a two-dimensional side view of the side beam according to the second embodiment of this application;
FIG. 10 is an exploded view of an assembly form of the side beam and the connection base according to the second embodiment of this application;
FIG. 11 is a cross-sectional view of the assembly form of the side beam and the connection base ac-

cording to the second embodiment of this application;

FIG. 12 is an exploded view of another assembly form of the side beam and the connection base according to the second embodiment of this application;

FIG. 13 is a first cross-sectional view of another assembly form of the side beam and the connection base according to the second embodiment of this application;

FIG. 14 is a second cross-sectional view of another assembly form of the side beam and the connection base according to the second embodiment of this application;

FIG. 15 is a schematic structural diagram of a secondary suspension device according to the second embodiment of this application;

FIG. 16 is a cross-sectional view of the secondary suspension device according to the second embodiment of this application;

FIG. 17 is a schematic structural diagram of a primary suspension device according to the second embodiment of this application;

FIG. 18 is a cross-sectional view of the primary suspension device according to the second embodiment of this application;

FIG. 19 is a cross-sectional view of an assembly of the primary suspension device and the side beam according to the second embodiment of this application;

FIG. 20 is an enlarged view of area A in FIG. 19;

FIG. 21 is an exploded view of the assembly of the primary suspension device and the side beam according to the second embodiment of this application;

FIG. 22 is a schematic structural diagram of an assembly of a traction device with the connection base and the side beam according to the second embodiment of this application;

FIG. 23 is a schematic structural diagram of the traction device according to the second embodiment of this application;

FIG. 24 is an exploded view of the traction device according to the second embodiment of this application;

FIG. 25 is a schematic structural diagram of a traction beam in the traction device according to the second embodiment of this application;

FIG. 26 is an enlarged view of area B in FIG. 24;

FIG. 27 is an exploded view of a traction buffer assembly in the traction device according to the second embodiment of this application;

FIG. 28 is a cross-sectional view of an assembly of the traction device and the connection base according to the second embodiment of this application;

FIG. 29 is an enlarged view of area C in FIG. 28;

FIG. 30 is an exploded view of another assembly form of the traction device and the connection base according to the second embodiment of this application;

FIG. 31 is a cross-sectional view of the other assembly form of the traction device and the connection base according to the second embodiment of this application;

FIG. 32 is an enlarged view of area D in FIG. 31;

FIG. 33 is a schematic structural diagram of a traction buffer connecting sleeve in the traction device according to the second embodiment of this application;

FIG. 34 is a schematic structural diagram of another traction device according to the second embodiment of this application;

FIG. 35 is an exploded view of another traction device according to the second embodiment of this application;

FIG. 36 is a schematic structural diagram of a traction beam in another traction device according to the second embodiment of this application;

FIG. 37 is a schematic structural diagram of a first buffer sleeve in another traction device according to the second embodiment of this application;

FIG. 38 is an inside schematic diagram of a connection base corresponding to another traction device according to the second embodiment of this application;

FIG. 39 is an exploded view of connection of another traction device and the corresponding connection base according to the second embodiment of this application;

FIG. 40 is a schematic structural diagram of the connection of another traction device and the corresponding connection base according to the second embodiment of this application;

FIG. 41 is a schematic structural diagram of a second buffer sleeve in another traction device according to the second embodiment of this application;

FIG. 42 is a schematic structural diagram of an arrangement of a simplex pull rod between the connection base and an axle box according to the second embodiment of this application;

FIG. 43 is an exploded view of an assembly of the simplex pull rod with a first pull rod connecting assembly and a second pull rod connecting assembly according to the second embodiment of this application;

FIG. 44 is an exploded view of an assembly of the simplex pull rod and the axle box according to the second embodiment of this application;

FIG. 45 is a schematic structural diagram of the assembly of the simplex pull rod and the axle box according to the second embodiment of this application;

FIG. 46 is a cross-sectional view of a first mandrel according to the second embodiment of this application;

FIG. 47 is an exploded view of an assembly of the

simplex pull rod and the connection base according to the second embodiment of this application;

FIG. 48 is a schematic structural diagram of the assembly of the simplex pull rod and the connection base according to the second embodiment of this application;

FIG. 49 is a schematic structural diagram of a wheel set and the axle box according to the second embodiment of the application;

FIG. 50 is a schematic structural diagram of a wheel according to the second embodiment of this application;

FIG. 51 is an exploded view of the wheel according to the second embodiment of this application;

FIG. 52 is a cross-sectional view of the wheel according to the second embodiment of this application;

FIG. 53 is an enlarged view of area E in FIG. 52;

FIG. 54 is a schematic structural diagram of a powered bogie according to the second embodiment of this application;

FIG. 55 is a top view of the powered bogie according to the second embodiment of this application;

FIG. 56 is a cross-sectional view of the wheel set, the axle boxes and driving devices according to the second embodiment of this application;

FIG. 57 is a schematic structural diagram of an assembly of a balance rod and the connection base according to the second embodiment of this application;

FIG. 58 is an exploded view of the assembly of the balance rod and the connection base according to the second embodiment of this application;

FIG. 59 is a schematic structural diagram of connection of a braking device and the connection base according to the second embodiment of this application;

FIG. 60 is a schematic structural diagram of the braking device according to the second embodiment of this application;

FIG. 61 is an exploded view of an assembly of a braking unit connector in the braking device and the connection base according to the second embodiment of this application;

FIG. 62 is a cross-sectional view of the assembly of the braking unit connector in the braking device and the connection base according to the second embodiment of this application;

FIG. 63 is a schematic structural diagram of connection of the connection base and various dampers according to the second embodiment of this application;

FIG. 64 is a schematic structural diagram of connection of a lateral damper with a traction pin and the connection base according to the second embodiment of this application;

FIG. 65 is a schematic structural diagram of a bogie according to a third embodiment of this application;

FIG. 66 is a schematic structural diagram of a side beam in the bogie according to the third embodiment of this application;

FIG. 67 is a side plan view of an assembly of the side beam and an axle box through a primary suspension device in the bogie according to the third embodiment of this application;

FIG. 68 is an exploded view of an assembly of one end of the side beam with the primary suspension device and the axle box in the bogie according to the third embodiment of this application;

FIG. 69 is a schematic structural diagram of the primary suspension device in the bogie according to the third embodiment of this application;

FIG. 70 is a cross-sectional view of the primary suspension device in the bogie according to the third embodiment of this application;

FIG. 71 is an exploded view of connection of the side beam and a connection base in the bogie according to the third embodiment of this application;

FIG. 72 is an outside view of the connection of the side beam and the connection base in the bogie according to the third embodiment of this application;

FIG. 73 is an inside view of the connection of the side beam and the connection base in the bogie according to the third embodiment of this application;

FIG. 74 is a schematic structural diagram of connection of the side beam, the connection base and a traction device in the bogie according to the third embodiment of this application;

FIG. 75 is a schematic structural diagram of an arrangement of a simplex pull rod between the connection base and the axle box in the bogie according to the thrid embodiment of this application; and

FIG. 76 is a schematic structural diagram of a powered bogie according to the third embodiment of this application.

Reference numerals:

[0009]

11-axle; 12-wheel; 121-wheel boss; 1211-axle hole; 1212-spoke plate; 1213-stepped surface; 1214-oil groove; 1215-oil filler hole; 122-wheel rim; 1221-tread; 1222-wheel flange; 1223-limiting flange; 1224-wheel ring assembling groove; 123-wheel ring; 1231-wheel ring notch; 124-brake disc; 13-axle box; 131-box body; 132-bearing; 133-pull rod threaded hole; 134-pull rod connecting protrusion;

2-side beam; 21-first beam plate; 22-second beam plate; 23-beam plate buffer; 231-first buffer gap; 24-side beam connecting pin; 25-primary positioning pin; 26-primary accommodating recess;

3-connection base; 31-first base body; 311-base body bottom plate; 312-base body connecting part; 313-base body weight reduction hole; 32-second base body; 321-base body top plate; 3211-side

beam connecting hole; 3212-balance rod connecting protrusion; 3213-balance rod threaded hole; 322-second base body inner side plate; 3221-traction beam connecting sleeve; 3222-connecting flange; 323-second base body outer side plate; 324-damper mounting portion; 331-base body connecting bolt; 332-base body connecting nut; 333-base body connecting gasket; 334-buffer connecting bolt; 34-traction beam mounting hole; 35-pull rod connecting column; 351-pull rod connecting hole; 36-brake mounting base; 361-second vertical mounting surface; 362-mounting base threaded hole; 363-support key; 4-traction device; 41-traction beam; 411-longitudinal frame; 4111-traction bolt connecting hole; 412-transverse frame; 4121-frame edge connecting hole; 42-traction pin; 421-vehicle body mounting portion; 422-vehicle body connecting hole; 43-traction buffer; 431-surrounding baffle plate; 432-traction buffer assembly; 4321-first metal connector; 4322-rubber connector; 4323-second metal connector; 4324-third metal connector ;434-traction buffer connecting bolt; 435-traction buffer adjusting gasket; 4351-gasket opening; 436-upper hoop; 437-lower hoop; 438-first buffer sleeve; 4381-first outer buffer sleeve; 4382-first inner buffer sleeve; 4383-first middle buffer sleeve; 4383a-deformation hole; 439-second buffer sleeve; 4391-second outer buffer sleeve; 4392-second inner buffer sleeve; 4393-second middle buffer sleeve; 44-traction connecting pin; 45-traction connecting bolt; 46-traction buffer connecting sleeve; 461-outer traction buffer sleeve; 462-inner traction buffer sleeve; 463-middle traction buffer sleeve; 464-buffer gap;

5-driving device; 51-direct drive motor; 511-motor housing; 512-rotor; 52-balance rod; 521-balance rod connecting hole; 531-balance rod mandrel; 5311-balance rod mandrel connecting hole; 532-balance rod connecting bolt;

6-braking device; 61-braking unit; 62-braking unit connector; 621-first vertical mounting surface; 622-brake connector bolt hole; 623-brake connecting bolt; 624-support groove;

7-primary suspension device; 71-first suspension assembly; 72-second suspension assembly; 701-primary rigid support layer; 702-primary elastic buffer layer; 703-primary positioning hole; 704-primary rigid support base layer;

8-secondary suspension device; 81-secondary rigid support layer; 82-secondary elastic buffer layer; 83-secondary connecting hole;

91-anti-yaw damper; 92-anti-roll torsion bar; 93-vertical damper; 94-lateral damper; 95-simplex pull rod; 951-first pull rod hole; 952-second pull rod hole; 95a1-first mandrel; 95a11-first mandrel bolt hole; 95a12-first mandrel body; 95a13-first outer mandrel sleeve; 95a14-first mandrel buffer sleeve; 95a2-pull rod connecting stud; 95a3-first pull rod connecting nut; 95b1-second mandrel; 95b11-second mandrel bolt hole; 95b2-pull rod connecting bolt; 95b3-second pull rod connecting nut; 96-anti-roll link; 97-damper mounting base.

DETAILED DESCRIPTION

[0010] To make the technical solutions and advantages of this application clearer, the exemplary embodiments of this application will be described in further detail below with reference to the accompanying drawings. Obviously, the described embodiments are only a part, not exhaustive of all embodiments of this application. It should be noted that embodiments in this application and the features in the embodiments may be combined with each other without conflict.

First embodiment

[0011] This embodiment provides a bogie which can be applied to a rail vehicle. The rail vehicle may be a diesel locomotive or an electric locomotive, and may be an EMU, a subway train, a light-rail train, a tramcar, or the like.

[0012] FIG. 1 is a schematic structural diagram of a bogie according to the first embodiment of this application; and FIG. 2 is a top view of the bogie according to the first embodiment of this application. As shown in FIGS. 1 and 2, the bogie according to this embodiment includes wheel sets, side beams, axle boxes, connection bases, a traction device, or the like.

[0013] Wherein, two wheel sets are provided and arranged in parallel. The wheel set includes an axle 11 and wheels 12, and two wheels 12 are provided and symmetrically arranged on the axle. The axle 11 is connected with the wheels 12, and rotation of the axle 11 can drive the wheels 12 to rotate synchronously. Two axle boxes 13 are provided and symmetrically arranged on the axle 11. A bearing is arranged between the axle box 13 and the axle 11, so that the axle 11 can rotate relative to the axle box 13. In this embodiment, a direction of a centerline of the axle 11 is referred to as a lateral direction, a direction in which the rail vehicle travels is referred to as a longitudinal direction, and a direction which is perpendicular to a horizontal plane is referred to as a vertical direction.

[0014] Two side beams 2 are provided and independent of each other. The two side beams are parallel, extend in the longitudinal direction, and respectively span over the two wheel sets. Two ends of the side beam 2 are located above the axle box 13, and the axle box 13 is configured to support the side beam 2.

[0015] One connection base 3 is arranged at the middle part of each side beam 2, the traction device 4 is connected between the two connection bases 3, and a top of the traction device 4 is further configured to be connected to a vehicle body. The traction device 4 is configured to transmit a traction force or braking force to the vehicle body. A buffer device may be arranged be-

tween the connection base 3 and the vehicle body and configured to support the vehicle body and transmit a vertical force.

[0016] If the bogie is provided with driving devices, the bogie is regarded as a powered bogie; if without a driving device, the bogie is regarded as a non-powered bogie. The bogie may further be provided with braking devices for clamping the wheels 12 to carry out braking in a braking state.

[0017] The transmission path of the vertical force of the bogie is: vehicle body-connection base-side beam-axle box-axle-wheel-track. The transmission path of a lateral force is: vehicle body-connection base and side beam-axle box-axle-wheel-track, and vehicle body-traction device-connection base and side beam-axle box-axle-track. The transmission path of the braking force is: braking device-wheel-axle-axle box-connection base and side beam-traction device-vehicle body. The transmission path of the longitudinal force (traction force) of the powered bogie is: driving device-axle-axle box-connection base and side beam-traction device-vehicle body.

[0018] According to the technical solution of this embodiment, two independent side beams span over the two wheel sets, the two side beams are parallel to each other, and ends of the side beams are located above the axle boxes and supported by the axle boxes; one connection base is arranged at the middle part of each side beam, and the traction device is connected between the two connection bases to provide the traction force or braking force for the vehicle body. Since the two side beams are independent, the advantages of small size, light weight and low manufacturing difficulty are achieved. In the subsequent assembly process with other parts, the bogie can be hoisted easily and conveniently, which can simplify the operation of alignment.

[0019] The connection base 3 can be provided with corresponding connecting openings for connection with a driving device 5 and a braking device 6. The bogie may further be provided with structures, such as a lateral damper, a vertical damper, an anti-yaw damper, and an anti-roll torsion bar, all of which can be connected to the connection base 3.

[0020] A primary suspension device 7 may be arranged between the side beam 2 and the axle box 13 to buffer the vertical force between the side beam 2 and the axle box 13. A secondary suspension device 8 may be arranged on the connection base 3 to support the vehicle body and also to buffer the vertical force between the vehicle body and the connection base 3.

Second embodiment

[0021] This embodiment provides a specific implementation of a bogie.

[0022] As shown in FIGS. 1 and 2, the bogie according to this embodiment includes two mutually independent side beams 2, and the two side beams 2 are parallel and extend in the longitudinal direction. The axle box 13 is located at an inner side of the wheel 12 and is close to the wheel 12. An end of the side beam 2 is connected to the axle box 13 through the primary suspension device 7, and the primary suspension device 7 functions to support the side beam 2 and buffer a vertical force.

[0023] One connection base 3 is arranged at the middle part of each side beam 2, and a secondary suspension device 8 is arranged at the top of the connection base 3. The secondary suspension device 8 is connected to the vehicle body at the top and functions to support the vehicle body and buffer the vertical force.

[0024] The traction device 4 is connected between the two connection bases 3 and configured to transmit a lateral force. The traction device 4 is connected with the vehicle body at the top and configured to transmit a traction force or braking force to the vehicle body.

[0025] An outer surface of the connection base 3 is provided with brake mounting bases for mounting the braking devices 6. A braking unit in the braking device 6 extends to two sides of the wheel 12 and clamps the wheel 12 to carry out braking in a braking state.

[0026] The outer surface of the connection base 3 is provided with a damper mounting portion 324 for connecting an anti-yaw damper 91, an anti-roll torsion bar 92 and a vertical damper 93.

[0027] A detailed description of each part in the bogie is provided as follows.

[0028] First, the implementation of the connection base 3 will be described in detail. FIG. 3 is an outside schematic diagram of the connection base according to the second embodiment of this application; and FIG. 4 is an inside schematic diagram of the connection base according to the second embodiment of this application. FIG. 3 is obtained from the view angle of the outside of the bogie, and FIG. 4 is obtained from the view angle of the inside of the bogie. As shown in FIGS. 3 and 4, the connection base 3 is of a box-shaped structure and is transparent in its longitudinal direction.

[0029] FIG. 5 is an outside schematic diagram of an assembly of the side beam and the connection base according to the second embodiment of this application; and FIG. 6 is an inside schematic diagram of the assembly of the side beam and the connection base according to the second embodiment of this application. As shown in FIGS. 5 and 6, the side beam 2 passes through the connection base 3, and the top inner surface of the connection base 3 and a second beam plate 22 come into contact and assembled.

[0030] The connection base 3 can be of an integral structure, or can be an assembly of several parts. This embodiment provides a specific implementation of the connection base 3. FIG. 7 is an exploded view of the connection base according to the second embodiment of this application. As shown in FIG. 7, the connection base 3 mainly includes a first base body 31 and a second base body 32. The second base body 32 is located above the first base body 31 and connected with the first base

body 31 to form the box-shaped structure. The first base body 31 and the second base body 32 define a passage through which the side beam 2 can pass.

[0031] Specifically, the second base body 32 mainly includes: a base body top plate 321, a second base body inner side plate 322, and a second base body outer side plate 323. The base body top plate 321 is parallel to the horizontal plane and is generally rectangular; in other words, the base body top plate 321 has four edges. An edge of the base body top plate 321 at a side facing the traction device is referred to as a lateral inner edge, and an edge at a side away from the traction device is referred to as a lateral outer edge.

[0032] The second base body inner side plate 322 is perpendicular to the lateral direction, and the top thereof is connected to the lateral inner edge of the base body top plate 321. The second base body outer side plate 323 is perpendicular to the lateral direction, and the top thereof is connected to the lateral outer edge of the base body top plate 321. A lateral distance between the second base body inner side plate 322 and the second base body outer side plate 323 is greater than a lateral width of the middle part of the side beam 2, so that the side beam 2 can pass through a gap between the second base body inner side plate 322 and the second base body outer side plate 323.

[0033] The first base body 31 mainly includes: a base body bottom plate 311 and base body connecting parts 312. The base body bottom plate 311 is substantially parallel to the horizontal direction, and is substantially rectangular. A bottom end of the base body connecting part 312 is connected to the base body bottom plate 311 and a top end of the base body connecting part 312 is configured to be connected with the second base body 32. Specifically, four base body connecting parts 312 are provided and symmetrically arranged pairwise on inner and outer edges of the base body bottom plate 311 and are close to top corners.

[0034] A distance between inner surfaces of the two base body connecting parts 312 symmetrically arranged on inner and outer sides is greater than the distance between outer surfaces of the above-mentioned second base body inner side plate 322 and second base body outer side plate 323, so that the second base body inner side plate 322 and the second base body outer side plate 323 can be inserted between the two base body connecting parts 312 symmetrically arranged on the inner and outer sides.

[0035] Connection between the first base body 31 and the second base body 32 may be implemented by means of welding, bolting, or the like. In this embodiment, the connection is implemented by means of bolting, or the like. Specifically, bolt holes are respectively formed in the second base body inner side plate 322 and the second base body outer side plate 323, and bolt holes are correspondingly formed in the base body connecting parts 312. A base body connecting bolt 331 passes through the bolt hole in the base body connecting part 312 and the bolt hole in the second base body inner side plate 322 (or the second base body outer side plate 323) in sequence, and is then fixed with a base body connecting nut 332, referring to an assembly centerline in FIG. 7.

[0036] In the case of connection by virtue of the above-mentioned base body connecting bolt 331, a necessary number of base body connecting gaskets 333 can be appropriately arranged to meet the assembly requirements and reach the assembly standard.

[0037] The first base body 31 may be appropriately provided with a base body weight reduction hole 313 to reduce the weight of the connection base 3, which facilitates reduction of the weight of the entire bogie.

[0038] Next, the implementation of the side beam 2 will be described in detail. FIG. 8 is a schematic structural diagram of the side beam according to the second embodiment of this application; and FIG. 9 is a two-dimensional side view of the side beam according to the second embodiment of this application. As shown in FIGS. 5, 6, 8 and 9, the side beam 2 is of a double-layer plate structure; that is, the side beam 2 includes a first beam plate 21, a second beam plate 22, and a beam plate buffer 23. The first beam plate 21 and the second beam plate 22 are arranged in sequence along the vertical direction, and the second beam plate 22 is located above the first beam plate 21. A predetermined distance is set between the first beam plate 21 and the second beam plate 22. The beam plate buffer 23 is located between the first beam plate 21 and the second beam plate 22 at the middle part of the first beam plate 21.

[0039] Using the beam plate buffer 23 can buffer a vertical force between the first beam plate 21 and the second beam plate 22. The side beam 2 of this structure can improve the vertical buffering effect, so that the vehicle body has less vibration and better riding comfort. Alternatively, the primary suspension device 7 in the traditional bogie can also be omitted, and a better buffering effect can be achieved by using the above-mentioned side beam 2.

[0040] This embodiment provides an implementation of the beam plate buffer 23 as follows. The beam plate buffer 23 can be made of a material with certain elasticity. For example, the beam plate buffer 23 is configured as a plate-shaped rubber part and matches the first beam plate 21 in shape; a lateral width of the beam plate buffer 23 matches a middle width of the first beam plate 21, and the thickness and density of the beam plate buffer 23 determine the buffering effect. An upper surface of the beam plate buffer 23 is closely attached to the second beam plate 22, and a lower surface of the beam plate buffer 23 is closely attached to the first beam plate 21.

[0041] When the vehicle body is unloaded, the beam plate buffer 23 reaches a maximum thickness; in other words, the distance between the first beam plate 21 and the second beam plate 22 reaches a maximum value. When the vehicle body is loaded, the beam plate buffer 23 is compressed by the vertical force, and then, the second beam plate 22 moves downward accordingly. The

distance between the second beam plate 22 and the first beam plate 21 decreases as the load of the vehicle body increases until an elastic limit of the beam plate buffer 23 is reached, and then, the distance between the second beam plate 22 and the first beam plate 21 is also reduced to a minimum limit. By using the above-mentioned way of matching the beam plate buffer 23 with the side beam, the side beam has multi-level rigidity in the vertical direction, which can adapt to different loads of the vehicle body and achieve a better buffering effect.

[0042] When the rail vehicle runs, the vibration of the wheel 12 is transmitted to the vehicle body through the axle 11, the axle box 13, the first beam plate 21, the beam plate buffer 23, the second beam plate 22, the connection base 3, and the secondary suspension device 8 in sequence. The beam plate buffer 23 can buffer the vibration, thereby reducing the vibration of the vehicle body and improving the riding comfort.

[0043] FIG. 10 is an exploded view of an assembly form of the side beam and the connection base according to the second embodiment of this application; and FIG. 11 is a cross-sectional view of the assembly form of the side beam and the connection base according to the second embodiment of this application. As shown in FIGS. 10 and 11, the second base body inner side plate 322 and the second base body outer side plate 323 in the second base body 32 respectively extend downward from two sides of the side beam 2 to be connected with the base body connecting part 312 in the first base body 31, so that the side beam 2 is limited within an area defined by the first base body 31 and the second base body 32.

[0044] This embodiment provides another implementation of the beam plate buffer 23 as follows.

[0045] FIG. 12 is an exploded view of another assembly form of the side beam and the connection base according to the second embodiment of this application; FIG. 13 is a first cross-sectional view of another assembly form of the side beam and the connection base according to the second embodiment of this application; and FIG. 14 is a second cross-sectional view of another assembly form of the side beam and the connection base according to the second embodiment of this application. The first base body 31 in the connection base 3 is omitted in FIG. 12. As shown in FIGS. 12 to 14, the beam plate buffer 23 can be made of a metal material or another rigid material with higher hardness, and is connected to the connection base 3. The size and shape of the beam plate buffer 23 can be set according to the shape of the middle part of the side beam 2.

[0046] The connection between the beam plate buffer 23 and the connection base 3 may be implemented by means of welding, bolting, clamping, riveting, or the like. In this embodiment, screw connection is adopted. Specifically, bolt holes are correspondingly formed in the second base body inner side plate 322 and the second base body outer side plate 323, and threaded hole s are respectively formed in two lateral end surfaces of the beam plate buffer 23. A buffer connecting bolt 334 is used to pass through the bolt hole in the second base body inner side plate 322 (or the second base body outer side plate 323) and is then screwed into the threaded hole of the beam plate buffer 23 for fixing, referring to an assembly centerline in FIG. 12.

[0047] The connection position of the beam plate buffer 23 on the connection base 3 can be set according to the thickness of the second beam plate 22, and the thickness of the beam plate buffer 23 can be set according to the distance between the first beam plate 21 and the second beam plate 22. The upper surface of the beam plate buffer 23 is always in contact with the lower surface of the second beam plate 22 without a gap therebetween. When the vehicle body load borne by the bogie is a first load, a first buffer gap 231 is formed between the lower surface of the beam plate buffer 23 and the upper surface of the first beam plate 21. When the first load is zero, the vertical height of the first buffer gap 231 reaches the maximum, referring to FIG. 13. When the load of the vehicle body gradually increases, a vertical pressure applied to the connection base 3 and the second beam plate 22 gradually increases, the connection base 3, the second beam plate 22 and the beam plate buffer 23 move downward together, and the vertical height of the first buffer gap 231 gradually decreases. When the vehicle body load borne by the bogie is a second load, the beam plate buffer 23 descends to come into contact with the first beam plate 21. The second load is greater than the first load. As the load of the vehicle body gradually increases, the beam plate buffer 23 gradually moves downward to come into contact with the first beam plate 21, referring to FIG. 14. By using the above-mentioned way of matching the beam plate buffer 23 with the side beam, the side beam has multi-level rigidity in the vertical direction, which can adapt to different loads of the vehicle body and achieve a better buffering effect.

[0048] Further, the first beam plate 21 and the second beam plate 22 can also be made of a carbon fiber, a glass fiber and other fiber materials as a plate-shaped structure, thereby achieving better elastic deformation. In this embodiment, the first beam plate 21 and the second beam plate 22 are both carbon fiber plates. When the load of the vehicle body continues to increase, the first beam plate 21 and the second beam plate 22 can elastically deform themselves, thus further improving the buffering effect. Moreover, the side beam made of the fiber material is light in weight, which is beneficial to reducing the weight of the bogie.

[0049] In terms of the lateral width, the first beam plate 21 is wide in the middle and narrow at two ends, and in terms of the vertical thickness, the first beam plate 21 is thick in the middle and thin at two ends. The middle part of the first beam plate 21 is recessed downward to form a fish belly shape, which improves the strength of the middle part. In terms of the lateral width, the second beam plate 22 is wide in the middle and narrow at two ends, and in term s of the vertical thickness, the second beam

plate 22 is thick in the middle and thin at two ends. The middle part of the second beam plate 21 is recessed downward to form a fish belly shape, which improves the strength of the middle part.

[0050] The above-mentioned side beam 2 and the connection base 3 can be assembled in various ways. The side beam 2 and the connection base 3 can be fixedly connected or can be movably connected. This embodiment provides a specific connection manner: as shown in FIGS. 8, 9, 10 and 12, the upper surface of the second beam plate 22 is provided with a side beam connecting pin 24 extending upward. As shown in FIGS. 3 , 4 and 7, a side beam connecting hole 3211 is correspondingly formed at the top of the connection base 3 (specifically, in the base body top plate 321). The side beam connecting pin 24 passes upward through the side beam connecting hole 3211 to limit the horizontal movement of the side beam 2, referring to FIGS. 6, 11, 13 and 14.

[0051] The connection between the secondary suspension device 8 and the connection base 3 can be set as follows on the basis of the above-mentioned implementation. A secondary connecting hole is formed at the bottom of the secondary suspension device 8. The above-mentioned side beam connecting pin 24 passes upward through the connection base 3 and is inserted into the secondary connecting hole to limit the horizontal movement of the secondary suspension device 8, referring to FIGS. 5, 10, 11, 13 and 14. In FIGS. 13 and 14, the structure of the secondary suspension device 8 is simplified in order to highlight the connection relationship of various parts.

[0052] The bottom end of the side beam connecting pin 24 can be fixed on the upper surface of the second beam plate 22, and the top end of the side beam connecting pin 24 is a free end.

[0053] Alternatively, both the top and bottom ends of the side beam connecting pin 24 are movable ends. A blind hole is formed in the side beam 2, the bottom end of the side beam connecting pin 24 is inserted into the blind hole, and the top end of the side beam connecting pin 24 passes upward through the connection base 3, and is then inserted into the secondary suspension device 8.

[0054] Alternatively, the top end of the side beam connecting pin 24 is fixed to the bottom end of the secondary suspension device 8, and the bottom end of the side beam connecting pin 24 passes downward through the connection base 3 and is then inserted into the blind hole formed in the side beam 2.

[0055] Alternatively, in the connection base 3, the upper and lower surfaces of the base body top plate 321 are each provided with a connecting pin; the connecting pin arranged on the upper surface is inserted upward into the secondary suspension device 8, and the connecting pin arranged on the lower surface is inserted downward into the blind hole in the side beam 2.

[0056] The above-mentioned secondary suspension device 8 may be configured as a structure commonly used in the field, such as a steel spring, an air spring, a rubber pile, or the like, or may also adopt the structure of this embodiment. FIG. 15 is a schematic structural diagram of the secondary suspension device according to the second embodiment of this application; and FIG. 16 is a cross-sectional view of the secondary suspension device according to the second embodiment of this application. As shown in FIGS. 5, 10, 11, 15, and 16, the secondary suspension device 8 includes: secondary rigid support layers 81 and secondary elastic buffer layers 82 that are alternately stacked, and the secondary rigid support layers 81 are located at the outermost sides. The secondary rigid support layer 81 at the top end is in contact with the vehicle body, and the secondary rigid support layer 81 at the bottom end is in contact with the connection base 3. The secondary rigid support layer 81 can be made of a rigid material and mainly plays a supporting role to keep the overall shape of the secondary suspension device 8 basically unchanged. The secondary elastic buffer layer 82 can be made of an elastic material and can be elastically deformed to buffer the vertical force between the vehicle body and the connection base. For example, the secondary rigid support layer 81 can be made of a metal material as a metal layer, and the secondary elastic buffer layer 82 can be made of rubber as a rubber layer. The secondary rigid support layers 81 and the secondary elastic buffer layers 82 are fixed into a whole by means of vulcanization.

[0057] Specifically, three secondary rigid support layers 81 are provided, and the three secondary rigid support layers 81 are arranged in parallel. Two secondary elastic buffer layers 82 are provided and respectively arranged between adjacent secondary rigid support layers 81. A cross-sectional area of the secondary elastic buffer layer 82 gradually decreases along a direction from the secondary rigid support layer 81 on the outer side to the secondary rigid support layer 81 on the inner side. From the figures, the secondary elastic buffer layer 82 is bowl-shaped, and the combination of the two secondary elastic buffer layers 82 forms an hourglass-shaped structure.

[0058] The secondary connecting hole 83 is formed in the secondary rigid support layer 81 at the bottom and extends into the secondary elastic buffer layer 82 below, so that the side beam connecting pin 24 can be inserted.

[0059] The implementation of the primary suspension device 7 will be described in detail as follows.

[0060] The primary suspension device 7 is arranged between the axle box 13 and the side beam 2, and may adopt an existing structure in the art, such as a steel spring, a rubber spring, or the like, or may also adopt the following implementations.

[0061] FIG. 17 is a schematic structural diagram of the primary suspension device according to the second embodiment of this application; FIG. 18 is a cross-sectional view of the primary suspension device according to the second embodiment of this application; FIG. 19 is a cross-sectional view of an assembly of the primary suspension device and the side beam according to the sec-

ond embodiment of this application; FIG. 20 is an enlarged view of area A in FIG. 19; and FIG. 21 is an exploded view of the assembly of the primary suspension device and the side beam according to the second embodiment of this application.

[0062] As shown in FIGS. 17 to 21, the primary suspension device 7 includes two parts: a first suspension assembly 71 and a second suspension assembly 72. The first suspension assembly 71 is arranged between the first beam plate 21 and the second beam plate 22 to support the second beam plate 22 and to buffer the vertical force between the first beam plate 21 and the second beam plate 22. The second suspension assembly 71 is arranged between the first beam plate 21 and the axle box 13 to support the first beam plate 21 and to buffer the vertical force between the first beam plate 21 and the axle box 13.

[0063] The first suspension assembly 71 and the second suspension assembly 72 may adopt structures with certain elasticity, such as springs, rubber members, or the like. Alternatively, the following implementation of this embodiment may be adopted.

[0064] The first suspension assembly 71 includes: primary rigid support layers 701 and primary elastic buffer layers 702 that are alternately stacked. The primary rigid support layers 701 are located at the outermost sides. The primary rigid support layer 701 at the top end is in contact with the second beam plate 22, and the primary rigid support layer 701 at the bottom end is in contact with the first beam plate 21. The primary rigid support layer 701 can be made of a rigid material and mainly plays a supporting role to keep the overall shape of the first suspension assembly 71 basically unchanged. The primary elastic buffer layer 702 can be made of an elastic material and can be elastically deformed to buffer the vertical force between the first beam plate 21 and the second beam plate 22. For example, the primary rigid support layer 701 can be made of a metal material as a metal layer, and the primary elastic buffer layer 702 can be made of rubber as a rubber layer. The primary rigid support layers 701 and the primary elastic buffer layers 702 are fixed into a whole by means of vulcanization.

[0065] A primary positioning hole 703 is formed in each of the two primary rigid support layers 701 at the outermost sides. Primary positioning pins 25 correspondingly inserted in the primary positioning holes are correspondingly arranged on the bottom surface of the second beam plate 22 and on the top surface of the first beam plate 21. Positioning is achieved by inserting the primary positioning pins 25 into the primary positioning holes 703, thereby avoiding the movement of each beam plate relative to the first suspension assembly 71 in the lateral or longitudinal direction.

[0066] Specifically, the first suspension assembly 71 includes three primary rigid support layers 701 and two primary elastic buffer layers 702. The three primary rigid support layers 701 are parallel, and the two primary elastic buffer layers 702 are respectively arranged between adjacent primary rigid support layers 701. The primary rigid support layer 701 at the top is provided with the primary positioning hole 703 for inserting the primary positioning pin 25 arranged on the bottom surface of the second beam plate 22. The primary rigid support layer 701 at the bottom is provided with the primary positioning hole 703 for inserting the primary positioning pin 25 arranged on the top surface of the first beam plate 21, so that the first suspension assembly 71 will not move relative to the side beam 2 in the horizontal direction.

[0067] The second suspension assembly 72 includes: two primary rigid support base layers 704, as well as primary rigid support layers 701 and primary elastic buffer layers 702 that are located between the two primary rigid support base layers 704 and alternately stacked. The primary elastic buffer layers 702 are in contact with the primary rigid support base layers 704. The implementation of the primary rigid support layer 701 and the primary elastic buffer layer 702 in the second suspension assembly 72 may refer to the implementation of the corresponding structures in the first suspension assembly 71 described above. The primary rigid support base layer 704 is also made of a rigid material for supporting and shape keeping. For example, the primary rigid support base layer 704 is made of a metal material as a metal layer. The primary rigid support bas e layers 704, together with the primary rigid support layers 701 and the primary elastic buffer layers 702, are formed as an integral structure by means of vulcanization.

[0068] Each of the two primary rigid support base layers 704 is provided with a primary positioning hole 703. Primary positioning pins 25 correspondingly inserted in the primary positioning holes 703 are correspondingly arranged on the bottom surface of the first beam plate 21 and at the top of the axle box 13.

[0069] Specifically, the two primary rigid support base layers 704 are parallel and located at the outermost sides. Three primary rigid support layers 701 and four primary elastic buffer layers 702 are provided, and the primary rigid support layers 701 and the primary elastic buffer layers 702 are alternately stacked. The primary elastic buffer layer 702 is adjacent to the primary rigid support base layer 704. The primary rigid support base layer 704 at the top is provided with the primary positioning hole 703 for inserting the primary positioning pin 25 arranged on the bottom surface of the first beam plate 21. The primary rigid support base layer 704 at the bottom is also provided with the primary positioning hole 703 for inserting the primary positioning pin 25 arranged at the top of the axle box 13, so that the second suspension assembly 72 will not move relative to the side beam 2 and the axle box 13 in the horizontal direction.

[0070] The thickness of the primary rigid support layer 701 is less than that of the primary elastic buffer layer 702, and the thickness of the primary rigid support base layer 704 is between the thicknesses of the primary rigid support layer 701 and the primary elastic buffer layer 702.

[0071] The above-mentioned primary suspension de-

vice 7, the side beam 2 and the axle box 13 can also be assembled in other ways. For example, positioning holes are formed in the side beam 2 and the axle box 13, and positioning pins are correspondingly arranged on the primary suspension device 7 and inserted into the positioning holes in the side beam 2 and the axle box 13 respectively.

[0072] Those skilled in the art can also make appropriate improvements to the above-mentioned primary suspension device 7, so that the primary suspension device 7 can be applied to different types of bogies.

[0073] The implementation of the traction device 4 is described in detail as follows.

[0074] The traction device 4 is connected between the two connection bases 3, and the top end of the traction device 4 is also connected with the vehicle body to provide a traction force or braking force for the vehicle body.

[0075] This embodiment provides an implementation of the traction device 4 as follows.

[0076] FIG. 22 is a schematic structural diagram of an assembly of the traction device with the connection base and the side beam according to the second embodiment of this application; FIG. 23 is a schematic structural diagram of the traction device according to the second embodiment of this application; and FIG. 24 is an exploded view of the traction device according to the second embodiment of this application. As shown in FIGS. 22 to 24, the traction device includes: a traction beam 41, a traction pin 42 and traction buffers 43. Two ends of the traction beam 41 are respectively connected with the connection bases 3 at the corresponding ends. A top end of the traction pin 42 is connected with the vehicle body, a bottom end of the traction pin 42 is in an assembled relationship with the traction beam 41, and the traction buffers 43 are arranged between the traction beam 41 and the traction pin 42.

[0077] The traction pin 42 can refer to the structure commonly used in the prior art. The top end of the traction pin 42 is connected to the vehicle body, and the bottom end of the traction pin 42 is fitted with the traction beam 41, so that the longitudinal force of the bogie can be transmitted to the traction pin 42 through the traction beam 41, and then to the vehicle body.

[0078] In this embodiment, the top end of the traction pin 42 is provided with vehicle body mounting portions 421, and the vehicle body mounting partion 421 is provided with vehicle body connecting holes 422. The connection with the bottom of the vehicle body is achieved by the vehicle body connecting holes 422 each fitted with a bolt. The top end of the traction pin 42 extends in the longitudinal direction to form four vehicle body mounting portions 421, and each vehicle body mounting portion 421 is provided with two vehicle body connecting holes 422.

[0079] FIG. 25 is a schematic structural diagram of the traction beam in the traction device according to the second embodiment of this application. As shown in FIGS. 23 to 25, the traction beam 41 is of a frame-shaped structure. Frame edges parallel to the longitudinal direction are referred to as longitudinal frames 411, and frame edges parallel to the lateral direction are referred to as lateral frames 412. There is a smooth rounded transition between the longitudinal frame 411 and the lateral frame 412, so that the horizontal section of the traction beam 41 becomes a rounded rectangle. The traction beam 41 is of a hollow box-shaped structure.

[0080] The bottom end of the traction pin 42 is located in an area surrounded by the traction beam 41, and the traction buffers 43 are also arranged in this area between the traction pin 42 and an inner wall of the traction beam 41. Specifically, two traction buffers 43 are provided and respectively arranged between the two longitudinal sides of the traction pin 42 and the corresponding lateral frames 412. The traction buffer 43 can buffer the longitudinal force between the traction beam 41 and the traction pin 42 to avoid direct rigid impact and friction between the traction beam 41 and the traction pin 42.

[0081] The traction buffer 43 can adopt a structure commonly used in the prior art, or can also adopt the structure shown in FIG. 24. As shown in FIG. 24, the traction buffer 43 includes: a surrounding baffle plate 431, a traction buffer assembly 432, and traction buffer connecting bolts 434.

[0082] The surrounding baffle plate 431 is arranged around the outer side of the lower part of the traction pin 42, and there is no gap between the surrounding baffle plate 431 and the traction pin 42. The surrounding baffle plate 431 is composed of four flat baffle plates, and the surrounding baffle plate 431 can be matched with the bottom of the traction pin 42 in shape; that is, the surrounding baffle plate 431 is of a barrel structure with a rectangular horizontal section.

[0083] The traction buffer assembly 432 is arranged on a longitudinal end surface of the surrounding baffle plate 431; that is, the traction buffer assembly 432 is located between the surrounding baffle plate 431 and the lateral frame 412. The traction buffer assembly 432 and the lateral frame 412 are fixed together with the traction buffer connecting bolts 434. Specifically, a frame edge connecting hole 4121 is formed in the lateral frame 412, and the centerline of the frame edge connecting hole 4121 extends along the longitudinal direction. Bolt holes for the traction buffer connecting bolts 434 are correspondingly formed in the traction buffer assembly 432, and the traction buffer connecting bolts 434 pass through the frame edge connecting holes 4121 and the bolt holes in the traction buffer assembly 432 from the outside of the lateral frame 412 in sequence, and are then connected to corresponding nuts to fix the traction buffer assembly 432 on the lateral frame 412.

[0084] The traction buffer assembly 432 is in direct contact with the surrounding baffle plate 431 and is located between the surrounding baffle plate 431 and the lateral frame 412 to buffer the longitudinal force therebetween.

[0085] Further, the traction buffer 43 further includes:

traction buffer adjusting gaskets 435 arranged between the traction buffer assembly 432 and the lateral frames 412. There may be one, two, three or more traction buffer adjusting gaskets 435 for adjusting the distance between the traction buffer assembly 432 and the lateral frame 412. Due to the difference between the actual size and the design size of each part, a number of traction buffer adjusting gaskets 435 are arranged between the lateral frame 412 and the traction buffer assembly 432, so that the distance between the traction buffer 43 and the traction pin 42 meets the design requirements. The number of the traction buffer adjusting gaskets 435 can be set according to the distance between the traction buffer assembly 432 and the lateral frame 412.

[0086] The traction buffer adjusting gasket 435 may be pre-connected between the traction buffer assembly 432 and the lateral frame 412, or the traction buffer adjusting gasket 435 may be assembled after the entire traction buffer 43 is assembled. FIG. 26 is an enlarged view of area B in FIG. 24. As shown in FIG. 26, in this embodiment, the traction buffer adjusting gasket 435 is provided with gasket openings 4351 that can accommodate the traction buffer connecting bolts 434. Two gasket openings 4351 are provided and symmetrically distributed at two ends of the traction buffer adjusting gasket 435. During application, the gasket openings 4351 are inserted downward between the lateral frame 412 and the traction buffer assembly 432, and the traction buffer connecting bolts 434 are accommodated in the gasket openings 4351 to limit the lateral movement of the traction buffer adjusting gaskets 435.

[0087] The traction buffer assembly 432 functions to buffer the longitudinal force between the surrounding baffle plate 431 and the lateral frame 412, and its elastic structure can be made of a material with certain elasticity. This embodiment provides an implementation of the traction buffer assembly 432 as follows. FIG. 27 is an exploded view of the traction buffer assembly in the traction device according to the second embodiment of this application. As shown in FIG. 27, the traction buffer assembly 432 includes: a first metal connector 4321, a rubber connector 4322, a second metal connector 4323, and a third metal connector 4324 arranged in sequence along the longitudinal direction.

[0088] The first metal connector 4321 is provided with bolt holes and can be connected to the lateral frame 412 through the traction buffer connecting bolts 434. The second metal connector 4323 and the third metal connector 4324 are correspondingly provided with bolt holes and can be fixed together by bolts and come into contact with the surrounding baffle plate 431. The rubber connector 4322 is located between the first metal connector 4321 and the second metal connector 4323. The rubber connector 4322 is fixed to the first metal connector 4321 and the second metal connector 4323 by means of vulcanization.

[0089] The connection between the traction device 4 and the connection base 3 can be implemented as follows. As shown in FIGS. 24 and 25, a traction connecting pin 44 is used to connect the traction beam 41 and the connection base 3. Specifically, one end of the traction connecting pin 44 is connected to the longitudinal frame 411 of the traction beam 41, for example, to the middle part of the longitudinal frame 411. The other end of the traction connecting pin 44 is inserted into a traction beam mounting hole 34 (as shown in FIG. 4) on the inner side of the connection base 3. The longitudinal force is transferred between the connection base 3 and the traction device 4 by a longitudinal acting force between the traction connecting pin 44 and the traction beam mounting hole 34.

[0090] Further, the longitudinal frame 411 and the connection base 3 can also be connected together by a traction connecting bolt 45, so that the relative position between the longitudinal frame 411 and the connection base 3 can be kept fixed.

[0091] Specifically, as shown in FIG. 4, an inwardly protruding traction beam connecting sleeve 3221 is arranged on the second base body inner side plate 322 of the connection base 3, and provided therein with the traction beam mounting hole 34 having a centerline extending in the lateral direction. The traction connecting bolt 45 is inserted into the traction beam mounting hole 34.

[0092] As shown in FIG. 25, a traction bolt connecting hole 4111 is formed at the middle part of the longitudinal frame 411 of the traction beam 41. Correspondingly, as shown in FIGS. 28 and 29, an end of the traction beam connecting sleeve 3221 extends outward to from a connecting flange 3222, and a bolt hole is formed in the connecting flange 3222 (the connecting flange is not shown in FIG. 4). The traction connecting bolt 45 passes through the longitudinal frame 411 and the connecting flange 4222 in sequence and is then fitted with a corresponding traction connecting nut to achieve fixing.

[0093] The longitudinal frame 411 on one side is connected by four traction connecting bolts 45, and the connection is rigid connection; that is, the relative position between the connection base 3 and the traction device 4 cannot be changed.

[0094] This embodiment also provides another connection method for implement flexible connection between the connection base 3 and the traction device 4, thereby broadening the adaptability of the bogie to various road surfaces. When a small vertical bulge or depression occurs on a track, the wheel on the corresponding side travels on the bulge or depression, thus driving the connection base 3 to bump up and down slightly. Due to the flexible connection between the connection base 3 and the traction device 4, the slight movement of the connection base 3 will not be transmitted to the traction device 4, so as to ensure that the vertical height of the traction device 4 remains basically unchanged, thereby improving the stability of the vehicle body and the riding comfort.

[0095] FIG. 30 is an exploded view of another assembly form of the traction device and the connection base

according to the second embodiment of this application; FIG. 31 is a cross-sectional view of the other assembly form of the traction device and the connection base according to the second embodiment of this application; and FIG. 32 is an enlarged view of area D in FIG. 31. As shown in FIGS. 23, 30 to 32, a traction buffer connecting sleeve 46 is fitted over the traction connecting pin 44 and pressed between the traction connecting pin 44 and the inner wall of the traction beam mounting hole 34 in the connection base 3. In this way, the longitudinal force can be transmitted between the connection base 3 and the traction device 4 and the lateral relative position between the connection base 3 and the traction device 4 can also be fixed. In addition, the traction buffer connecting sleeve 46 itself can elastically deform in a direction of 360°, so that the flexible connection between the connection base 3 and the traction device 4 is achieved and the connection base 3 and the traction device 4 can rotate relative to each other at a certain angle.

[0096] FIG. 33 is a schematic structural diagram of the traction buffer connecting sleeve in the traction device according to the second embodiment of this application. As shown in FIGS. 32 and 33, the traction buffer connecting sleeve 46 may specifically include: an outer traction buffer sleeve 461, an inner traction buffer sleeve 462 and a middle traction buffer sleeve 463. The middle traction buffer sleeve 463 is fixedly connected between the outer traction buffer sleeve 461 and the inner traction buffer sleeve 462. The outer traction buffer sleeve 461 is configured for interference fit with the traction beam mounting hole 34 and the inner traction buffer sleeve 462 is configured for interference fit with the traction connecting pin 44, so that the entire traction buffer connecting sleeve 46 is fixed between the traction beam mounting hole 34 and the traction connecting pin 44.

[0097] The above-mentioned middle traction buffer sleeve 463 may be made of a material capable of elastic deformation. In this embodiment, the middle traction buffer sleeve 463 is configured as a rubber sleeve, and the outer traction buffer sleeve 461 and the inner traction buffer sleeve 462 are both configured as metal sleeves. The middle traction buffer sleeve 463 is fixed to the outer traction buffer sleeve 461 and the inner traction buffer sleeve 462 by means of vulcanization. When the wheel 12 on one side travels on a road with bulges or depressions, the vertical height of the centerline of the wheel rises, thus driving the centers of gravity of the axle 11, the axle box 13 on the corresponding side of the wheel, and the connection base 3 to rise. The center of the connection base 3 is raised, resulting in a certain angle between the centerline of the traction beam mounting hole 34 and the centerline of the traction connecting pin 44. Because the middle traction buffer sleeve 463 can be elastically deformed, its upper part is compressed, its lower part is stretched, and the deformation of the traction connecting pin 44 is reduced and transmitted to the traction device 4, so that the center of gravity of the traction device 4 remains unchanged.

[0098] Further, an outer peripheral surface of the middle traction buffer sleeve 463 is configured as a spherical surface, so that its middle position along the centerline direction is fixedly connected with the outer traction buffer sleeve 461, and a certain buffer gap 464 is formed between its two ends along the centerline direction and the outer traction buffer sleeve 461. This buffer gap 464 can function as a deformation space for the middle traction buffer sleeve 463, thereby increasing the deformation of the middle traction buffer sleeve 463 and further improving the buffering effect.

[0099] This embodiment further provides another implementation of the traction device 4 as follows.

[0100] FIG. 34 is a schematic structural diagram of another traction device according to the second embodiment of this application; and FIG. 35 is an exploded view of another traction device according to the second embodiment of this application. As shown in FIGS. 34 and 35, the traction device includes: a traction beam 41, a traction pin 42 and a traction buffer 43. Two ends of the traction beam 41 are respectively connected with the connection bases 3 at the corresponding ends. A top end of the traction pin 42 is connected with the vehicle body, a bottom end of the traction pin 42 is in an assembled relationship with the traction beam 41, and the traction buffers 43 are arranged between the traction beam 41 and the traction pin 42.

[0101] The traction pin 42 can refer to the structure commonly used in the prior art. The top end of the traction pin 42 is connected to the vehicle body, and the bottom end of the traction pin 42 is fitted with the traction beam 41, so that the longitudinal force of the bogie can be transmitted to the traction pin 42 through the traction beam 41, and then to the vehicle body.

[0102] In this embodiment, the top end of the traction pin 42 is provided with vehicle body mounting portions 421, and the vehicle body mounting partion 421 is provided with vehicle body connecting holes 422. The connection with the bottom of the vehicle body is achieved by the vehicle body connecting holes 422 each fitted with a bolt.

[0103] FIG. 36 is a schematic structural diagram of the traction beam in another traction device according to the second embodiment of this application. As shown in FIGS. 34 to 36, the traction beam 41 is of a rod-shaped structure and is arranged between the two connection bases 3 along the lateral direction.

[0104] The traction buffer 43 may include: an upper hoop 436, a lower hoop 437 and a first buffer sleeve 438. The upper hoop 436 is connected with the lower hoop 437 to form an annular hoop which is tightly attached to the outside of the traction beam 41. The upper hoop 436 is also connected to the bottom end of the traction pin 42 to achieve the connection between the traction pin 42 and the traction beam 41.

[0105] The upper hoop 436 and the traction pin 42 may be of an integral structure, or may be fixed together by welding, or the like. The upper hoop 436 and the lower

hoop 437 can be connected by bolts.

[0106] The first buffer sleeve 438 is arranged between the annular hoop and the traction beam 41 to buffer the relative acting force between the annular hoop and the traction beam 41. This embodiment provides a specific implementation of the first buffer sleeve 438 as follows. FIG. 37 is a schematic structural diagram of the first buffer sleeve in another traction device according to the second embodiment of this application. As shown in FIG. 37, the first buffer sleeve 438 includes: a first outer buffer sleeve 4381, a first inner buffer sleeve 4382 and a first middle buffer sleeve 4383. The first middle buffer sleeve 4383 is arranged between the first outer buffer sleeve 4381 and the first inner buffer sleeve 4382 and fixedly connected with the first outer buffer sleeve 4381 and the first inner buffer sleeve 4382.

[0107] The first outer buffer sleeve 4381 is in interference fit with the annular hoop and the first inner buffer sleeve 4382 is in interference fit with the traction beam 41, so that the first buffer sleeve 438 is firmly arranged between the traction beam 41 and the annular hoop.

[0108] The above-mentioned first middle buffer sleeve 4383 can be made of an elastic material. In this embodiment, the first outer buffer sleeve 4381 and the first inner buffer sleeve 4382 are both configured as metal sleeves, and the first middle buffer sleeve 4383 is configured as a rubber sleeve. The rubber sleeve and the metal sleeves on the inner and outer sides are fixed together by means of vulcanization.

[0109] The above-mentioned first buffer sleeve 438 is fitted over the traction beam 41, so that the first buffer sleeve 438 can take a buffering effect in a range of 360°. When the traction pin 42 is subjected to the vertical force of the vehicle body, the traction pin 42 moves downward slightly, causing the first buffer sleeve 438 to deform itself to offset the downward displacement of the traction pin 42. In this way, it is further ensured that the vertical height of the traction beam 42 remains unchanged, and the bending degree of the traction beam 42 is reduced. When the bogie is in a traction state or a braking state, the first buffer sleeve 438 can buffer the process of force transmission between the traction pin 42 and the traction beam 41, thus avoiding direct rigid contact or wear between the traction pin 42 and the traction beam 41.

[0110] Further, some holes may be formed in the first middle buffer sleeve 4383 to provide deformation spaces, thereby increasing the deformation of the first middle buffer sleeve 4383 and improving the buffering effect. As shown in FIG. 37, deformation holes 4383a extending in the direction of the centerline of the first middle buffer sleeve 4383 are formed at ends of the first middle buffer sleeve 4383. The deformation holes 4383a may be through holes running through the first middle buffer sleeve 4383 in the center line direction, or may be blind holes.

[0111] Two ends of the traction beam 41 are connected to the connection bases 3, and the structure of the connection base 3 can be adjusted on the basis of the above-mentioned implementation to adapt to the traction beam 41 of this embodiment.

[0112] FIG. 38 is an inside schematic diagram of a connection base corresponding to another traction device according to the second embodiment of this application; FIG. 39 is an exploded view of connection of another traction device and the corresponding connection base according to the second embodiment of this application; and FIG. 40 is a schematic structural diagram of the connection of another traction device and the corresponding connection base according to the second embodiment of this application. The function of the connection base 3 shown in FIGS. 38 to 40 is similar to the above-mentioned implementation, and the specific structure, connection position and shape can be adjusted adaptively, and only the connection with the traction beam 41 is described in detail here.

[0113] As shown in FIGS. 38 to 40, a traction beam mounting hole 34 is formed in the inner surface of the connection base 3, and the traction beam 41 can be inserted into the traction beam mounting hole 34. Specifically, a traction beam connecting sleeve 3221 is arranged on the inner surface of the connection base 3, and a cavity in the traction beam connecting sleeve 3221 serves as the traction beam mounting hole 34.

[0114] As shown in FIGS. 34, 35, 39 and 40, further, a second buffer sleeve 439 may be arranged between the end of the traction beam 42 and the traction beam mounting hole 34 to buffer the process of force transmission between the traction beam 42 and the connection base 3, thereby avoiding direct rigid impact between the traction beam 42 and the connection base 3.

[0115] FIG. 41 is a schematic structural diagram of the second buffer sleeve in another traction device according to the second embodiment of this application. As shown in FIG. 41, specifically, the second buffer sleeve 439 includes: a second outer buffer sleeve 4391, a second inner buffer sleeve 4392 and a second middle buffer sleeve 4393. The second middle buffer sleeve 4393 is arranged between the second outer buffer sleeve 4391 and the second inner buffer sleeve 4392 and fixedly connected with the second outer buffer sleeve 4391 and the second inner buffer sleeve 4392. The second middle buffer sleeve 4393 can be made of an elastic material and can produce certain deformation by itself. In this embodiment, the second middle buffer sleeve 4393 is configured as a rubber sleeve, the second outer buffer sleeve 4391 and the second inner buffer sleeve 4392 are both configured as metal sleeves, and the rubber sleeve and the metal sleeves on the inner and outer sides are fixed together by means of vulcanization.

[0116] The second outer buffer sleeve 4391 is in interference fit with the inner wall of the traction beam mounting hole 34 and the second inner buffer sleeve 4392 is in interference fit with the end of the traction beam 41, so that the relative position between the traction beam 41 and the connection base 3 remains fixed. Moreover, when the wheel on one side travels on a road with bulges

or depressions, the wheel 12, together with the connection base 3, moves slightly in the vertical direction for a certain distance, so that the centerline of the traction beam mounting hole 34 in the connection base 3 has a certain angle relative to the centerline of the traction beam 41, instead of coinciding with the centerline of the traction beam 41. Since the second buffer sleeve 439 can deform itself, it can offset the displacement of the connection base 3 and ensure that the position of the traction beam 41 remains unchanged, thereby reducing the vibration of the vehicle body and improving the riding comfort.

[0117] The above-mentioned traction device 4 is configured to transmit the longitudinal force between the connection base 3 and the vehicle body, and the longitudinal force between the connection base 3 and the axle box 13 can be transmitted through the side beam 2. If the side beam 2 is configured as a rigid beam, a better force transmission effect can be achieved. If the side beam 2 is made of a carbon fiber, a glass fiber, or the like, a connection structure is required to be arranged between the connection base 3 and the axle box 13 to transmit the longitudinal force.

[0118] FIG. 42 is a schematic structural diagram of an arrangement of a simplex pull rod between the connection base and the axle box according to the second embodiment of this application. As shown in FIG. 42, the simplex pull rod 95 is arranged between the connection base 3 and the axle box 13 on the same side in the lateral direction to transmit the longitudinal force. The simplex pull rod 95 extends in the longitudinal direction and has one end connected to the connection base 3 and the other end connected to the axle box 13.

[0119] FIG. 43 is an exploded view of an assembly of the simplex pull rod with a first pull rod connecting assembly and a second pull rod connecting assembly according to the second embodiment of this application. As shown in FIG. 43, the first pull rod connecting assembly can be configured to connect the simplex pull rod 95 and the axle box 13, and the second pull rod connecting assembly can be configured to connect the simplex pull rod 95 and the connection base 3.

[0120] Specifically, first, the implementation of the first pull rod connecting assembly is described in detail as follows.

[0121] FIG. 44 is an exploded view of an assembly of the simplex pull rod and the axle box according to the second embodiment of this application; and FIG. 45 is a schematic structural diagram of the assembly of the simplex pull rod and the axle box according to the second embodiment of this application. As shown in FIGS. 43 to 45, one end of the simplex pull rod 95 is provided with a first pull rod hole 951, and a centerline of the first pull rod hole 95 1 extends in the lateral direction. Correspondingly, the axle box 13 is provided with pull rod threaded holes 133.

[0122] The above-mentioned first pull rod connecting assembly includes: a first mandrel 95a1 and pull rod connecting studs 95a2. The first mandrel 95a1 is inserted into the first pull rod hole 951. Two ends of the first mandrel 95a1 are exposed out of the first pull rod hole 951, and first mandrel bolt holes 95a11 are formed at the two ends. One end of the pull rod connecting stud 95a2 is fixed in the pull rod threaded hole 133 in the axle box 3 by threaded fitting, and the other end of the pull rod connecting stud 95a2 passes through the first mandrel bolt hole 95a11 and is then connected to a first pull rod connecting nut 95a3. A gasket can be arranged between the pull rod connecting stud 95a2 and the first pull rod connecting nut 95a3 as required.

[0123] Two pull rod connecting protrusions 134 are arranged on a box body 131 of the axle box 13, and each pull rod connecting protrusion 134 is provided with the pull rod threaded hole 133 having a centerline extending in the longitudinal direction.

[0124] In addition to the above implementation of this embodiment, other implementations may also be used to connect the simplex pull rod 95 and the axle box 13, which is not limited in this embodiment.

[0125] FIG. 46 is a cross-sectional view of the first mandrel according to the second embodiment of this application. As shown in FIG. 46, the first mandrel 95a1 may specifically include: a first mandrel body 95a12, a first outer mandrel sleeve 95a13 and a first mandrel buffer sleeve 95a14. The first mandrel body 95a12 has a cylindrical middle part and two rectangular parallelepiped ends, and the first mandrel bolt holes 95a11 are formed in the rectangular parallelepiped parts. The first outer mandrel sleeve 95a13 is fitted over the first mandrel body 95a12 and is in interference fit with the inner wall of the first pull rod hole 951.

[0126] The first mandrel buffer sleeve 95a14 is arranged between the first mandrel body 95a12 and the first outer mandrel sleeve 95a13. The first mandrel buffer sleeve 95a14 can be made of an elastic material. In this embodiment, the first mandrel buffer sleeve 95a14 is configured as a rubber sleeve, and the first mandrel body 95a12 and the first outer mandrel sleeve 95a13 are both made of a metal. The first mandrel buffer sleeve 95a14 is fixed to the first mandrel body 95a12 and the first outer mandrel sleeve 95a13 by means of vulcanization.

[0127] Since the first mandrel buffer sleeve 95a14 itself can deform within a range of 360°, when the wheel travels in an uneven area, the vertical heights of the wheel 12 and the axle box 13 are increased. Through the deformation of the first mandrel buffer sleeve 95a14, a force applied by the axle box 13 to the simplex pull rod 95 due to the height change can be offset and the vertical height of the simplex pull rod 95 is not changed; as a result, the vertical heights of the connection base 3 and the vehicle body will not be influenced and the riding comfort can be improved.

[0128] Second, the implementation of the second pull rod connecting assembly is described in detail as follows.

[0129] FIG. 47 is an exploded view of an assembly of the simplex pull rod and the connection base according

to the second embodiment of this application; and FIG. 48 is a schematic structural diagram of the assembly of the simplex pull rod and the connection base according to the second embodiment of this application. As shown in FIGS. 43, 47 and 48, the other end of the simplex pull rod 95 is provided with a second pull rod hole 952, and a centerline of the second pull rod hole 952 extends in the lateral direction. Correspondingly, pull rod connecting holes 351 are formed in the connection base 3 to connect the simplex pull rod 95.

[0130] The above-mentioned second pull rod connecting assembly includes: a second mandrel 95b1 and pull rod connecting bolts 95b2. The second mandrel 95b1 is inserted into the second pull rod hole 952. Two ends of the second mandrel 95b1 are exposed out of the second pull rod hole 952, and second mandrel bolt holes 95b11 are formed at the two ends. The pull rod connecting bolt 95b2 passes through the pull rod connecting hole 351 in the connection base 3 and the second mandrel bolt hole 95b11 in sequence and is then connected to a second pull rod connecting nut 95b3. A gasket can be arranged between the pull rod connecting bolt 95b2 and the second pull rod connecting nut 95b3 as required.

[0131] As shown in FIGS. 7 and 47, pull rod connecting columns 35 are arranged at the bottom of the connection base 3, and the pull rod connecting hole 351 having a centerline extending in the longitudinal direction is formed in the pull rod connecting column 35.

[0132] In addition to the above implementation of this embodiment, other implementations may also be used to connect the simplex pull rod 95 and the connection base 3, which is not limited in this embodiment.

[0133] The structure of the second mandrel 95b1 may refer to the structure of the first mandrel 95a1, and the second mandrel 95b1 may be of the same structure as the first mandrel 95a1. Specifically, the second mandrel 95b1 may include: a second mandrel body, a second outer mandrel sleeve, and a second mandrel buffer sleeve. The second mandrel body has a cylindrical middle part and two rectangular parallelepiped ends, and the second mandrel bolt holes 95b11 are formed in the rectangular parallelepiped parts. The second outer mandrel sleeve is fitted over the second mandrel body and is in interference fit with the inner wall of the second pull rod hole 952.

[0134] The second mandrel buffer sleeve is arranged between the second mandrel body and the second outer mandrel sleeve. The second mandrel buffer sleeve can be made of an elastic material. In this embodiment, the second mandrel buffer sleeve is configured as a rubber sleeve, and the second mandrel body and the second outer mandrel sleeve are both made of a metal. The second mandrel buffer sleeve is fixed to the second mandrel body and the second outer mandrel sleeve by means of vulcanization.

[0135] The following is a detailed description of the components related to the wheel set.

[0136] FIG. 49 is a schematic structural diagram of the wheel set and the axle box according to the second embodiment of the application. As shown in FIG. 49, the wheel set includes an axle 11 and wheels 12. Two wheels 12 are provided and symmetrically arranged on the axle 11. Two axle boxes 13 are provided and symmetrically arranged on the axle 11 and located at inner sides of the wheels 12.

[0137] On the basis of the above technical solution, this embodiment provides a split wheel as follows.

[0138] FIG. 50 is a schematic structural diagram of the wheel according to the second embodiment of this application; and FIG. 51 is an exploded view of the wheel according to the second embodiment of this application. As shown in FIGS. 50 and 51, the wheel 12 includes a wheel boss 121, a wheel rim 122, and a wheel ring 123. An axle hole 1211 is formed at the center of the wheel boss 121, and the axle 11 can be inserted into the axle hole 1211 and is in interference fit with the axle hole 1211. A part between the axle hole 1211 and an outer edge of the wheel boss 121 is configured as a spoke plate 1212, and a surface of the spoke plate 1212 may be configured as a plane or a curved surface.

[0139] The wheel rim 122 is fitted over an outer peripheral surface of the wheel boss 121 and in interference fit with the wheel boss 121, so that the axle 11, the wheel boss 121 and the wheel rim 122 rotate synchronously. The wheel ring 123 is configured to connect the wheel boss 121 and the wheel rim 122.

[0140] FIG. 52 is a cross-sectional view of the wheel according to the second embodiment of this application; and FIG. 53 is an enlarged view of area E in FIG. 52. The specific structure may refer to FIGS. 50 to 53, a tread 1221 is arranged at an outer peripheral surface of the wheel rim 122, and one end of the tread 1221 along the axial direction protrudes to form a wheel flange 1222. The tread 1221 is configured to come into contact with a railway track, and the wheel flange 1222 is configured to abut against an inner side of the track, so as to limit the wheel 12 on the track.

[0141] A limiting flange 1223 is arranged on an inner peripheral surface of one end of the wheel rim 122 in the axial direction, and the limiting flange 1223 protrudes from the outer peripheral surface to the inner peripheral surface. The limiting flange 1223 is located at one end away from the wheel flange 1222. Correspondingly, an axial end of the wheel boss 121 is provided with a stepped surface 1213 to be lapped on the limiting flange 1223. During the assembly process, the wheel boss 121 is mounted in the wheel rim 122 leftwards until the stepped surface 1213 comes into contact with the limiting flange 1223, and then, the assembly of the wheel boss 121 is completed. The limiting flange 1223 can limit the wheel boss 121 from coming off the wheel rim 122 from the left side.

[0142] The wheel ring 123 is configured to fix the wheel boss 121 in the wheel rim 122. Specifically, a wheel ring assembling groove 1224 is formed in an inner peripheral surface of the other end of the wheel rim 122 in the axial

direction, and the wheel ring 123 can be embedded in the wheel ring assembling groove 1224. The wheel ring 123 is annular and has a thickness greater than a depth of the wheel ring assembling groove 1224, and the wheel ring 123 has an outer part embedded in the wheel ring assembling groove 1224 and an inner part located outside the wheel ring assembling groove 1224. The part located outside the wheel ring assembling groove 1224 extends to the end surface of the wheel boss 121 and presses the wheel boss 121 in the wheel rim 122 tightly, thus preventing the wheel boss 121 from coming off to the right.

[0143] The above implementation can be carried out to limit the wheel boss 121 within the wheel rim 122, but it is not the only implementation. Those skilled in the art can also modify the above solution to obtain other implementations which can also achieve the effect of limiting the position of the wheel boss 121.

[0144] The above-mentioned wheel 12 is of a split structure and consists of the wheel boss 121, the wheel rim 122 and the wheel ring 123. When the tread of the wheel rim 122 is seriously worn, only the wheel rim 122 needs to be replaced, and the wheel boss 121 does not need to be replaced. The wheel boss 121 can be reused, which reduces the waste of materials and reduces the operating cost of the rail vehicle. The structure of the wheel 12 is relatively simple and can be produced easily.

[0145] A wheel ring notch 1231 can be formed in the wheel ring 123, so that the wheel ring can be deformed for convenient assembly. The cross section of the wheel ring 123 may be rectangular, trapezoidal, or the like. The wheel ring assembling groove 1224 matches the wheel ring 123 in shape.

[0146] The above-mentioned wheel boss 121 can be made of a light-weight high-strength material, such as an aluminum-based graphene material, an aluminum alloy, a magnesium alloy, or the like. Since the aluminum-based graphene material, the aluminum alloy, the magnesium alloy and other light-weight high-strength materials have the characteristics of high strength and low density, in the case where the above-mentioned wheel boss 121 is made of the aluminum-based graphene material, the aluminum alloy, the magnesium alloy or other light-weight high-strength materials, on the condition that the wheel 12 meets the strength requirement, the weight of the wheel 12 can be greatly reduced, and the overall mass of the wheel set, the bogie and the rail vehicle can be further reduced, which is favorable for energy saving and consumption reduction of the rail vehicle. In addition, it can also reduce the unsprung mass of the bogie, the acting force between the wheel and the track, the wear of the wheel and the track, and the noise.

[0147] In addition, as shown in FIG. 52, an oil groove 1214 is formed in an axle hole wall of the wheel boss 121, and an oil filler hole 1215 in communication with the oil groove 1214 is formed in the wheel boss 121. The oil groove 1214 may be configured as an annular oil groove, and the cross section of the oil groove 1214 may be semicircular.

[0148] When the wheel boss 121 is disassembled from the axle 11, lubricating oil can be filled into the oil groove 1214 through the oil filler hole 1215, so that the lubricating oil can reach a position between the axle 11 and the wheel boss 121 through the oil filler hole 1215 and the oil groove 1214 to form an oil film between the axle 11 and the wheel boss 121. In this way, the surface of the axle 11 or the wheel boss 121 is prevented from being damaged during the axle withdrawal process, thereby improving the service life of the axle 11 and the wheel boss 121 and reducing the use cost. Moreover, the wheel boss 121 can be disassembled from the axle 11 without using a large force, which facilitates the operation.

[0149] The above-mentioned bogie can function as a non-powered bogie, and if a driving device is provided therein, the bogie can function as a powered bogie. This embodiment provides an implementation of the driving device as follows.

[0150] FIG. 54 is a schematic structural diagram of the powered bogie according to the second embodiment of this application; FIG. 55 is a top view of the powered bogie according to the second embodiment of this application; and FIG. 56 is a cross-sectional view of the wheel set, the axle boxes and the driving devices according to the second embodiment of this application. As shown in FIGS. 54 to 56, the driving device 5 includes: a direct drive motor 51 and balance rods 52. The direct drive motor 51 is arranged on the axle 11 and located between the two axle boxes 13.

[0151] The direct drive motor 51 includes a motor housing 511, a rotor 512, and a stator. The motor housing 511 is connected to the connection base 3 through the balance rod 52. The stator is arranged on the motor housing 511 and is fixed. The rotor 512 is in interference fit with the axle 12 to rotate synchronously with the axle 12.

[0152] The direct drive motor 51 may be of a structure commonly used in the prior art. Bearings may be arranged between the motor housing 511 and the axle 11 to support the motor housing 511 and ensure that the rotor 512 can rotate smoothly. In this embodiment, since the axle box 13 is arranged between the wheel 12 and the direct drive motor 51, the motor housing 511 can be connected to the box body 131 of the axle box 13, so that the motor housing 511 and the box body 131 share the bearing 132.

[0153] One end of the balance rod 52 is connected to the motor housing 511, and the other end of the balance rod 52 is connected to the connection base 3. The connection with the motor housing 511 may be implemented by means of bolting, welding, riveting, or the like. The connection with the connection base 3 can be implemented as follows.

[0154] FIG. 57 is a schematic structural diagram of an assembly of the balance rod and the connection base according to the second embodiment of this application; and FIG. 58 is an exploded view of the assembly of the balance rod and the connection base according to the

second embodiment of this application. As shown in FIGS. 57 and 58, the balance rod 52 and the connection base 3 are connected together by a balance rod connector. The balance rod connector includes: a balance rod mandrel 531 and balance rod connecting bolts 532.

[0155] Specifically, the balance rod 51 is of an approximate "V"-shaped structure and has a top connected to the motor housing 511 and two ends connected to the corresponding connection bases 3. A balance rod connecting hole 521 is formed at the end of the balance rod 51, and the balance rod mandrel 531 can pass through the balance rod connecting hole 521. The structure of the balance rod mandrel 531 may refer to the structure of the first mandrel 95a1 shown in FIG. 46. A middle part of the balance rod mandrel 531 is inserted in the balance rod connecting hole 521, and two ends of the balance rod mandrel 531 are exposed out of the balance rod connecting hole 521 and each provided with a balance rod mandrel connecting hole 5311.

[0156] Correspondingly, balance rod connecting openings are formed in the connection base 3, specifically in the base body top plate 321. Balance rod connecting protrusions 3212 are arranged at inner top corners of the base body top plate 321, and a balance rod threaded hole 3213 is formed in an end surface of the balance rod connecting protrusion 3212. After passing through the balance rod mandrel connecting hole 5311, the balance rod connecting bolt 532 is fixed in the balance rod threaded hole 3213 by threaded fitting.

[0157] Two balance rod connecting protrusions 3212 connected to one end of the balance rod 52 are provided, and a certain gap exits between the two balance rod connecting protrusions 3212 to form a balance rod avoidance groove. The end of the balance rod 52 can be accommodated in the balance rod avoidance groove.

[0158] Using the above-mentioned balance rod mandrel 531 to connect the balance rod 52 and the connection base 3 can offset a starting torque of the motor.

[0159] On the basis of the above technical solution, a braking device 6 is arranged in the bogie to carry out braking in a braking state. As shown in FIGS. 1 and 54, this embodiment adopts disc braking. That is, a brake disc 124 is arranged on a disc surface of the wheel 12 (i.e., a spoke plate surface, also known as, the outer surface of the above-mentioned wheel boss 121), and the braking device 6 carries out braking by clamping the brake disc 124. For the wheel 12 provided above, the brake disc 124 can be connected with the wheel boss 121 by bolts.

[0160] FIG. 59 is a schematic structural diagram of connection of the braking device and the connection base according to the second embodiment of this application; FIG. 60 is a schematic structural diagram of the braking device according to the second embodiment of this application; FIG. 61 is an exploded view of an assembly of a braking unit connector in the braking device and the connection base according to the second embodiment of this application; and FIG. 62 is a cross-sectional view of the assembly of the braking unit connector in the braking device and the connection base according to the second embodiment of this application.

[0161] As shown in FIGS. 1 and 59 to 62, the braking device 6 includes a braking unit 61 and the braking unit connector 62. The braking unit connector 62 is configured to connect the braking unit 61 to the connection base 3. The braking unit connector 62 has a first vertical mounting surface configured to be attached to a second vertical mounting surface on the connection base 3 to implement assembly and connection.

[0162] Specifically, brake mounting bases 36 are arranged at the outer side of the connection base 3, and specifically, at the top of the second base body outer side plate 323 located at the outer side of the connection base 3. One connection base 3 is provided with two brake mounting bases 36 each connected with one corresponding braking device 6.

[0163] The brake mounting base 36 is provided with the second vertical mounting surface 361. Correspondingly, the braking unit connector 62 is provided with the first vertical mounting surface 621 facing the second vertical mounting surface 361. The first vertical mounting surface 621 and the second vertical mounting surface 361 are both vertical surfaces. The first vertical mounting surface 621 and the second vertical mounting surface 361 are closely attached and can be connected by means of bolting, clamping, or the like. In this embodiment, mounting base threaded holes 362 are formed in the brake mounting base 36, and a centerline of the mounting base threaded hole 362 is vertical to the second vertical mounting surface 361; that is, the mounting base threaded hole 362 extends in the horizontal direction. Correspondingly, the braking unit connector 62 is provided with brake connector bolt holes 622, and a centerline of the brake connector bolt hole 622 is vertical to the first vertical mounting surface 621; that is, the brake connector bolt hole 622 extends in the horizontal direction. A brake connecting bolt 623 is used to pass through the brake connector bolt hole 622 and then to be fixed in the mounting base threaded hole 362 by thread fitting.

[0164] The above-mentioned brake connecting bolts 623 connect the braking unit 61 and the connection base 3 together, and their ends are subjected to the gravitational force of the braking unit 61. The brake connecting bolts 623 may be bent during long-term running, which affects the relative position between the braking unit and the wheel. In order to avoid the problem, the following improvements can be made.

[0165] The first vertical mounting surface 621 is provided with a first support portion and correspondingly, the second vertical mounting surface 361 is provided with a second support portion. The second support portion matches the first support portion in shape and is configured to apply an upward supporting force to the first support portion, thereby relieving the vertical force on the brake connecting bolts 623.

[0166] Specifically, the above-mentioned first support

portion may be configured as a support groove 624 formed in the first vertical mounting surface 621 and extending in the horizontal direction. The support groove 624 is located at the middle position of the first vertical mounting surface 621 along the vertical direction. Two brake connector bolt holes 622 are symmetrically arranged above the support groove 624 and two brake connector bolt holes 622 are symmetrically arranged below the support groove 624. The above-mentioned second support portion is configured as a support key 363 protruding from the second vertical mounting surface 361. The support key 363 extends in the horizontal direction and is located at the middle position of the second vertical mounting surface 361 along the vertical direction. Two mounting base threaded holes 362 are symmetrically arranged above the support key 363 and two mounting base threaded holes 362 are symmetrically arranged below the support key 363. The height of the support key 363 protruding from the second vertical mounting surface 361 is less than the depth of the support groove 624, and the support key 363 can be accommodated in the support groove 624 to support the braking unit connector 62.

[0167] A center distance between the brake mounting base 36 and the connection base 3 is relatively short; that is, a moment arm corresponding to the braking unit 61 is relatively short, so that a torque received by the brake mounting base 36 is small and the brake mounting base 36 is not prone to deformation. In this way, the position of the braking unit 61 will not change, thus ensuring that the braking unit 61 can always be located on both sides of the brake disc 124 in the wheel 12, and the braking effect can be better achieved during the braking process.

[0168] The connection between the braking unit connector 62 and the braking unit 61 may be implemented by means of bolting, welding, clamping, or the like, which is not specifically limited in this embodiment.

[0169] On the basis of the above technical solution, the connection forms of various dampers in the bogie are described in detail as follows.

[0170] FIG. 63 is a schematic structural diagram of connection of the connection base and various dampers according to the second embodiment of this application. As shown in FIGS. 1, 2 and 63, each anti-yaw damper 91 extends in the longitudinal direction and has one end connected to the connection base 3 and the other end connected to the vehicle body. Each vertical damper 93 extends in the vertical direction and has one end connected to the connection base 3 and the other end connected to the vehicle body. Each anti-roll torsion bar 92 extends in the lateral direction and two ends of the anti-roll torsion bar 92 are respectively connected with the connection bases 3 on both sides. The two ends of the anti-roll torsion bar 92 are each provided with a vertical connecting rod extending in the vertical direction to be connected with the vehicle body. Each lateral damper 94 extends in the lateral direction and has one end connected to the traction pin 42 and the other end connected to the connection base 3.

[0171] The structures of the anti-yaw damper 91, the anti-roll torsion bar 92, the vertical damper 93 and the lateral damper 94 can all be implemented with reference to the prior art. In this embodiment, only the connection between the dampers and the connection base 3 is described in detail.

[0172] The outer surface of the connection base 3 is provided with the damper mounting portion 324 for connecting the anti-yaw damper 91, the anti-roll torsion bar 92 and the vertical damper 93. Specifically, a damper mounting base 97 is configured to be fixed on the damper mounting portion 324, and the anti-yaw damper 91, the anti-roll torsion bar 92 and the vertical damper 93 are all connected to the damper mounting base 97.

[0173] The above-mentioned damper mounting base 97 can be welded into a box-shaped structure by using steel plates, and connecting openings for connecting the dampers are formed in the damper mounting base 97.

[0174] FIG. 64 is a schematic structural diagram of connection of the lateral damper with the traction pin and the connection base according to the second embodiment of this application. As shown in FIG. 64, each lateral damper 94 extends in the lateral direction and has one end connected to the traction pin 42 and the other end connected to the connection base 3. Specifically, a connecting hole is formed in the second base body inner side plate 322 in the connection base 3, and an outer end of the lateral damper 94 can be fixed by a bolt passing through the connecting hole and fitted with a nut.

[0175] A lateral damper mounting base 941 is connected to the bottom end of the traction pin 42, and the lateral damper mounting base 941 can be fixed on the traction pin 42 by bolts. An inner end of the lateral damper 94 can be fixedly connected to the lateral damper mounting base 941 by bolts.

[0176] Further, as shown in FIGS. 1, 2, 42 to 45, 47 and 48, if the side beam 2 is made of a carbon fiber, a glass fiber and other fiber materials, the elasticity of the side beam 2 is good, but the rigidity of the side beam 2 is not enough to achieve a good anti-roll effect. Therefore, an anti-roll link 96 can be configured to be connected between the simplex pull rods 95 on two lateral sides. The anti-roll links 96 extend in the lateral direction. For example, when the vehicle passes through a cross triangular pit, the height difference between the wheels on two sides is large and the relative position of the two side beams and the vehicle body does not change; as a result, the links are twisted. When the vertical height of a wheel 12 is too high, the anti-roll link 96 can exert a downward vertical force on the wheel, so that the wheel is closely attached to the track, thus avoiding a derailment accident and reducing the risk of rolling over of the rail vehicle.

Third embodiment

[0177] This embodiment provides an implementation of another bogie.

[0178] FIG. 65 is a schematic structural diagram of the bogie according to the third embodiment of this application. As shown in FIG. 65, the bogie according to this embodiment includes two mutually independent side beams 2, and the two side beams 2 are parallel and extend in the longitudinal direction. An axle box 13 is located at an inner side of a wheel 12 and is close to the wheel 12. An end of the side beam 2 is connected to the axle box 13 through a primary suspension device 7, and the primary suspension device 7 functions to support the side beam 2 and buffer a vertical force.

[0179] A connection base 3 is arranged at a middle part of each side beam 2, and a secondary suspension device 8 is arranged at a top of the connection base 3. A top of the secondary suspension device 8 is connected to a vehicle body and functions to support the vehicle body and buffer the vertical force.

[0180] A traction device 4 is connected between the two connection bases 3 and configured to transmit a lateral force. The traction device 4 is connected with the vehicle body at the top and configured to transmit a traction force or braking force to the vehicle body.

[0181] An outer surface of the connection base 3 is provided with brake mounting bases for mounting braking devices 6. A braking unit in the braking device 6 extends to two sides of the wheel 12 and clamps a disc surface of the wheel 12 to carry out braking in a braking state.

[0182] The outer surface of the connection base 3 is provided with a damper mounting portion 324 for connecting an anti-yaw damper 91, an anti-roll torsion bar 92 and a vertical damper 93.

[0183] FIG. 66 is a schematic structural diagram of the side beam in the bogie according to the third embodiment of this application. As shown in FIGS. 65 and 66, the side beam 2 of this embodiment is of a box-shaped structure, which may be welded by steel plates, or may be made of a carbon fiber or glass fiber material. In terms of the lateral width, the side beam 2 is wide in the middle and narrow at two ends, and in terms of the vertical thickness, the side beam 2 is thick in the middle and thin at two ends. The middle part of the side beam is recessed downward to form a fish belly shape, which improves the strength of the middle part of the side beam 2.

[0184] FIG. 67 is a side plan view of an assembly of the side beam and the axle box through the primary suspension device in the bogie according to the third embodiment of this application; FIG. 68 is an exploded view of an assembly of one end of the side beam with the primary suspension device and the axle box in the bogie according to the third embodiment of this application; FIG. 69 is a schematic structural diagram of the primary suspension device in the bogie according to the third embodiment of this application; and FIG. 70 is a cross-sectional view of the primary suspension device in the bogie according to the third embodiment of this application.

[0185] As shown in FIGS. 67 and 68, each end of the side beam 2 is supported by the primary suspension device 7, and a bottom end of the primary suspension device 7 is connected to the axle box 13. The implementation of the primary suspension device 7 will be described in detail as follows.

[0186] As shown in FIGS. 69 and 70, the primary suspension device 7 includes: primary rigid support layers 701, primary elastic buffer layers 702 and a primary rigid support base layer 704. The primary rigid support base layer 704 is arranged at the bottom end, so as to be in contact with the axle box 13. The primary elastic buffer layers 702 and the primary rigid support layers 701 are arranged above the primary rigid support base layer 704 and alternately stacked, and the primary elastic buffer layer 702 is in contact with the primary rigid support base layer 704. The primary rigid support layer 701 is arranged at the top end, so as to come into contact with a bottom surface of the side beam 2.

[0187] The above-mentioned primary rigid support base layer 704 and the primary rigid support layer 701 can be made of a rigid material and mainly play a supporting role to keep the overall shape of the primary suspension device 7 unchanged. The primary elastic buffer layer 702 can be made of an elastic material and can be elastically deformed to buffer the vertical force between the side beam 2 and the axle box 13. The primary rigid support layer 701 and the primary rigid support base layer 704 can be made of a metal material as metal layers, and the primary elastic buffer layer 702 can be made of rubber as a rubber layer. The primary rigid support layers 701, the primary elastic buffer layers 702 and the primary rigid support base layer are fixed into a whole by means of vulcanization.

[0188] The top surface of the primary suspension device 7 is shaped to be high in the middle and low at both ends. Correspondingly, a primary accommodating recess 26 is formed at the bottom surface of each end of the side beam 2, and the primary accommodating recess 26 matches the top surface of the primary suspension device 7 in shape, so that the top of the primary suspension device 7 can be accommodated in the primary accommodating recess 26. During the assembly process of the side beam 2 and the primary suspension device 7, the effect of rapid positioning and assembly can be achieved, and the production efficiency can be improved.

[0189] Moreover, if the side beam 2 is made of a fiber material, such as a carbon fiber and a glass fiber, the side beam 2 has certain flexibility. When subjected to the vertical pressure of the vehicle body, the middle part of the side beam 2 is deformed to some degree and the longitudinal distance between the two ends of the side beam 2 is reduced, causing the ends of the side beam 2 to move for a certain distance longitudinally relative to the primary suspension devices 7. The above-mentioned positioning assembly of the primary suspension devices 7 and the side beam 2 can get adapted to the longitudinal movement of the side beam 2. In other words, the primary suspension devices 7 will not hinder the longitudinal movement of the side beam 2.

[0190] Specifically, the bottom surface of the primary

rigid support base layer 704 is configured as a plane, and the middle part of the top surface of the primary rigid support base layer 704 protrudes upward to form a shape with a high middle and low ends. The primary elastic buffer layer 702 is of a plate-like structure with a uniform thickness and an upwardly protruding middle part, and the protrusion matches the top surface of the primary rigid support base layer 704 in shape. The primary rigid support layer 701 is of a plate-like structure with a uniform thickness and an upwardly protruding middle part, and the protrusion matches the top surface of the primary rigid support base layer 704 in shape.

[0191] Primary positioning holes 703 are formed from the bottom surface of the primary rigid support base layer 704 to the inside. The depth of the primary positioning holes 703 matches the length of primary positioning pins 25 arranged on the axle box 13.

[0192] Certainly, in addition to the above-mentioned implementation of this embodiment, other implementations may also be adopted. For example, a protrusion is formed at the bottom surface of each end of the side beam 2 and a recess is correspondingly formed at the top surface of the primary suspension device 7; in this way, the same rapid positioning effect can also be achieved.

[0193] The upper surface of the middle part of the side beam 2 is provided with a side beam connecting pin 24, so as to be connected with the connection base 3. The implementation of the connection base 3 may refer to the above-mentioned embodiment and it will not be repeated in this embodiment. FIG. 71 is an exploded view of connection of the side beam and the connection base in the bogie according to the third embodiment of this application; FIG. 72 is an outside view of the connection of the side beam and the connection base in the bogie according to the third embodiment of this application; and FIG. 73 is an inside view of the side beam and the connection base in the bogie according to the third embodiment of this application. As shown in FIGS. 71 to 73, the side beam 2 passes through the connection base 3 from the middle, and the side beam connecting pin 24 passes upward through a side beam connecting hole 3211 in the connection base 3, and then penetrates into the secondary suspension device 8.

[0194] FIG. 74 is a schematic structural diagram of connection of the side beam, the connection base and the traction device in the bogie according to the third embodiment of this application. As shown in FIG. 74, the traction device 4 is connected between the two connection bases 3, and the specific implementation of the traction device 4 can refer to the above-mentioned embodiment. FIG. 74 shows an implementation in which a traction beam 41 is of a frame-shaped structure, and another implementation in which the traction beam 41 is of a rod-shaped structure is also applicable to the bogie according to this embodiment.

[0195] FIG. 75 is a schematic structural diagram of an arrangement of a simplex pull rod between the connection base and the axle box in the bogie according to the third embodiment of this application. As shown in FIG. 75, the simplex pull rod 95 extending in the longitudinal direction is connected between the axle box 13 and the connection base 3 and is configured to transmit a longitudinal force between the axle box 13 and the connection base 3. The specific implementation of the simplex pull rod 95 can refer to the above-mentioned embodiment and it will not be repeated here.

[0196] The above-described embodiment can be implemented as a non-powered bogie. If a driving device is arranged on the bogie, the bogie can be used as a powered bogie. FIG. 76 is a schematic structural diagram of the powered bogie according to the third embodiment of this application. As shown in FIG. 76, the driving device 5 includes: direct drive motors 51 and balance rods 52. The direct drive motor 51 is arranged on the axle 11 and located between the two axle boxes 13. One end of the balance rod 52 is connected to a housing of the direct drive motor 51, and the other end of the balance rod 52 is connected to the connection base 3. The specific implementation of the driving device 5 may refer to the above-mentioned embodiment and it will not be repeated in this embodiment.

[0197] The other parts of the bogie according to this embodiment can be implemented by referring to the above-mentioned embodiments and it will not be repeated in this embodiment.

[0198] In the above second and third embodiments, the axle box 13 is located at the inner side of the wheel 12. Besides, the axle box 13 may also be arranged at an outer side of the wheel 12, and correspondingly, the ends of the side beam 2 also extend to the outer sides of of the wheels 12, so as to be assembled with the axle boxes 13 through the primary suspension devices 7. The connection base 3 is connected with the axle box 13 through the simplex pull rod 95, and the connection base 3 is also connected with the braking devices 6, and the positions of the braking devices 6 correspond to the positions of the wheels 12. Therefore, the structure of the connection base 3 can be adaptively adjusted to meet the assembly of various parts.

[0199] When the axle box 13 is located at the outer side of the wheel 12, the bearing is arranged between the box body 131 of the axle box 13 and the axle 11. For the powered bogie using the direct drive motor 51, a bearing is also arranged between the motor housing 511 and the rotor 512 to ensure the normal operation of the direct drive motor 51.

Fourth embodiment

[0200] This embodiment provides a rail vehicle using the bogie according to any of the above-mentioned embodiments.

[0201] According to the rail vehicle using the above-mentioned bogie, two independent side beams span over the two wheel sets, the two side beams are parallel to

each other, and ends of the side beams are located above the axle boxes and supported by the axle boxes; one connection base is arranged at the middle part of each side beam, and the traction device is connected between the two connection bases to provide a traction force or braking force for the vehicle body. Since the two side beams are independent, the advantages of small size, light weight and low manufacturing difficulty are achieved. In the subsequent assembly process with other parts, the bogie can be hoisted easily and conveniently, which can simplify the operation of alignment and reduce the production time of the bogie to improve the production efficiency of the entire rail vehicle.

[0202] In the description of this application, it should be understood that the orientations or positional relationships, indicated by the terms "central", "longitudinal", "lateral", "length", "width", "thickness", "on", "under", "front", "rear", "left", "right", "vertical", "horizontal", "top", "bottom", "inside", "outside", or the like, are based on the orientations or positional relationships shown in the drawings and are only for the purpose of facilitating and simplifying the description of this application, rather than indicating or implying that the described device or element must have a particular orientation or must be constructed and operated in a particular orientation, and therefore they cannot be construed as limiting this application.

[0203] Moreover, the terms "first" and "second" are used for descriptive purposes only and are not to be construed as indicating or implying a relative importance or implicitly indicating the number of technical features indicated. Thus, features defined by the term "first" or "second" may include one or more such features, either explicitly or implicitly. In the description of this application, the meaning of "a plurality of' is at least two, such as two, three, etc., unless specifically defined otherwise.

[0204] In this application, unless otherwise stated and defined explicitly, the terms such as "install", "link", "connect", and "fix" should be understood in a broad sense; for example, a connection may be a fixed connection, a detachable connection, or an integrated connection; may be a mechanical connection, an electrical connection or intercommunication; and may be a direct connection, an indirect connection through an intermediate medium, or a communication inside two components or interaction between two components. For those skilled in the art, the specific meanings of the above terms in the present application can be understood based on a specific situation.

[0205] Although some optional embodiments of this application have been described, those skilled in the art may make other changes and modifications to these embodiments once they have acquired the basic inventive concept. Therefore, the appended claims are intended to be interpreted as including some optional embodiments and all the changes and modifications that fall within the scope of this application.

[0206] It will be apparent to those skilled in the art that various changes and modifications can be made in this application without departing from the spirit and scope of this application. In this manner, this application is intended to incorporate such modifications and variations as the modifications and variations of this application are within the scope of the appended claims of this application and the equivalents thereof.

Claims

1. A bogie, comprising:

two wheel sets arranged in parallel, the wheel set comprising an axle and two wheels symmetrically arranged on the axle;
two side beams spanning over the two wheel sets, the two side beams being parallel with each other;
axle boxes arranged on the wheel sets, located under the side beams, and configured to support the side beams;
two connection bases each arranged at a middle part of one side beam; and
a traction device connected between the two connection bases, the traction device being further configured to be connected to a vehicle body.

2. The bogie according to claim 1, further comprising: driving devices arranged on the wheel sets and configured to directly drive the axles to rotate.

3. The bogie according to claim 1, further comprising: braking devices connected to the connection bases and configured to clamp the wheels during a braking process.

4. The bogie according to claim 1, further comprising: primary suspension devices, the primary suspension device being arranged between the axle box and the side beam.

5. The bogie according to claim 1, further comprising: secondary suspension devices arranged on the connection bases, a top of the secondary suspension device being configured to be connected to the vehicle body.

6. The bogie according to claim 4, wherein in terms of a lateral width, the side beam is wide in the middle and narrow at two ends; in terms of a vertical thickness, the side beam is thick in the middle and thin at two ends, and a middle part of the side beam is recessed downward to form a fish belly shape.

7. The bogie according to claim 4 or 6, wherein the primary suspension device comprises:

a primary rigid support base layer;
primary rigid support layers and primary elastic buffer layers that are arranged above the primary rigid support base layer and alternately stacked, the outermost primary rigid support layer being in contact with a bottom surface of the side beam.

8. The bogie according to claim 7, wherein the bottom surface of the side beam is provided with a primary accommodating recess;
a top surface of the primary suspension device is shaped to be high in the middle and low at both ends, so as to be accommodated in the primary accommodating recess, so that the primary suspension device is fitted with and positioned on the side beam.

9. The bogie according to claim 8, wherein a bottom surface of the primary rigid support base layer is configured as a plane, and a middle part of a top surface of the primary rigid support base layer protrudes upward;

the primary elastic buffer layer is of a plate-like structure having a uniform thickness and an upwardly protruding middle part and matching the top surface of the primary rigid support base layer in shape;
the primary rigid support layer is of a plate-like structure having a uniform thickness and an upwardly protruding middle part and matching the top surface of the primary rigid support base layer in shape.

10. The bogie according to claim 4, wherein the side beam comprises:

a first beam plate;
a second beam plate located above the first beam plate and spaced from the first beam plate by a predetermined distance; and
a beam plate buffer arranged between a middle part of the first beam plate and a middle part of the second beam plate.

11. The bogie according to claim 10, wherein the primary suspension device comprises:

a first suspension assembly arranged between the first beam plate and the second beam plate; and
a second suspension assembly arranged between the first beam plate and the axle box.

12. The bogie according to claim 11, wherein the first suspension assembly comprises: primary rigid support layers and primary elastic buffer layers that are alternately stacked, a primary positioning hole being formed in each of the two primary rigid support layers at the outermost sides;
primary positioning pins correspondingly inserted in the primary positioning holes being arranged on a bottom surface of the second beam plate and on a top surface of the first beam plate.

13. The bogie according to claim 11, wherein the second suspension assembly comprises:

two primary rigid support base layers, as well as primary rigid support layers and primary elastic buffer layers that are located between the two primary rigid support base layers and alternately stacked, the primary elastic buffer layers being in contact with the primary rigid support base layers, each of the two primary rigid support base layers being provided with a primary positioning hole;
primary positioning pins correspondingly inserted in the primary positioning holes being arranged on a bottom surface of the first beam plate and at a top of the axle box.

14. The bogie according to claim 12 or 13, wherein the primary rigid support layer is configured as a metal layer and the primary elastic buffer layer is configured as a rubber layer.

15. The bogie according to claim 10, 11, 12 or 13, wherein the beam plate buffer is configured as a rubber part and is closely attached to the first beam plate and the second beam plate.

16. The bogie according to claim 10, 11, 12 or 13, wherein the beam plate buffer is connected with the connection base;

when a vehicle body load borne by the bogie is a first load, a first buffer gap is formed between the beam plate buffer and the first beam plate;
when the vehicle body load borne by the bogie is a second load, the beam plate buffer descends to come into contact with the first beam plate.

17. The bogie according to claim 10, 11, 12 or 13, wherein

in terms of a lateral width, the first beam plate is wide in the middle and narrow at two ends; in terms of a vertical thickness, the first beam plate is thick in the middle and thin at two ends, and a middle part of the first beam plate is recessed downward to form a fish belly shape;
in terms of a lateral width, the second beam plate is wide in the middle and narrow at two ends; in terms of a vertical thickness, the second beam

plate is thick in the middle and thin at two ends, and a middle part of the second beam plate is recessed downward to form a fish belly shape.

18. The bogie according to claim 10, wherein the first beam plate is configured as a carbon fiber plate and the second beam plate is configured as a carbon fiber plate.

19. The bogie according to claim 5, further comprising: side beam connecting pins, the side beam connecting pin having a bottom end fixed to the side beam and a top end passing through the connection base from bottom to top and then being inserted into the secondary suspension device.

20. The bogie according to claim 5, wherein the secondary suspension device comprises:
secondary rigid support layers and secondary elastic buffer layers that are alternately stacked, the secondary rigid support layers being located at the outermost sides.

21. The bogie according to claim 20, wherein three secondary rigid support layers are provided and two secondary elastic buffer layers are provided; the two secondary elastic buffer layers are respectively arranged between adjacent secondary rigid support layers; a cross-sectional area of the secondary elastic buffer layer gradually decreases in a direction from the secondary rigid support layer located on the outer side toward the rigid support layer located on the inner side.

22. The bogie according to claim 21, wherein a cross section of the secondary rigid support layer is circular and a cross section of the secondary elastic buffer layer is circular.

23. The bogie according to claim 20, wherein the secondary rigid support layer is configured as a metal layer and the secondary elastic buffer layer is configured as a rubber layer.

24. The bogie according to claim 1, wherein the traction device comprises:

a traction beam having two ends respectively connected with the connection bases at the corresponding ends;
a traction pin having a top end to be connected with the vehicle body; and
a traction buffer arranged between the traction pin and the traction beam.

25. The bogie according to claim 24, wherein the traction beam is of a rod-shaped structure;
the traction buffer comprises:

an upper hoop connected to a bottom end of the traction pin;
a lower hoop connected with the upper hoop to form an annular hoop, the annular hoop being fitted over an outer side of the traction beam; and
a first buffer sleeve arranged between the annular hoop and the traction beam.

26. The bogie according to claim 25, wherein the first buffer sleeve comprises:

a first outer buffer sleeve in interference fit with the annular hoop;
a first inner buffer sleeve in interference fit with the traction beam; and
a first middle buffer sleeve arranged between the first outer buffer sleeve and the first inner buffer sleeve, deformation holes extending in an axial direction being formed at ends of the first middle buffer sleeve.

27. The bogie according to claim 26, wherein the first outer buffer sleeve and the first inner buffer sleeve are both configured as metal sleeves; the first middle buffer sleeve is configured as a rubber sleeve.

28. The bogie according to claim 24, 25, 26 or 27, wherein the traction device further comprises:
second buffer sleeves arranged between the ends of the traction beam and the connection bases.

29. The bogie according to claim 28, wherein the second buffer sleeve comprises:

a second outer buffer sleeve in interference fit with an inner wall of a traction beam mounting hole formed in the connection base;
a second inner buffer sleeve in interference fit with the end of the traction beam; and
a second middle buffer sleeve arranged between the second outer buffer sleeve and the second inner buffer sleeve.

30. The bogie according to claim 24, wherein the traction beam is of a frame-shaped structure defined by lateral frames and longitudinal frames; the traction buffers are located in an area defined by the frame-shaped structure, and the bottom end of the traction pin is inserted between the traction buffers.

31. The bogie according to claim 30, wherein the traction buffer comprises:

a surrounding baffle plate arranged around the outside of the traction pin;
a traction buffer assembly arranged between the surrounding baffle plate and the lateral frame; and

traction buffer connecting bolts for connecting the traction buffer assembly and the lateral frame.

32. The bogie according to claim 31, wherein the traction buffer further comprises:
traction buffer adjusting gaskets arranged between the traction buffer assembly and the lateral frame, the traction buffer adjusting gasket being provided with gasket openings for accommodating the traction buffer connecting bolts.

33. The bogie according to claim 30, further comprising:
traction connecting pins, the traction connecting pin having one end connected with the longitudinal frame and the other end inserted in the traction beam mounting hole formed in an inner surface of the connection base.

34. The bogie according to claim 33, further comprising:
traction connecting bolts, the traction connecting bolt passing through the longitudinal frame and the connection base and being then fixed with a traction connecting nut.

35. The bogie according to claim 33, further comprising:
traction buffer connecting sleeves, the traction buffer connecting sleeve being pressed between the traction connecting pin and the inner wall of the traction beam mounting hole.

36. The bogie according to claim 35, wherein the traction buffer connecting sleeve comprises:

an outer traction buffer sleeve in interference fit with the traction beam mounting hole;
an inner traction buffer sleeve in interference fit with the traction connecting pin; and
a middle traction buffer sleeve arranged between the outer traction buffer sleeve and the inner traction buffer sleeve.

37. The bogie according to claim 36, wherein the outer traction buffer sleeve and the inner traction buffer sleeve are both configured as metal sleeves; the middle traction buffer sleeve is configured as a rubber sleeve;
an outer peripheral surface of the middle traction buffer sleeve is configured as a spherical surface.

38. The bogie according to claim 2, wherein the driving device comprises:

a direct drive motor located between two wheels, the direct drive motor comprising a motor housing, a stator and a rotor, the rotor being connected with the axle, the stator being connected with the motor housing; and
balance rods connected between the motor housing and the connection bases.

39. The bogie according to claim 38, wherein the axle box is located at an inner side of the wheel; the motor housing is connected with a box body of the axle box.

40. The bogie according to claim 1, wherein the wheel comprises:

a wheel boss having an axle hole at the center to allow the axle to pass;
a wheel rim fitted over an outer peripheral surface of the wheel boss and in interference fit with the wheel boss; and
a wheel ring configured to connect the wheel boss and the wheel rim.

41. The bogie according to claim 40, wherein a limiting flange is arranged on an inner peripheral surface of one end of the wheel rim in the axial direction;
an end of the wheel boss facing a direction of assembly with the wheel rim is provided with a stepped surface to be lapped on the limiting flange; the limiting flange is configured to limit the wheel boss from coming off the wheel rim along the direction of assembly.

42. The bogie according to claim 40 or 41, wherein a wheel ring assembling groove is formed in an inner peripheral surface of the other end of the wheel rim in the axial direction;
the wheel ring is inserted in the wheel ring assembling groove, and an inner edge presses the wheel boss in the wheel rim.

43. The bogie according to claim 40, wherein the wheel boss is made of an aluminum-based graphene material, an aluminum alloy or a magnesium alloy.

44. The bogie according to claim 3, wherein the braking device comprises:

a braking unit; and
a braking unit connector connected with the braking unit, the braking unit connector having a first vertical mounting surface configured to be attached to a second vertical mounting surface arranged on the connection base to implement assembly and connection.

45. The bogie according to claim 44, wherein the braking unit connector is provided with brake connector bolt holes for connection with the connection base, a centerline of the brake connector bolt hole being vertical to the first vertical mounting surface.

46. The bogie according to claim 44 or 45, wherein the

first vertical mounting surface is provided with a first support portion and the second vertical mounting surface is provided with a second support portion matching the first support portion in shape; the second support portion is configured to apply an upward supporting force to the first support portion.

47. The bogie according to claim 46, wherein the first support portion is configured as a support groove formed in the first vertical mounting surface, and a length direction of the support groove is parallel to a horizontal plane; the support groove is located at a middle position of the first vertical mounting surface in a vertical direction;
the second support portion is configured as a support key protruding from the second vertical mounting surface and the support key can be accommodated in the support groove; a height of the support key protruding from the second vertical mounting surface is less than a depth of the support groove.

48. The bogie according to claim 1, further comprising:
simplex pull rods extending in a longitudinal direction, the simplex pull rod being connected between the axle box and the connection base.

49. The bogie according to claim 48, further comprising:
first pull rod connecting assemblies, the first pull rod connecting assembly being configured to connect the simplex pull rod and the axle box;
the first pull rod connecting assembly comprising:

a first mandrel inserted into a first pull rod hole formed at one end of the simplex pull rod, two ends of the first mandrel being exposed out of the first pull rod hole, a first mandrel bolt hole being formed at each of the two ends of the first mandrel; and
pull rod connecting studs, one end of the pull rod connecting stud being fixed in a pull rod threaded hole formed in the axle box, the other end of the pull rod connecting stud passing through the first mandrel bolt hole and being then connected to a first pull rod connecting nut.

50. The bogie according to claim 49, wherein the first mandrel comprises:

a first mandrel body;
a first outer mandrel sleeve fitted over the first mandrel body and in interference fit with the first pull rod hole; and
a first mandrel buffer sleeve arranged between the first mandrel body and the first outer mandrel sleeve.

51. The bogie according to claim 48, further comprising:
second pull rod connecting assemblies, the second pull rod connecting assembly being configured to connect the simplex pull rod and the connection base;
the second pull rod connecting assembly comprising:

a second mandrel inserted into a second pull rod hole formed at the other end of the simplex pull rod, two ends of the second mandrel being exposed out of the second pull rod hole, a second mandrel bolt hole being formed at each of the two ends of the second mandrel; and
pull rod connecting bolts, the pull rod connecting bolt passing through a pull rod connecting hole formed in the connection base and the second mandrel bolt hole in sequence and being then fixedly connected to a second pull rod connecting nut.

52. The bogie according to claim 51, wherein the second mandrel comprises:

a second mandrel body;
a second outer mandrel sleeve fitted over the second mandrel body and in interference fit with the second pull rod hole; and
a second mandrel buffer sleeve arranged between the second mandrel body and the second outer mandrel sleeve.

53. The bogie according to claim 48, further comprising:
anti-roll links extending in a lateral direction, the anti-roll link being connected between the two simplex pull rods.

54. The bogie according to claim 1 or 53, further comprising:
anti-roll torsion bars connected with the connection bases through damper mounting bases and also configured to be connected with the vehicle body.

55. The bogie according to claim 1, further comprising:
anti-yaw dampers, the anti-yaw damper having one end connected to the connection base through the damper mounting base and the other end connected to the vehicle body.

56. The bogie according to claim 1, further comprising:
vertical dampers, the vertical damper having one end connected to the connection base through the damper mounting base and the other end connected to the vehicle body.

57. The bogie according to claim 30, further comprising:
lateral dampers, the lateral damper having one end connected to the traction pin and the other end connected to the connection base.

58. The bogie according to claim 1, wherein the connection base comprises:

a first base body; and
a second base body located above the first base body and connected with the first base body, the second base body together with the first base body defining a passage through which the side beam can pass.

59. The bogie according to claim 58, wherein the second base body comprises:

a base body top plate;
a second base body inner side plate having a top end connected to a lateral inner edge of the base body top plate; and
a second base body outer side plate having a top end connected to a lateral outer edge of the base body top plate, a lateral distance between the second base body outer side plate and the second base body inner side plate being greater than the lateral width of the middle part of the side beam.

60. The bogie according to claim 58 or 59, wherein the first base body comprises:

a base body bottom plate; and
base body connecting parts arranged on the base body bottom plate and configured to be connected with the second base body.

61. The bogie according to claim 59, wherein the base body top plate is provided with a balance rod connecting opening for connection with one end of the balance rod, and the other end of the balance rod is connected with a housing of a drive motor arranged on the wheel set.

62. The bogie according to claim 61, further comprising: balance rod connectors, the balance rod connector being configured to connect the balance rod connecting opening and the balance rod, the balance rod connector comprising:

a balance rod mandrel inserted in a balance rod connecting hole at the end of the balance rod, two ends of the balance rod mandrel being exposed out of the balance rod connecting hole and each provided with a balance rod mandrel connecting hole; and
balance rod connecting bolts, the balance rod connecting bolt passing through the balance rod mandrel connecting hole and being fixed in a balance rod threaded hole formed in the balance rod connecting opening.

63. The bogie according to claim 62, wherein the balance rod connecting openings are configured as balance rod connecting protrusions arranged at inner top corners of the base body top plate, a balance rod avoidance groove for accommodating the end of the balance rod being arranged at the balance rod connecting protrusion, the balance rod threaded holes being formed at end surfaces of the connecting protrusions on two sides of the balance rod avoidance groove.

64. The bogie according to claim 59, wherein brake mounting bases are arranged at a top of the second base body outer side plate, the brake mounting base being provided with the second vertical mounting surface for connection with the first vertical mounting surface on the braking device.

65. The bogie according to claim 64, wherein the brake mounting base is provided with mounting base threaded holes, a centerline of the mounting base threaded hole extending in the horizontal direction, so that the braking device can be fixed by bolts that can be inserted into the mounting base threaded holes.

66. The bogie according to claim 65, wherein the second vertical mounting surface is provided with the second support portion that matches the first support portion arranged on the first vertical mounting surface of the braking device in shape; the second support portion is configured to apply the upward supporting force to the first support portion.

67. The bogie according to claim 66, wherein the second support portion is configured as the support key protruding from the second vertical mounting surface, and a length direction of the support key is parallel to the horizontal plane; the support key is arranged at a middle position of the second vertical mounting surface in the vertical direction;
the first support portion is configured as the support groove formed in the first vertical mounting surface and the support groove is configured to accommodate the support key; the height of the support key protruding from the second vertical mounting surface is less than the depth of the support groove.

68. The bogie according to claim 59, further comprising: damper connecting bases, the damper connecting base being arranged on the second base body outer side plate and configured to connect at least one of the vertical damper, the anti-yaw damper and the anti-roll torsion bar.

69. The bogie according to claim 59, wherein the second base body inner side plate is provided with the traction beam mounting hole for connection with the trac-

tion device.

70. The bogie according to claim 59, wherein the second base body inner side plate is provided with a damper connecting part for connection with the lateral damper.

71. A rail vehicle, comprising the bogie according to any of claims 1 to 70.

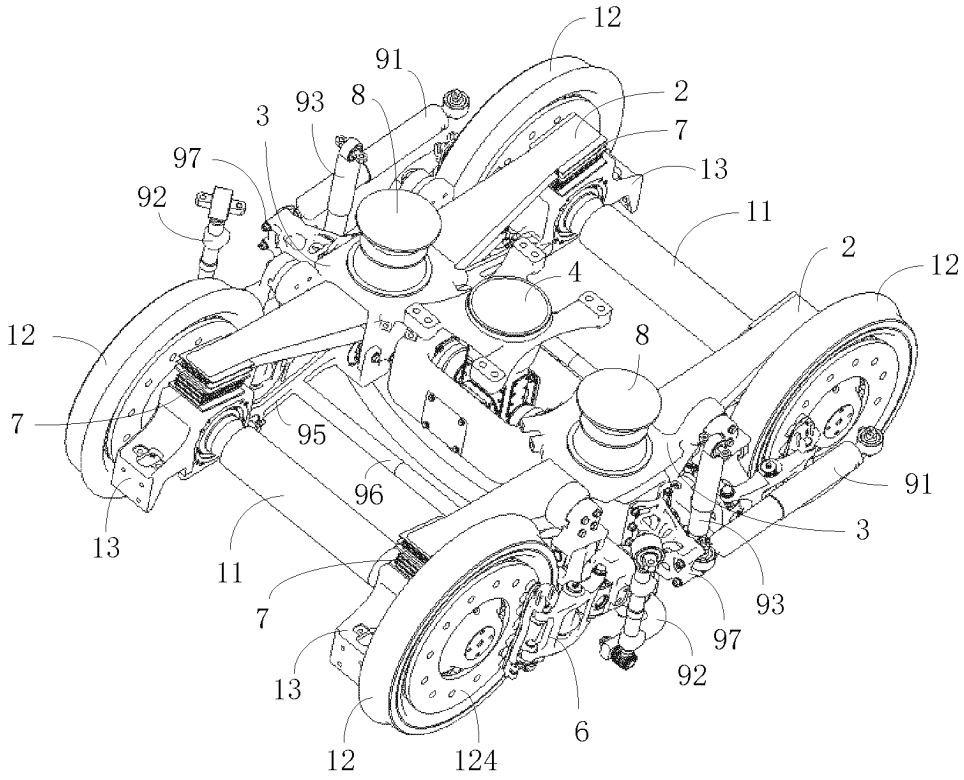
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FIG. 1

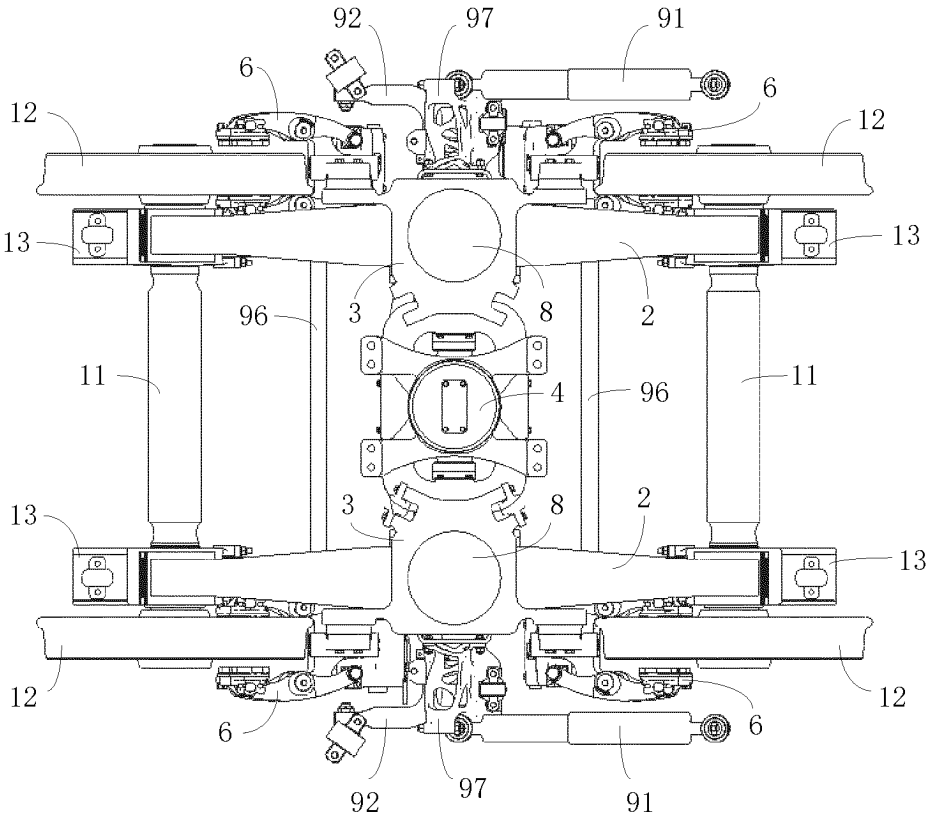
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FIG. 2

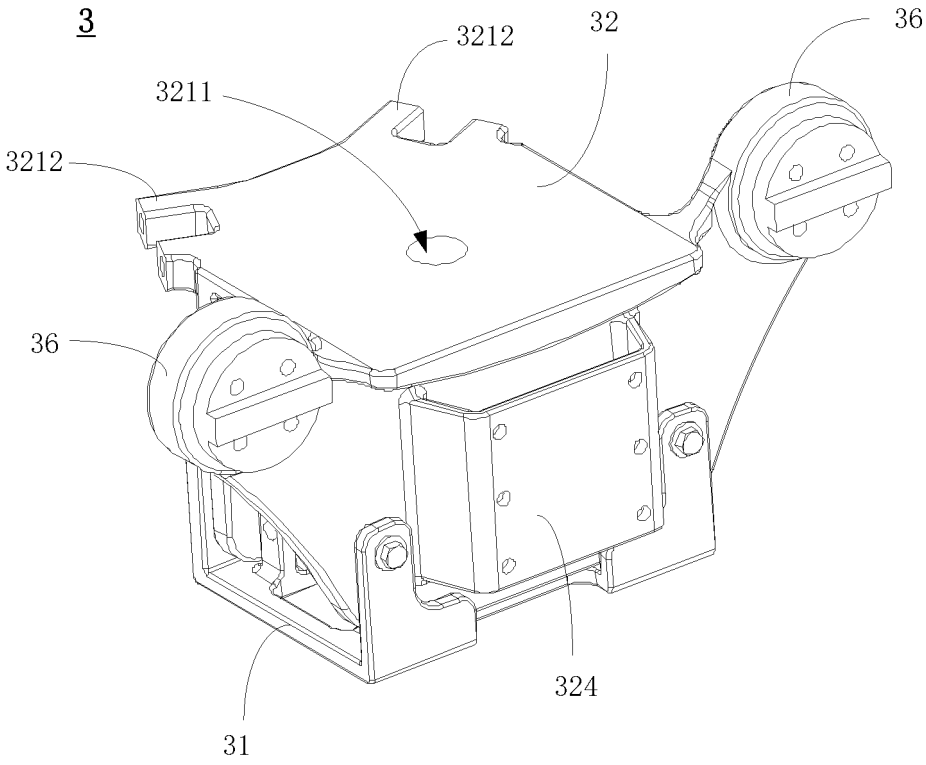

FIG. 3

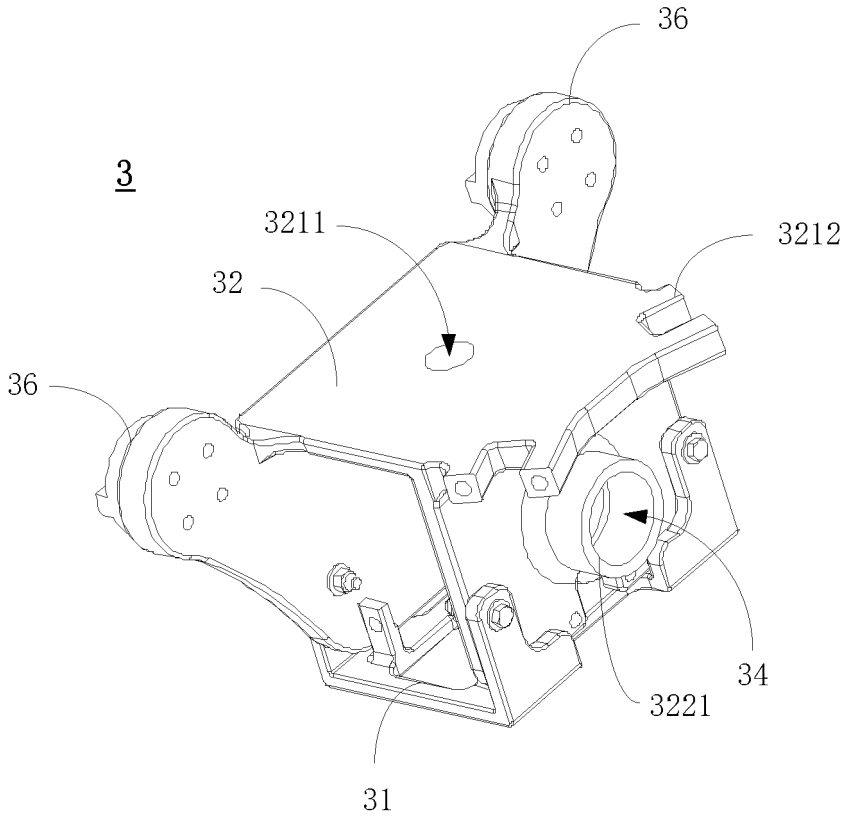

FIG. 4

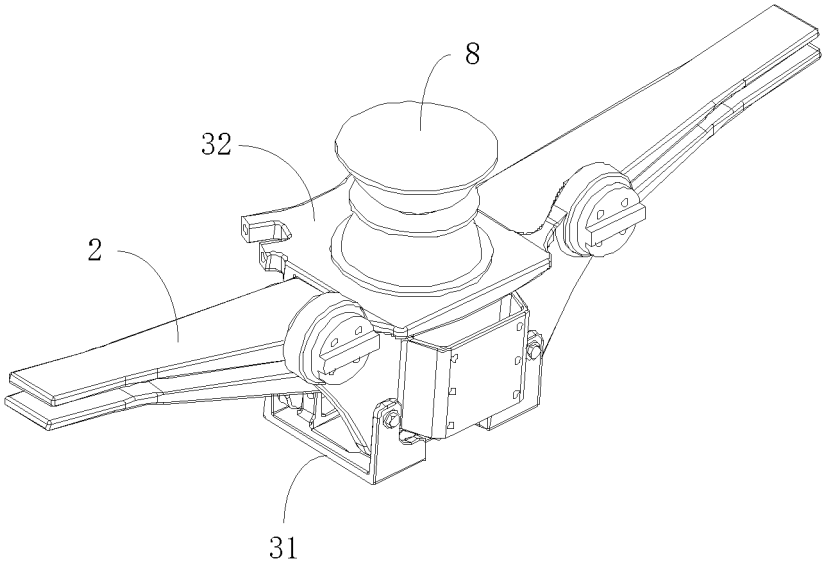

FIG. 5

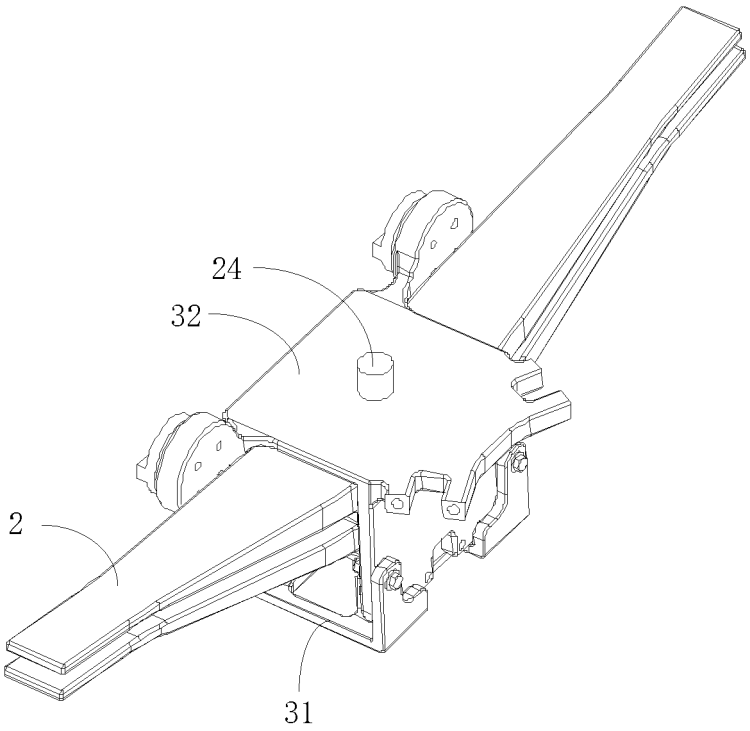

FIG. 6

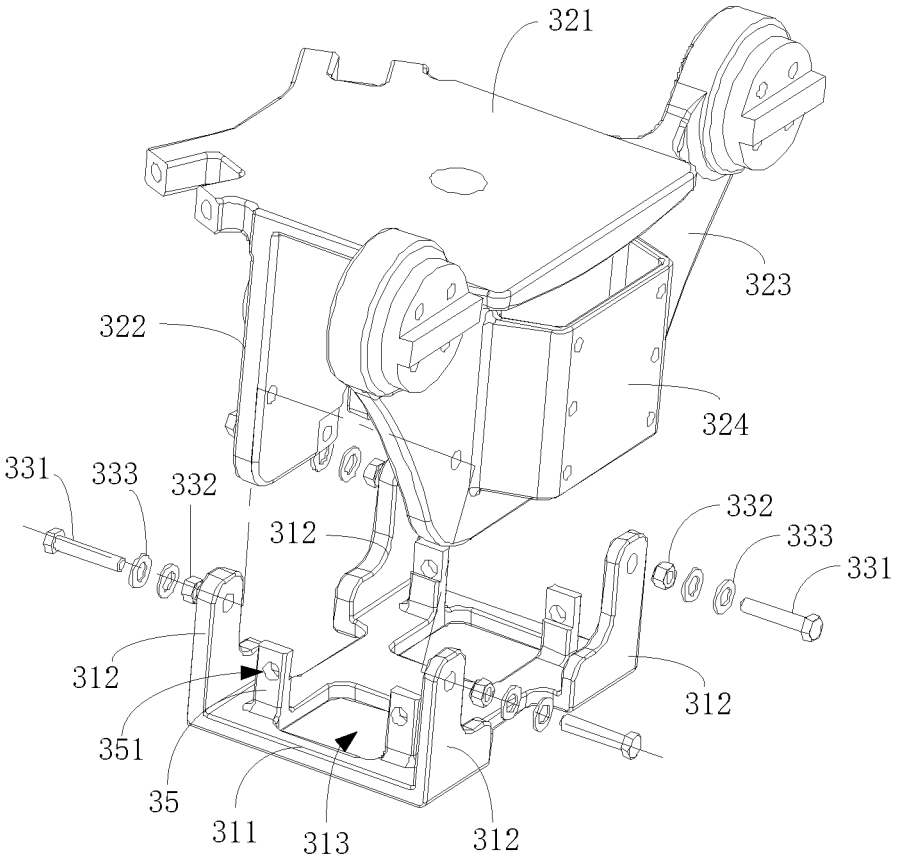
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FIG. 7

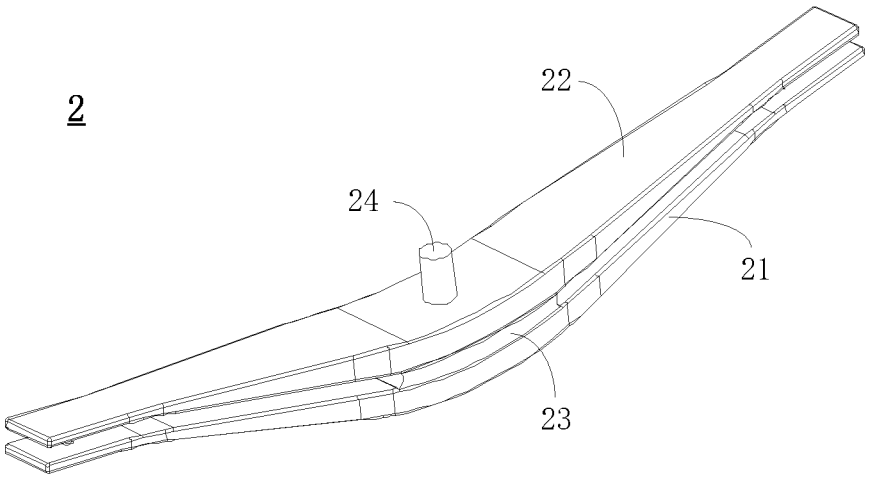
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FIG. 8

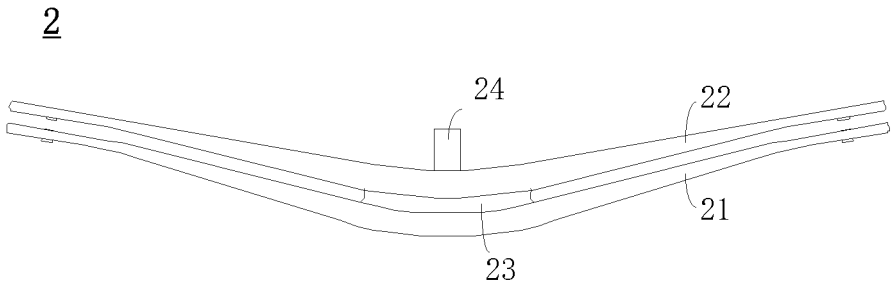

FIG. 9

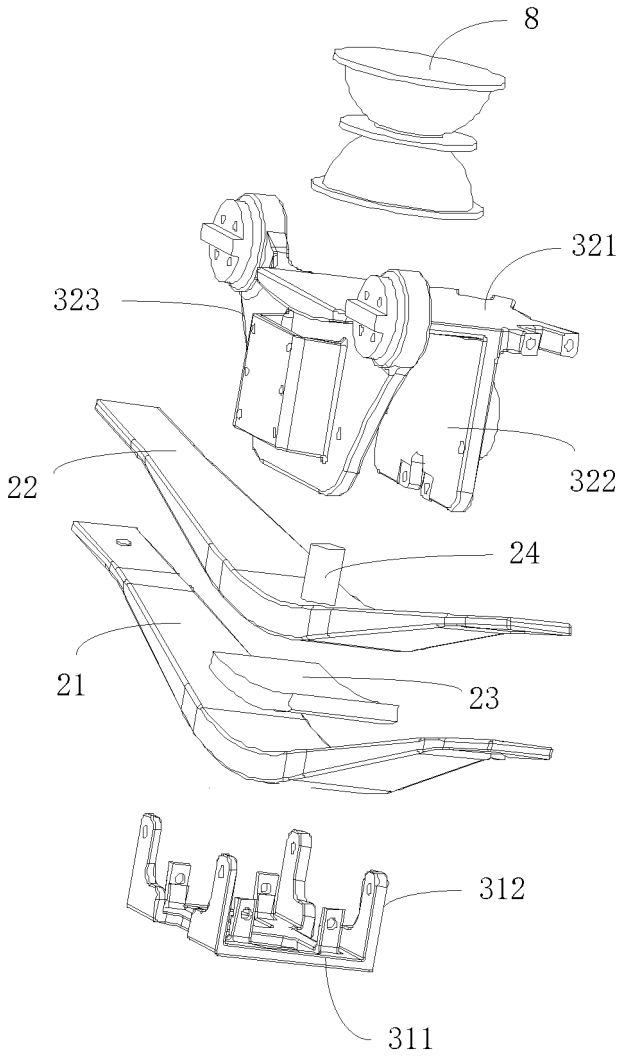

FIG. 10

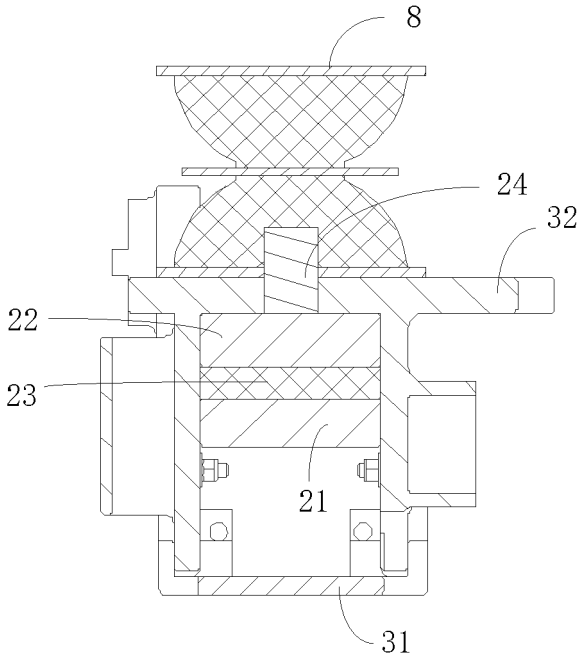

FIG. 11

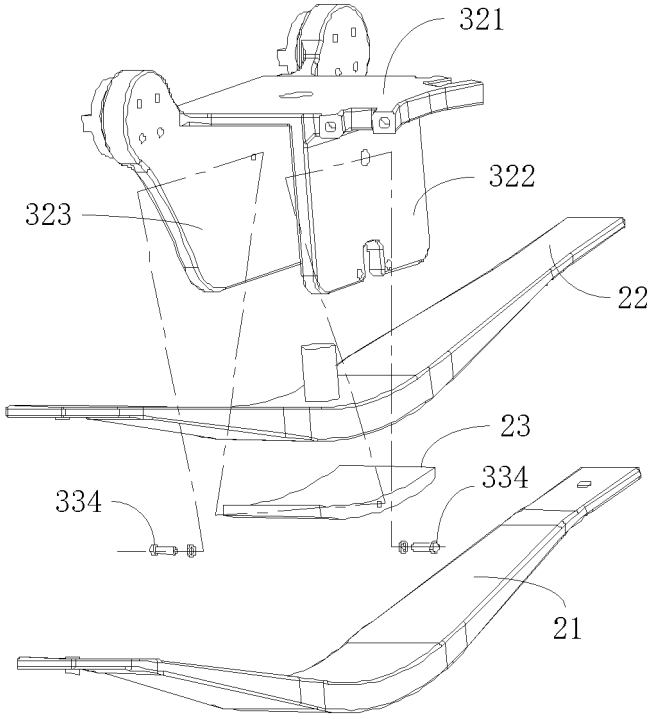

FIG. 12

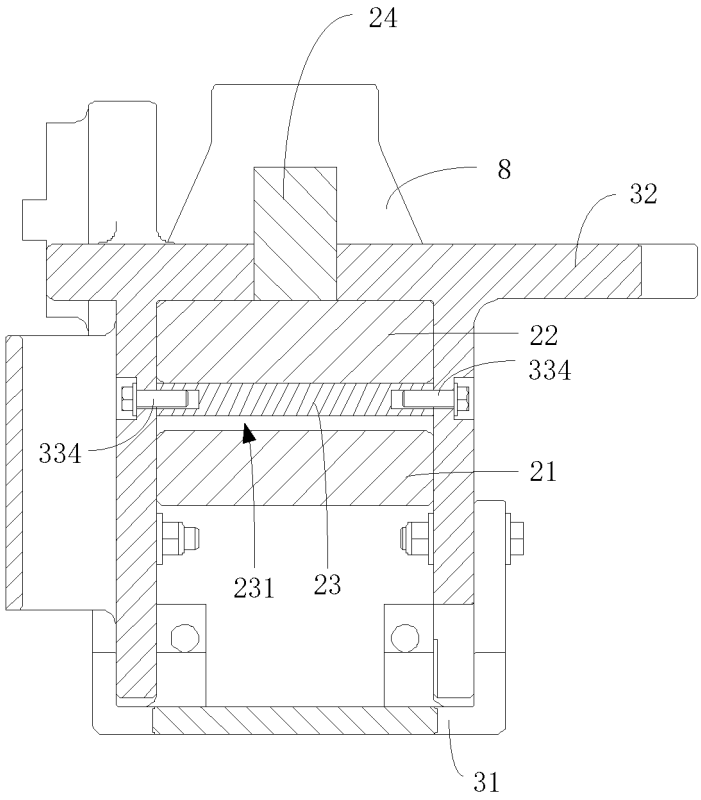

FIG. 13

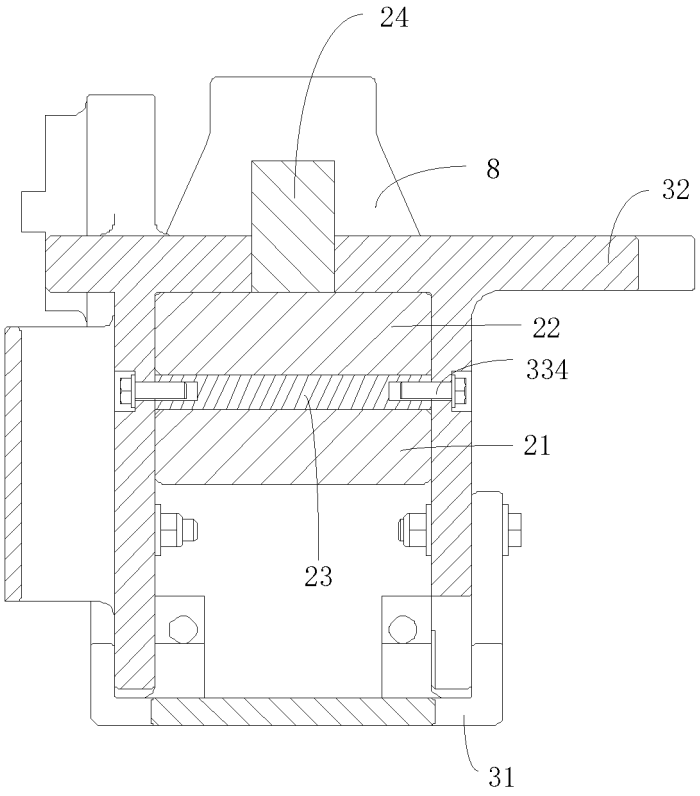

FIG. 14

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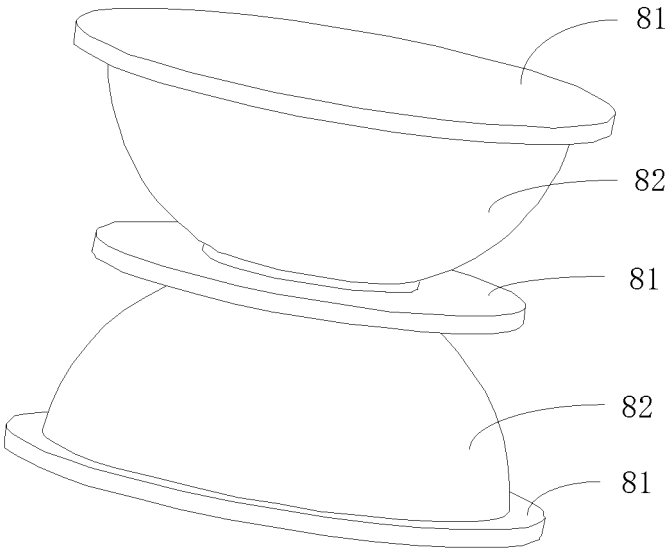

FIG. 15

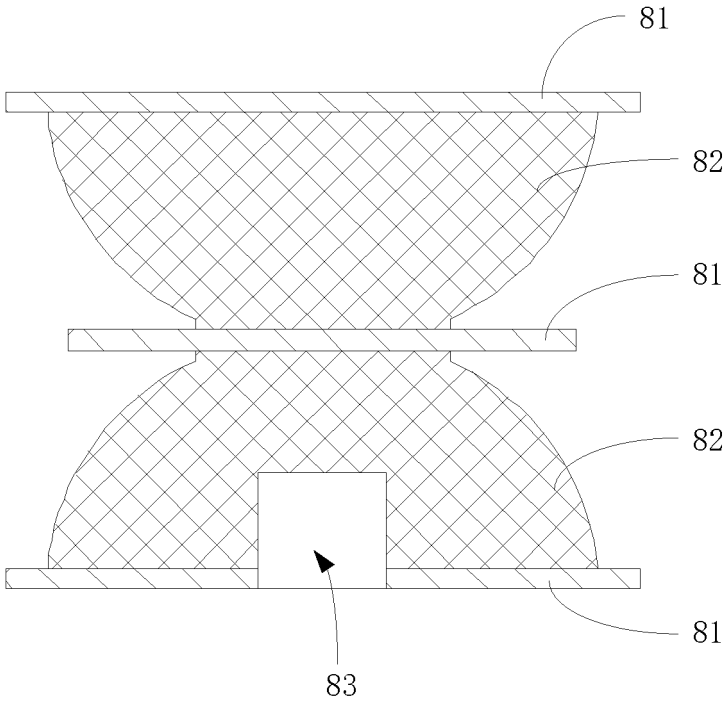

FIG. 16

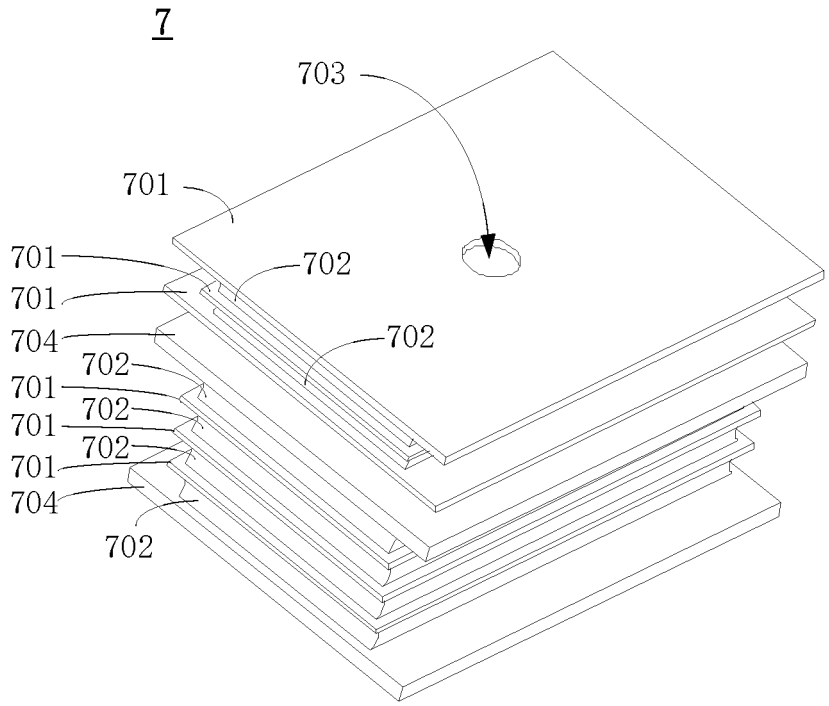
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FIG. 17

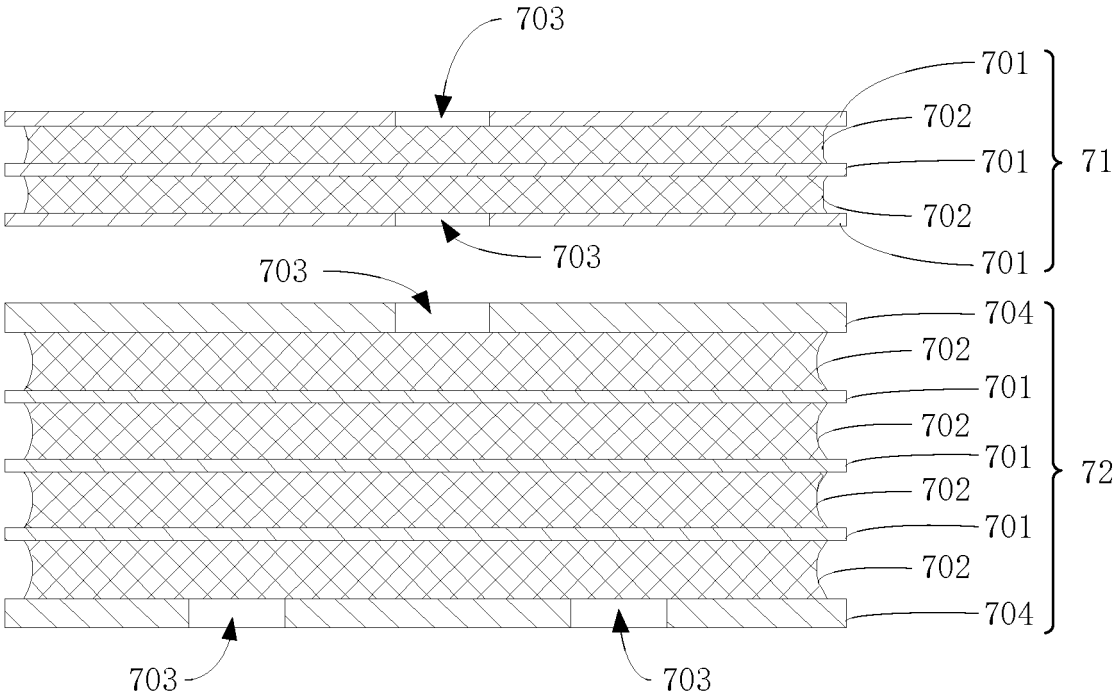
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FIG. 18

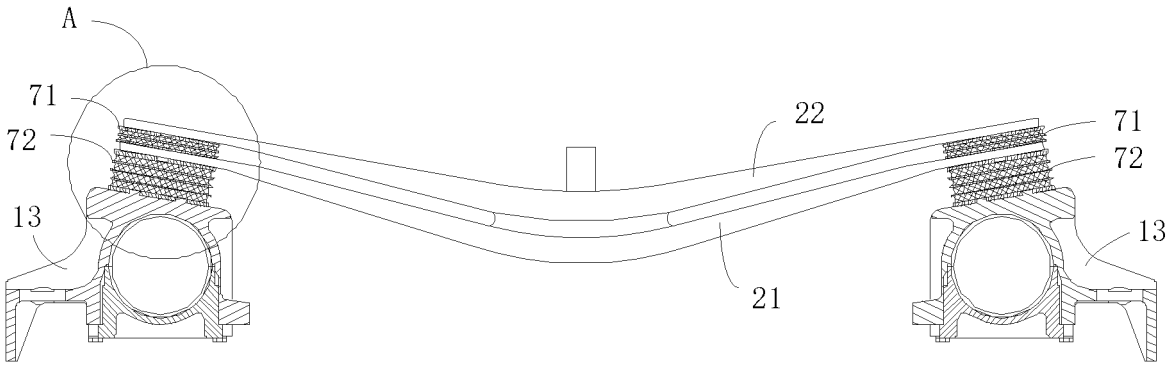

FIG. 19

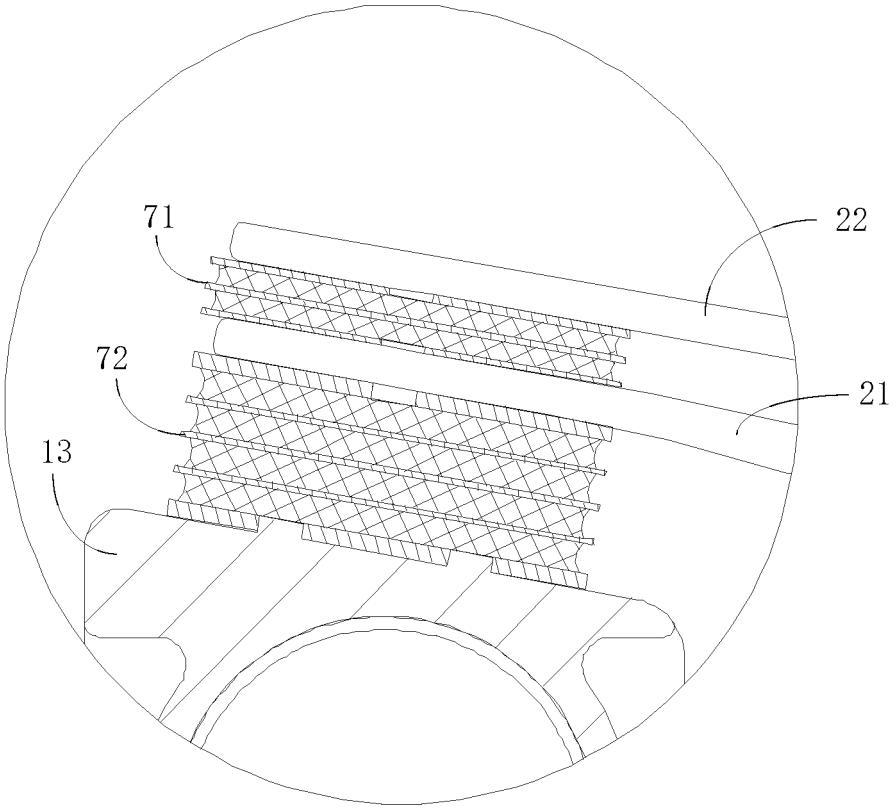

FIG. 20

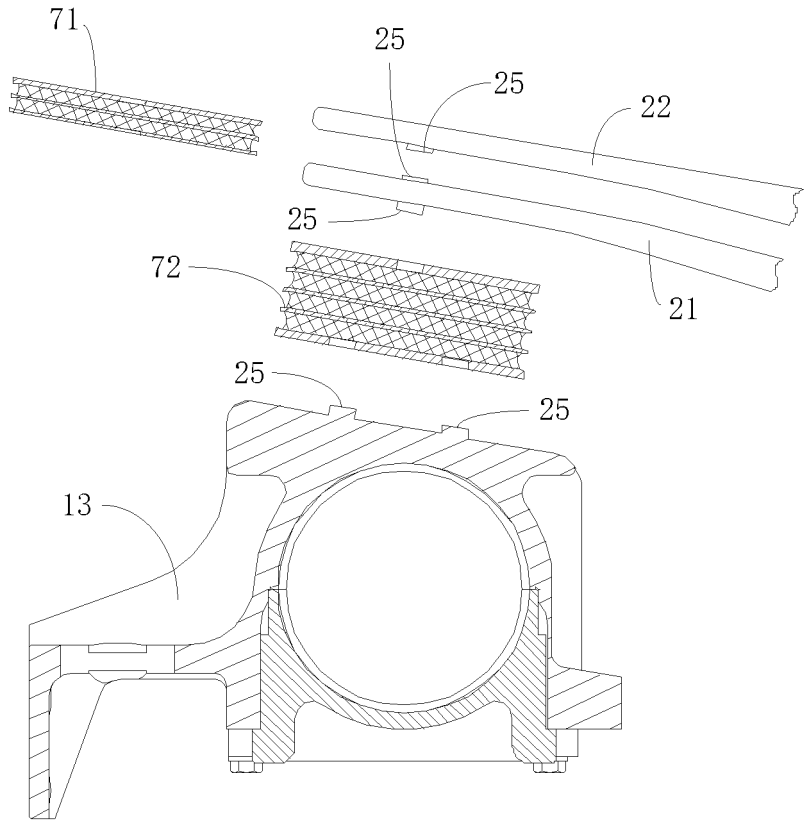

FIG. 21

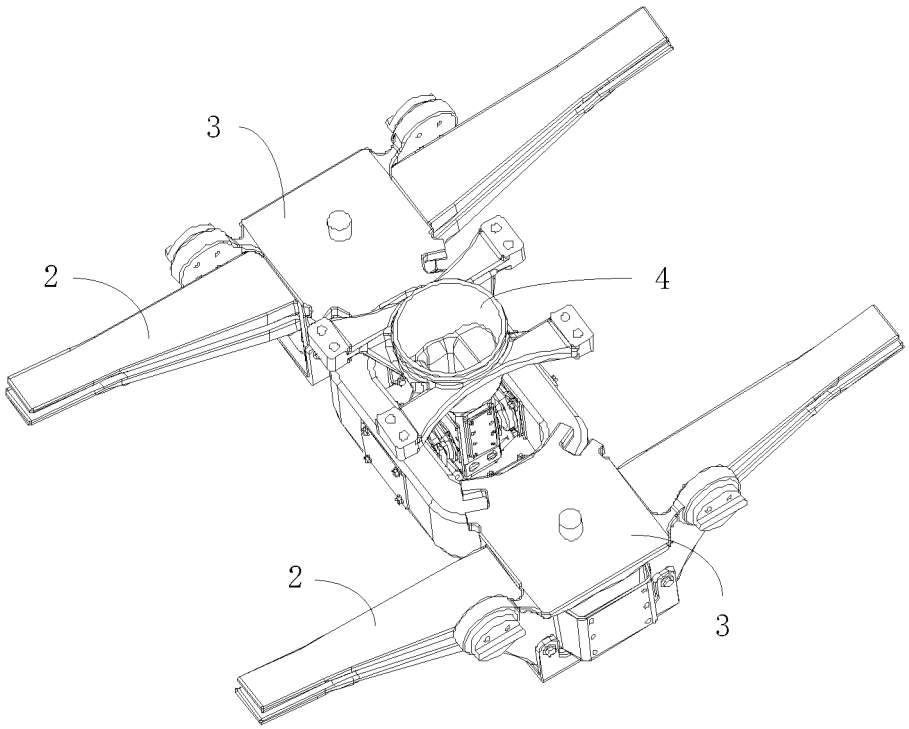

FIG. 22

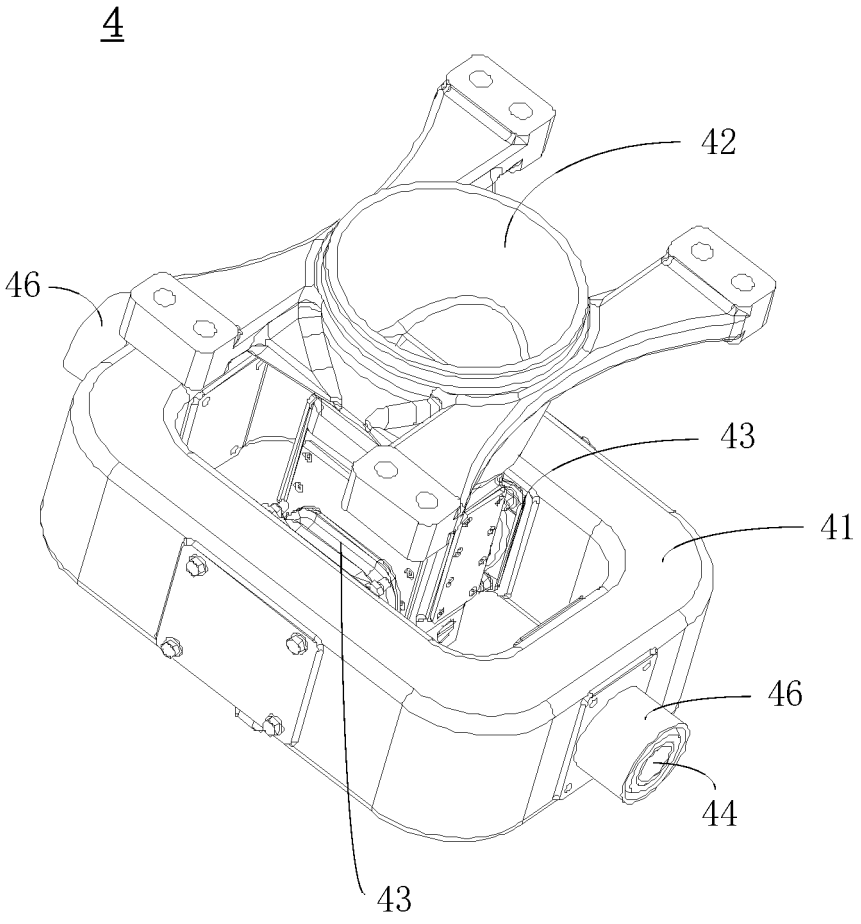

FIG. 23

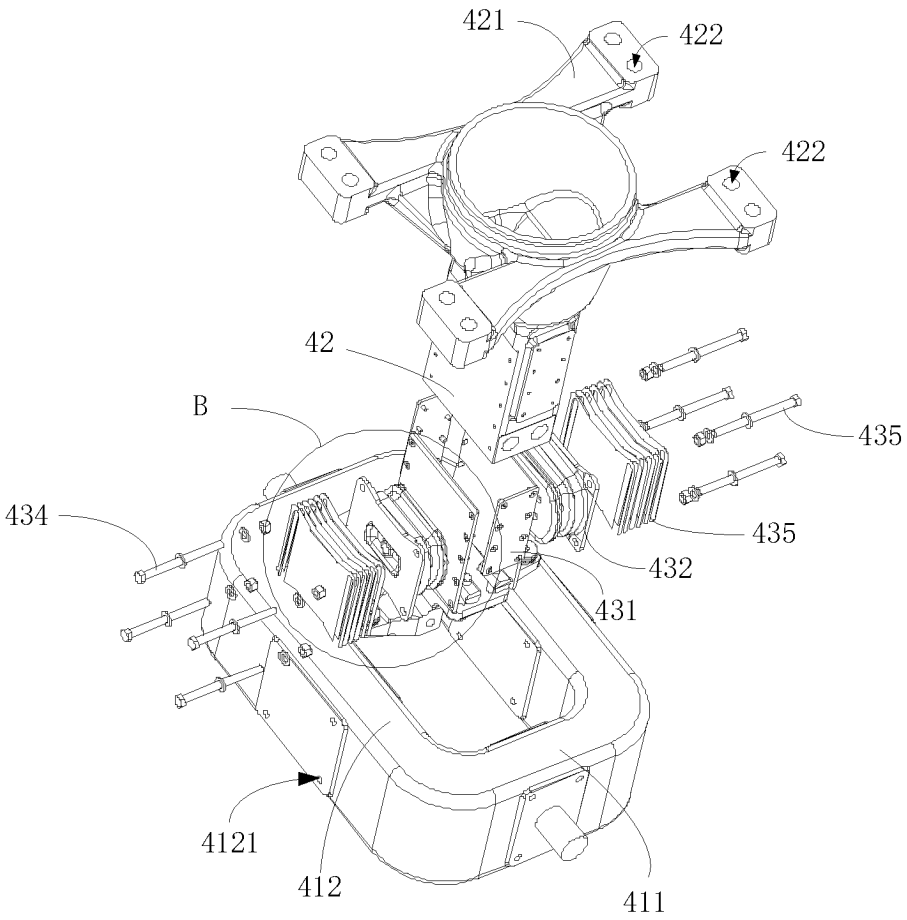
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FIG. 24

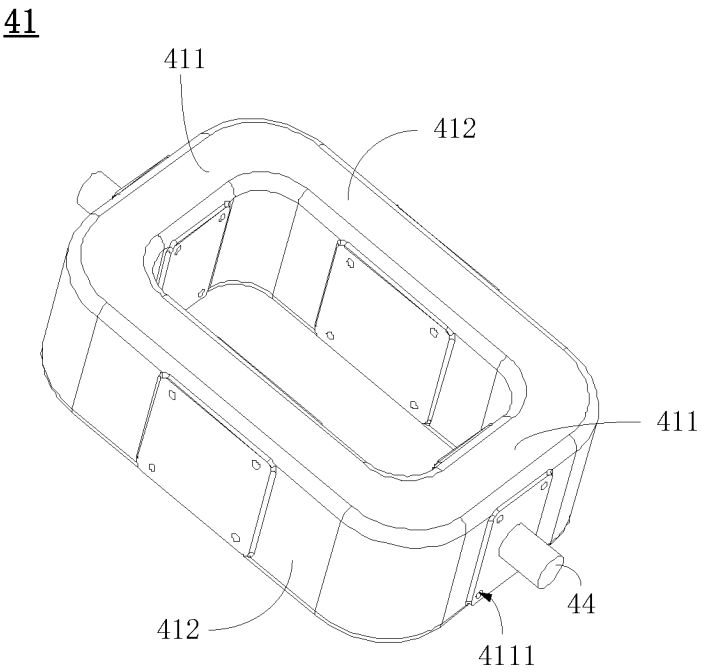
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FIG. 25

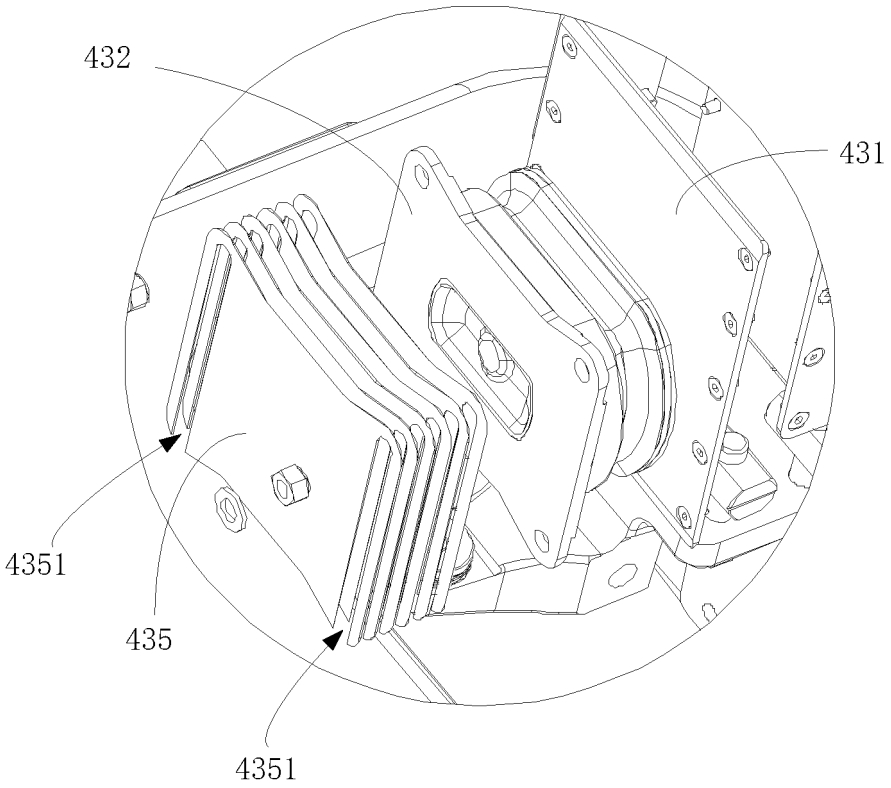

FIG. 26

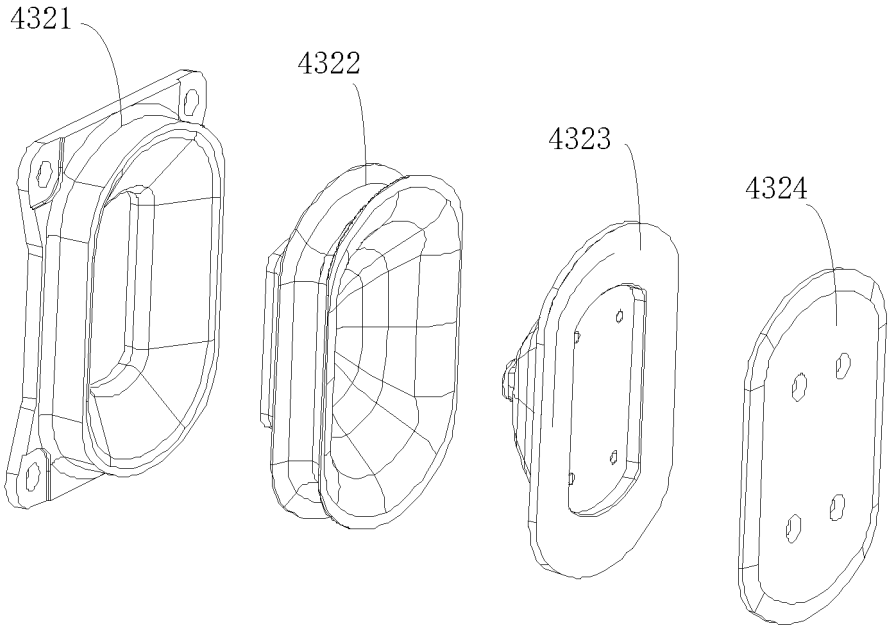

FIG. 27

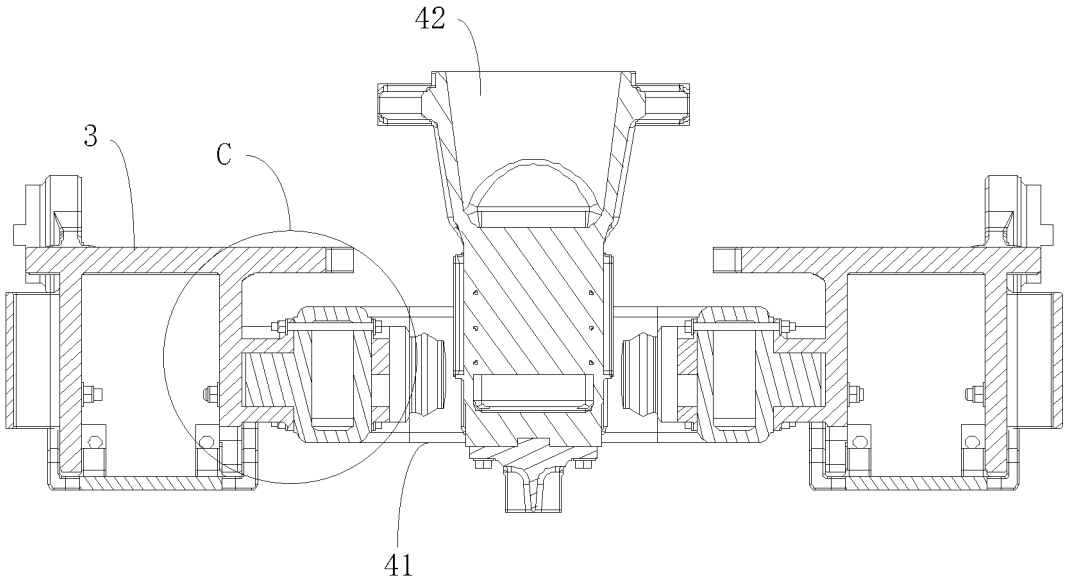

FIG. 28

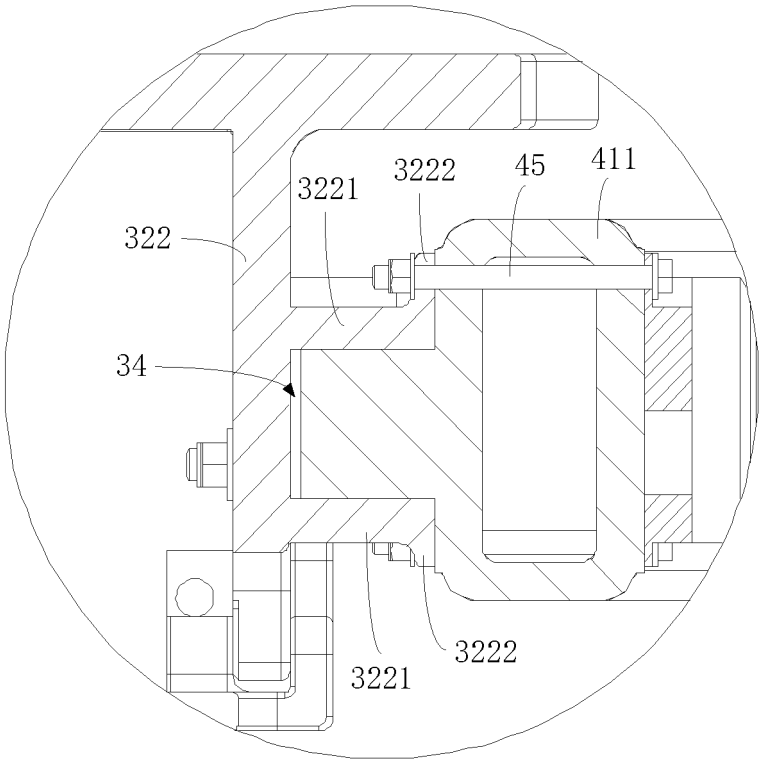

FIG. 29

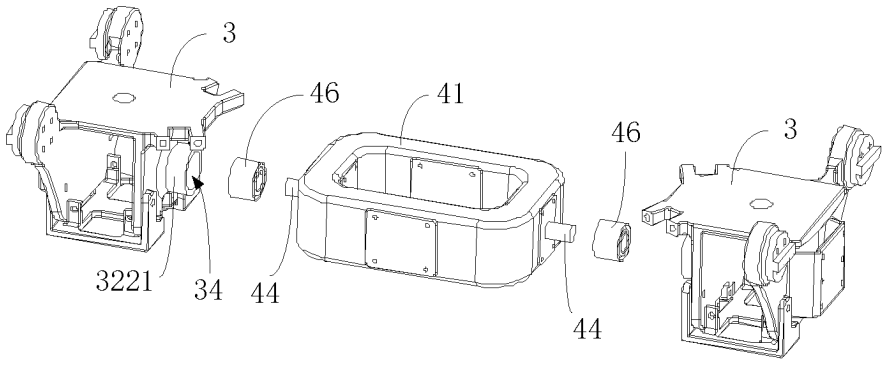

FIG. 30

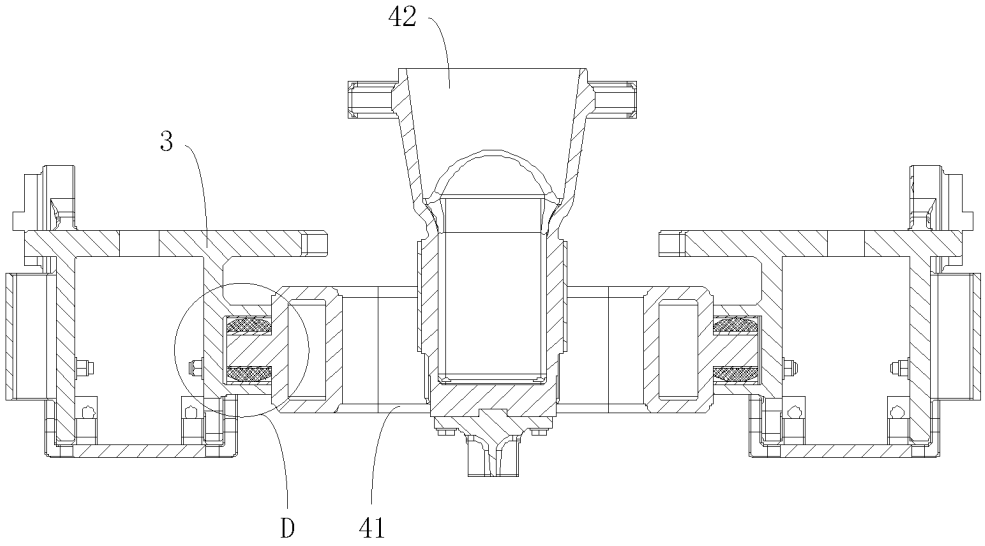

FIG. 31

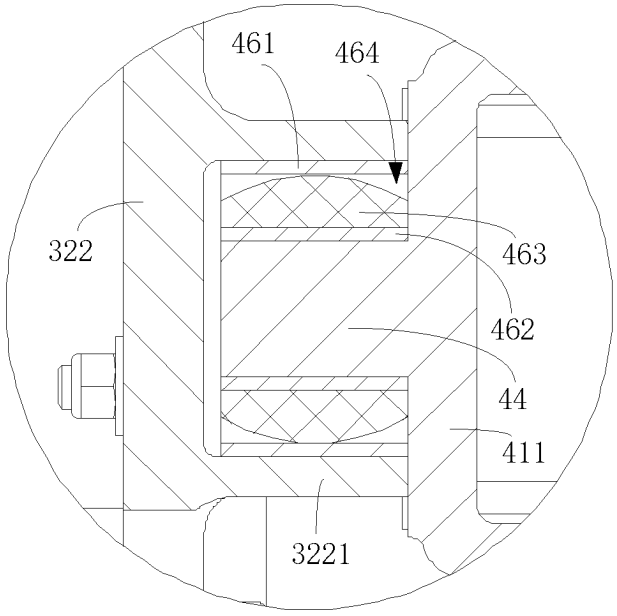

FIG. 32

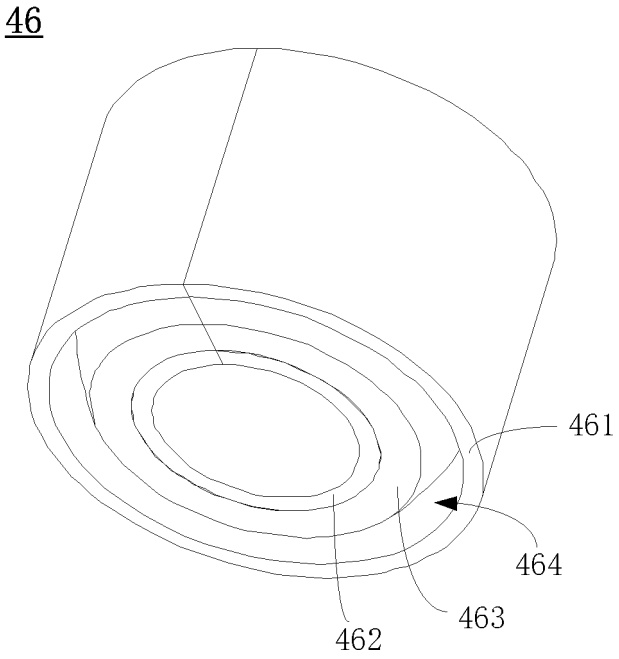

FIG. 33

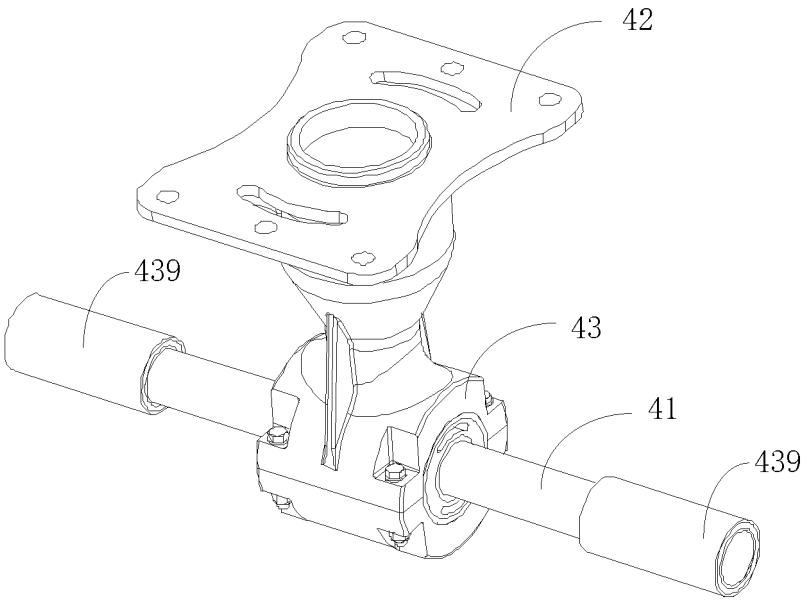

FIG. 34

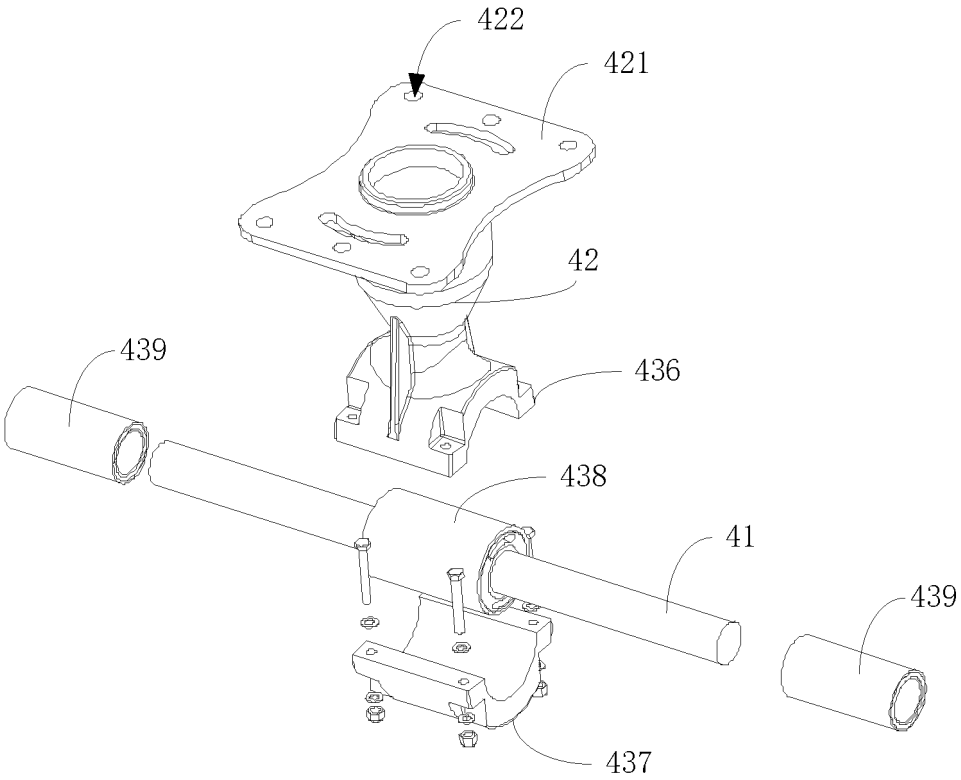

FIG. 35

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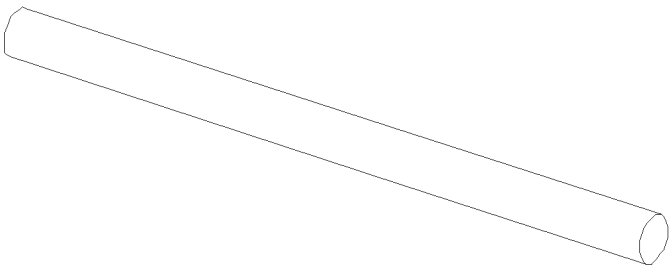

FIG. 36

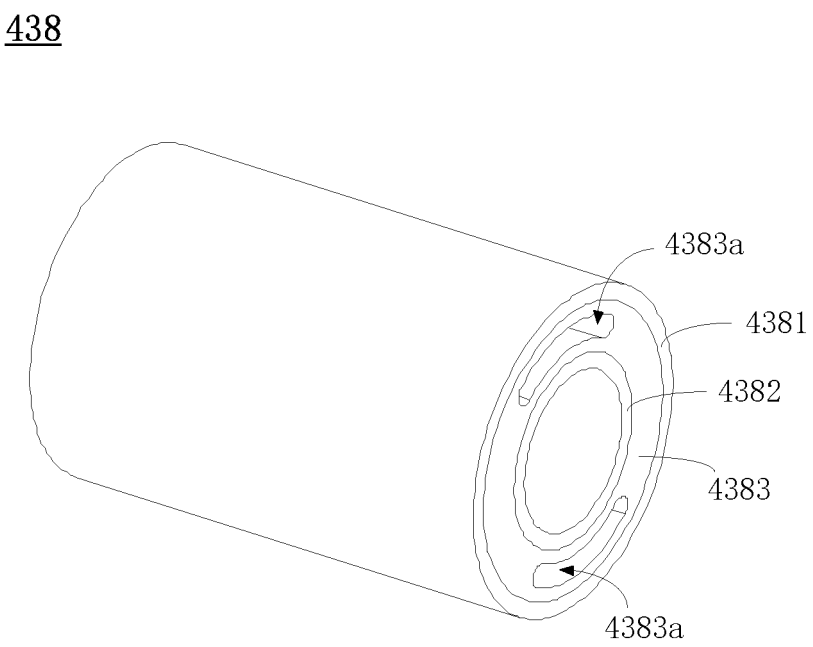

FIG. 37

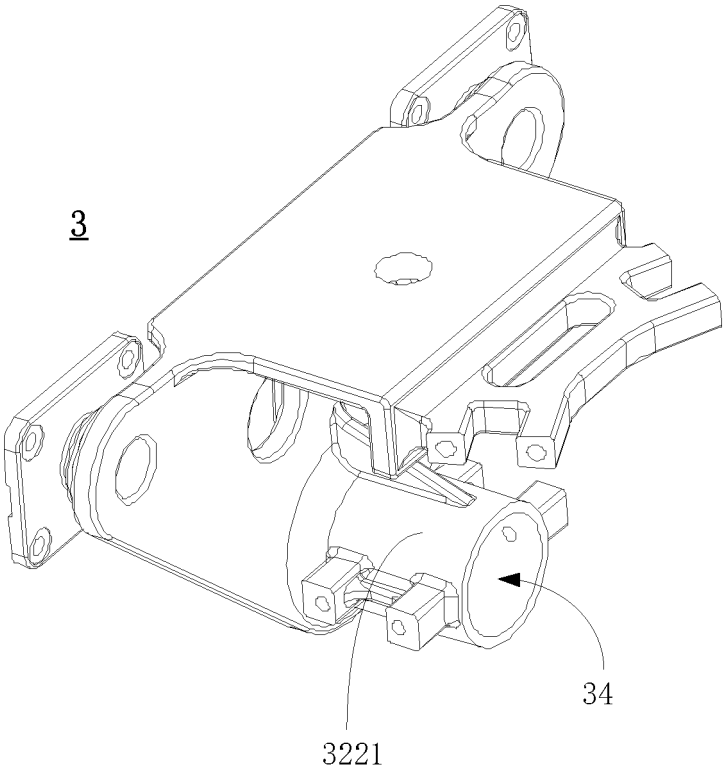

FIG. 38

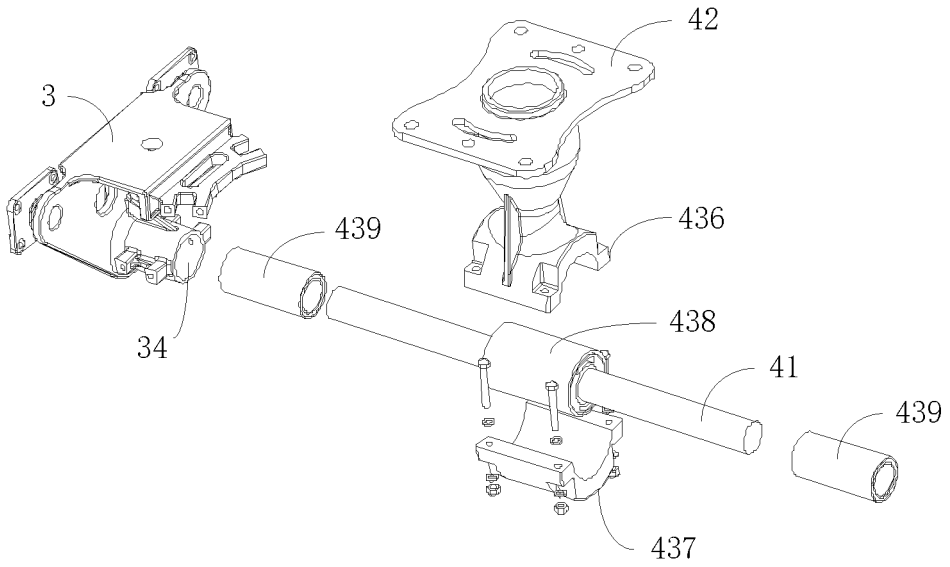

FIG. 39

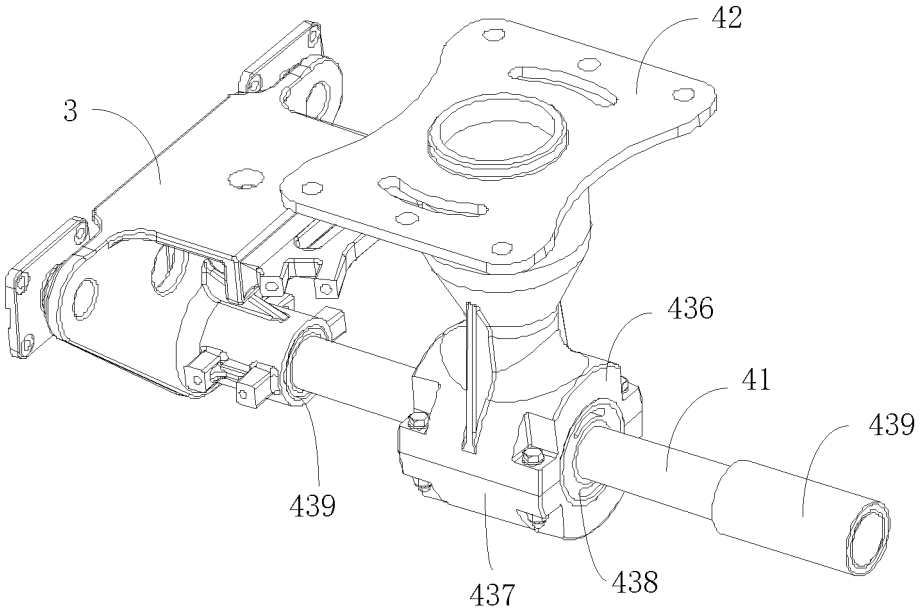

FIG. 40

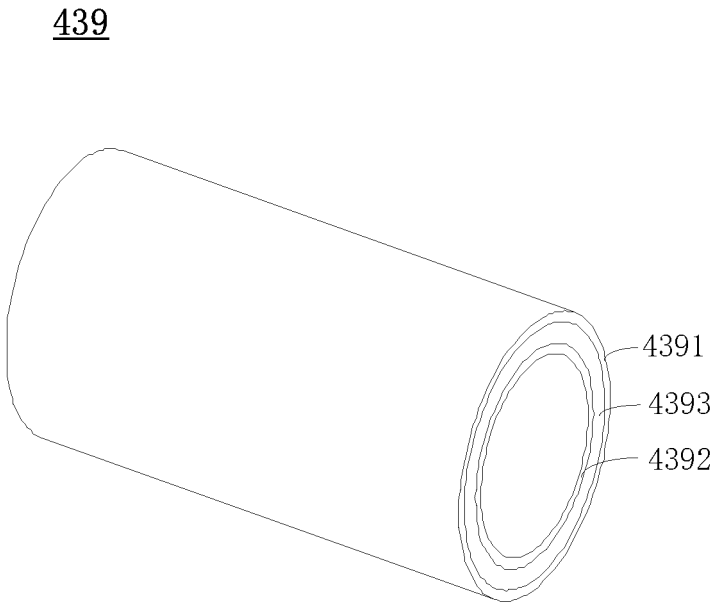

FIG. 41

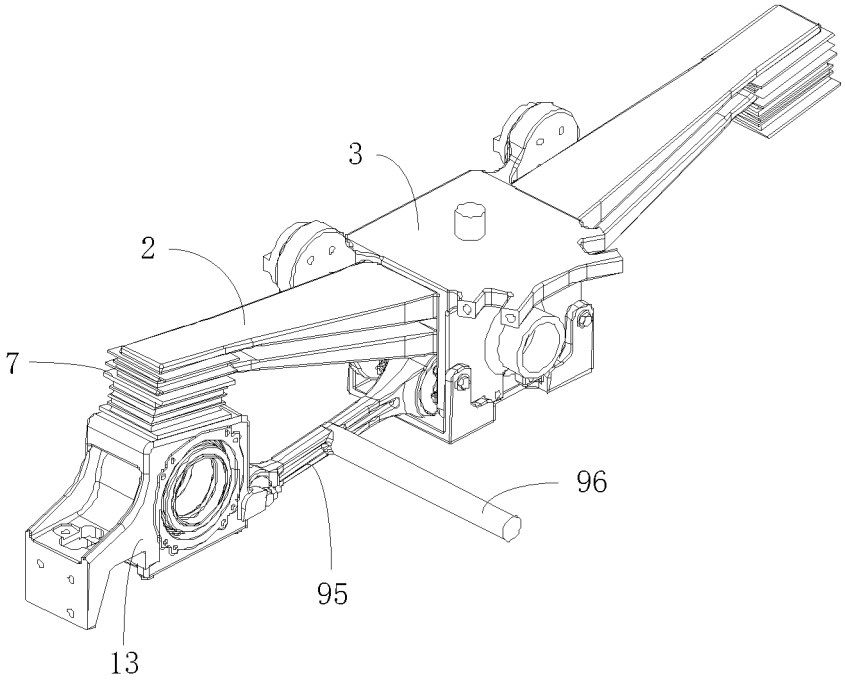

FIG. 42

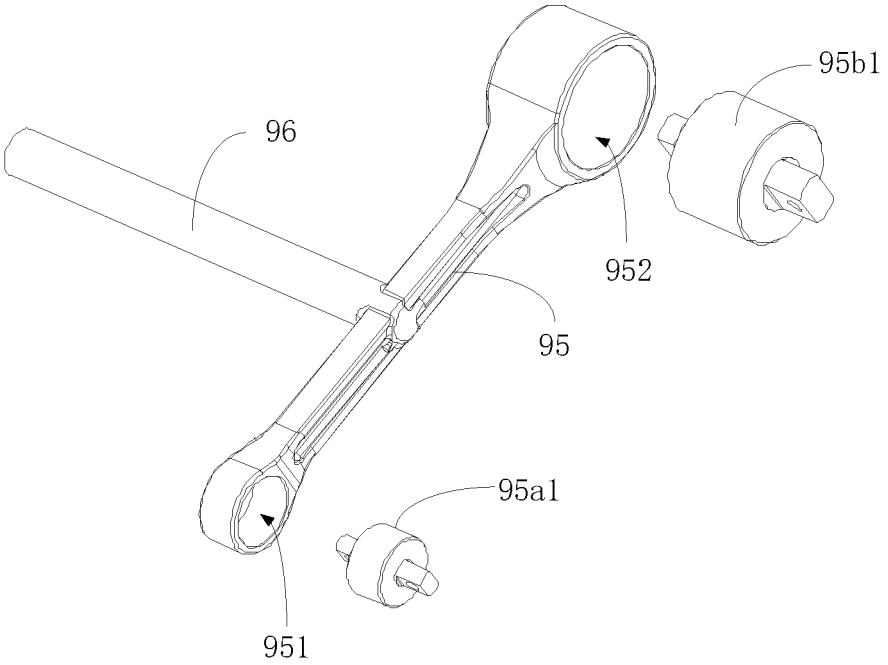

FIG. 43

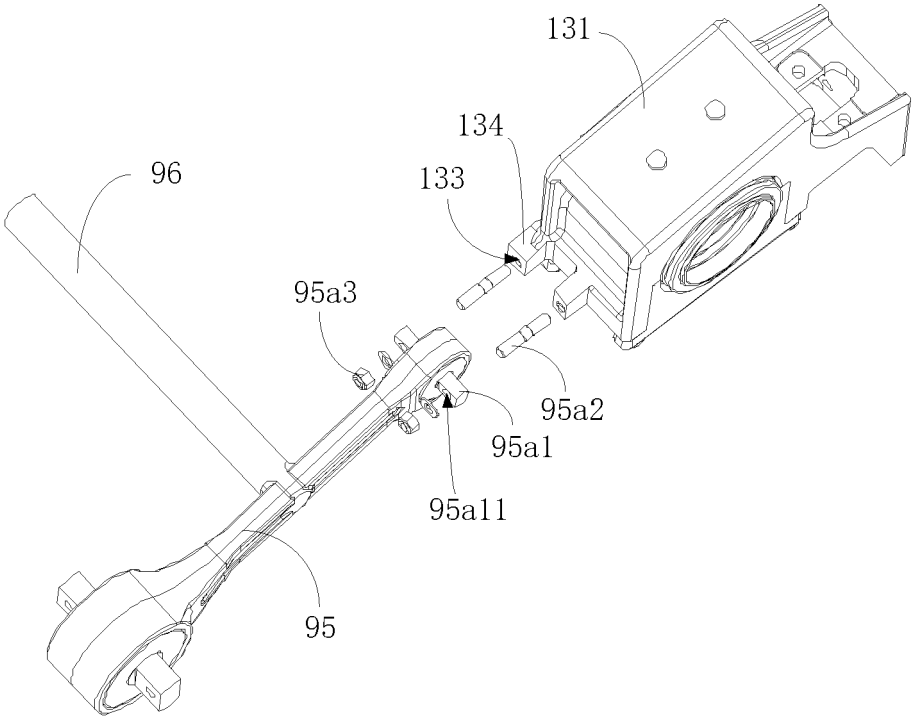

FIG. 44

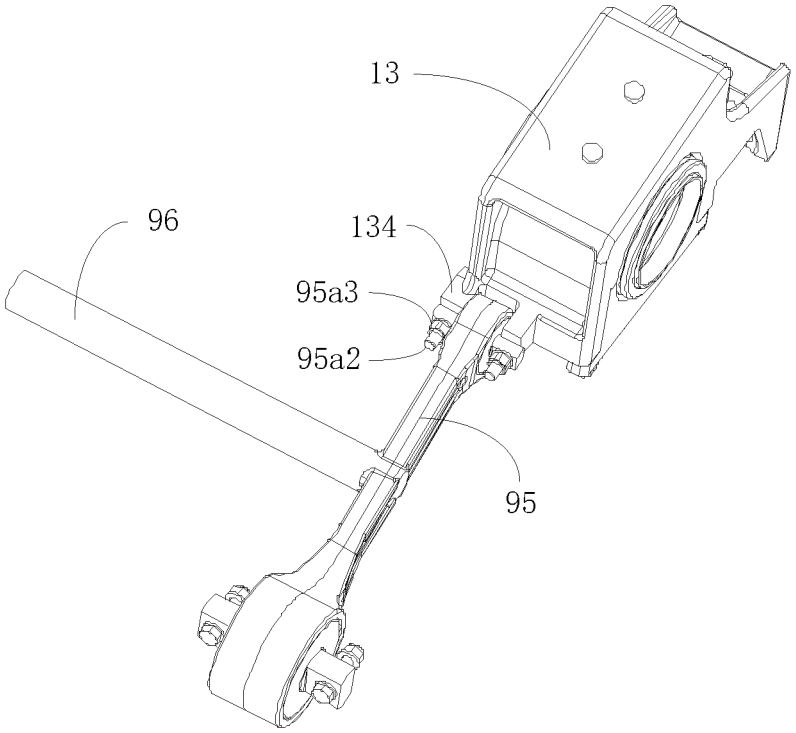

FIG. 45

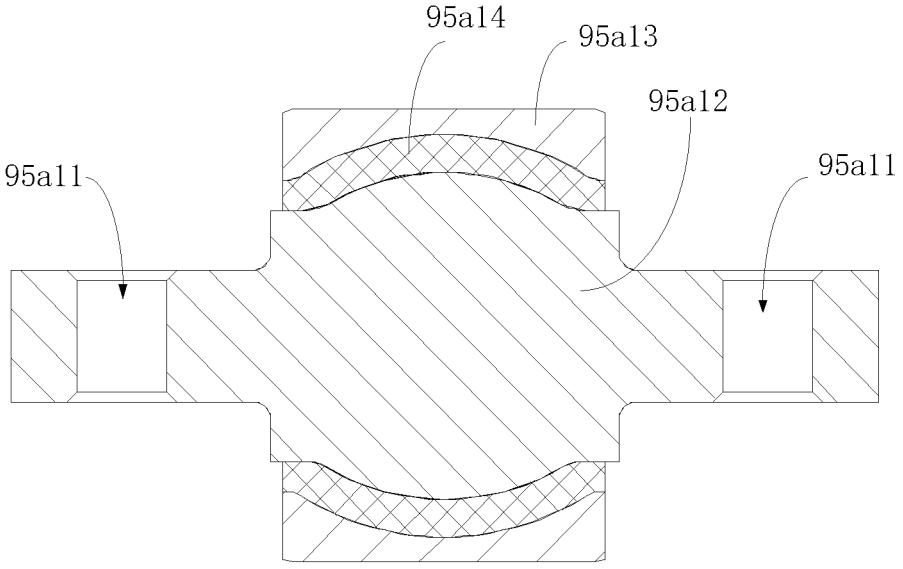

FIG. 46

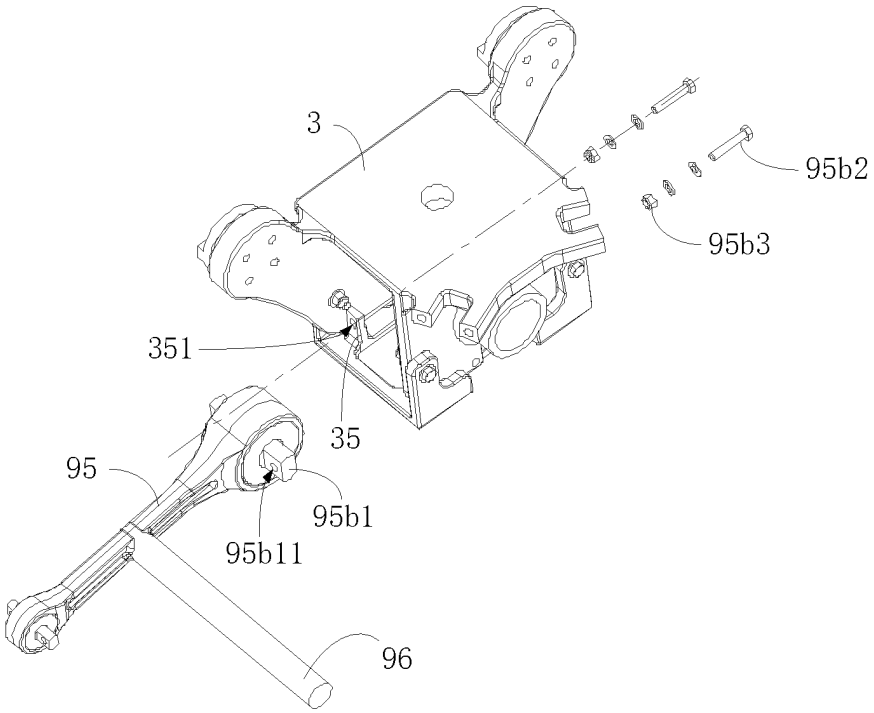

FIG. 47

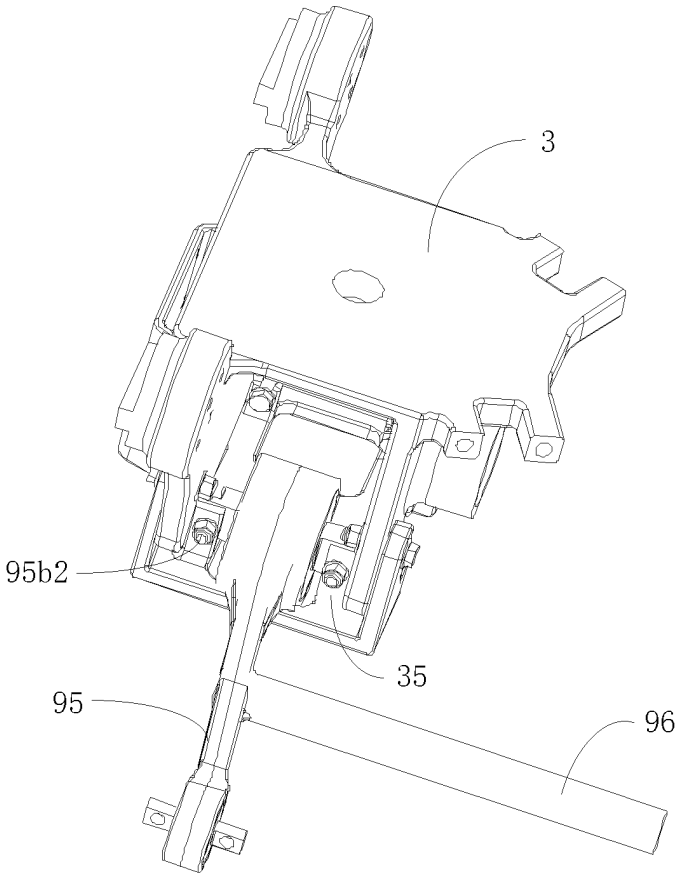

FIG. 48

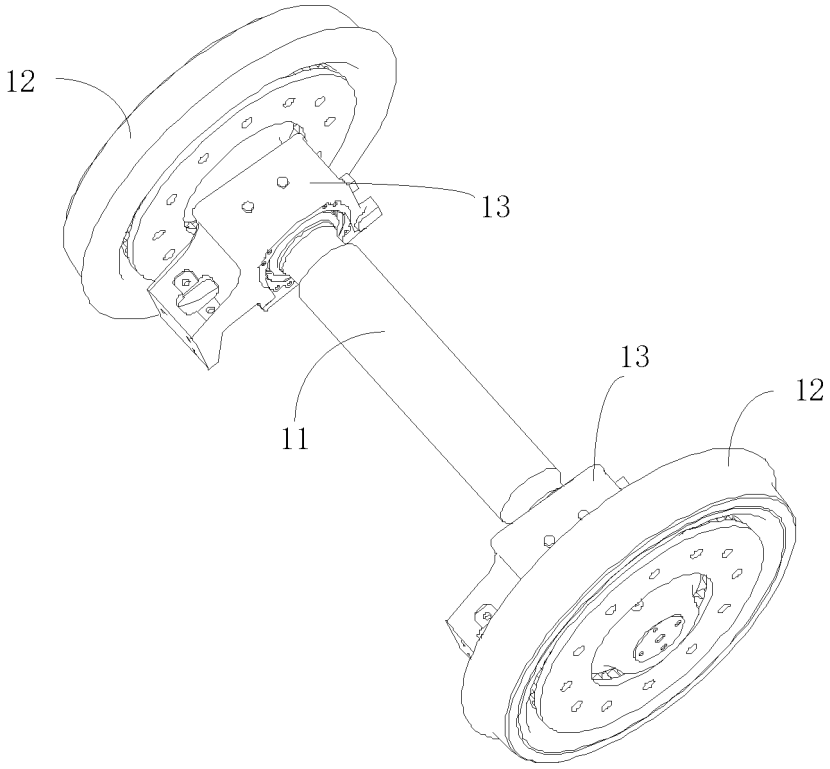

FIG. 49

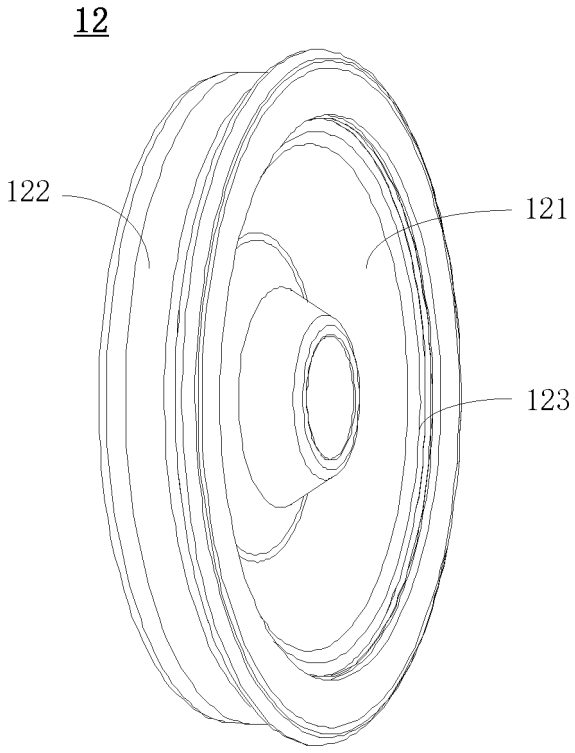

FIG. 50

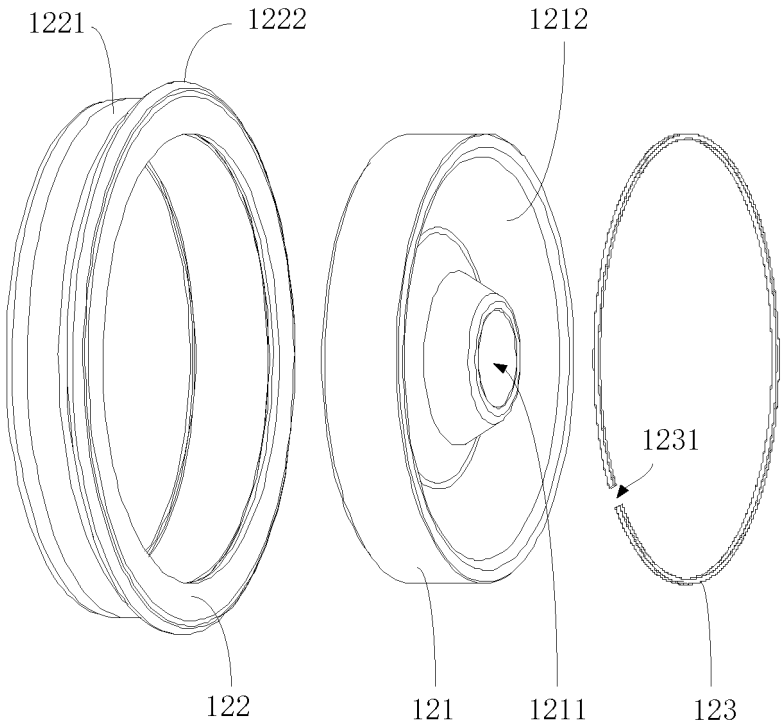
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FIG. 51

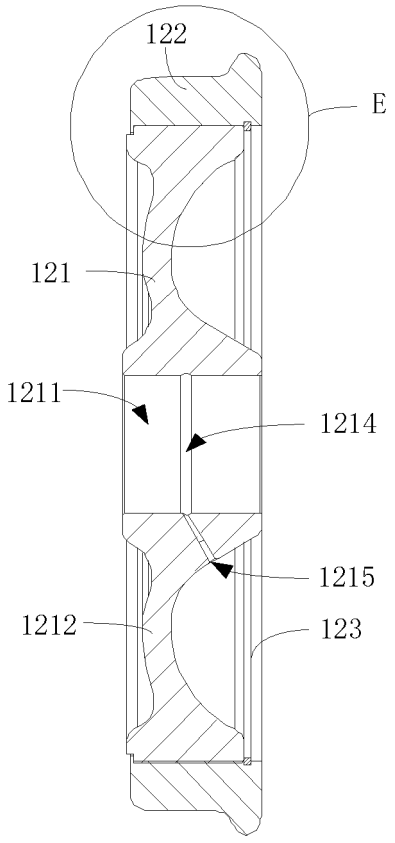
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FIG. 52

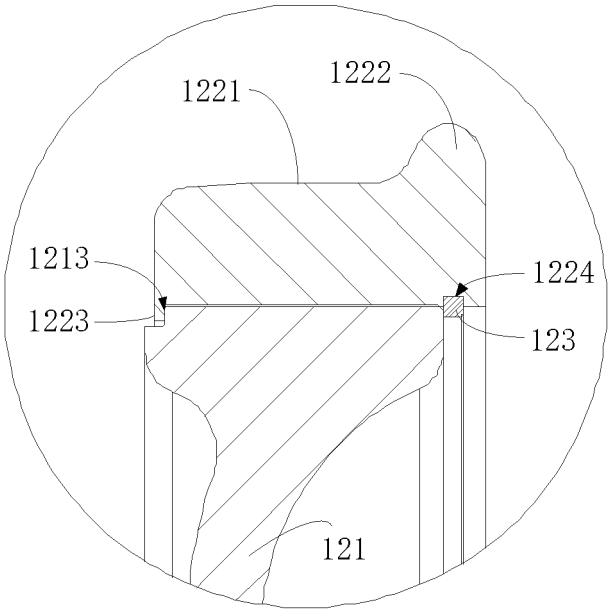
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FIG. 53

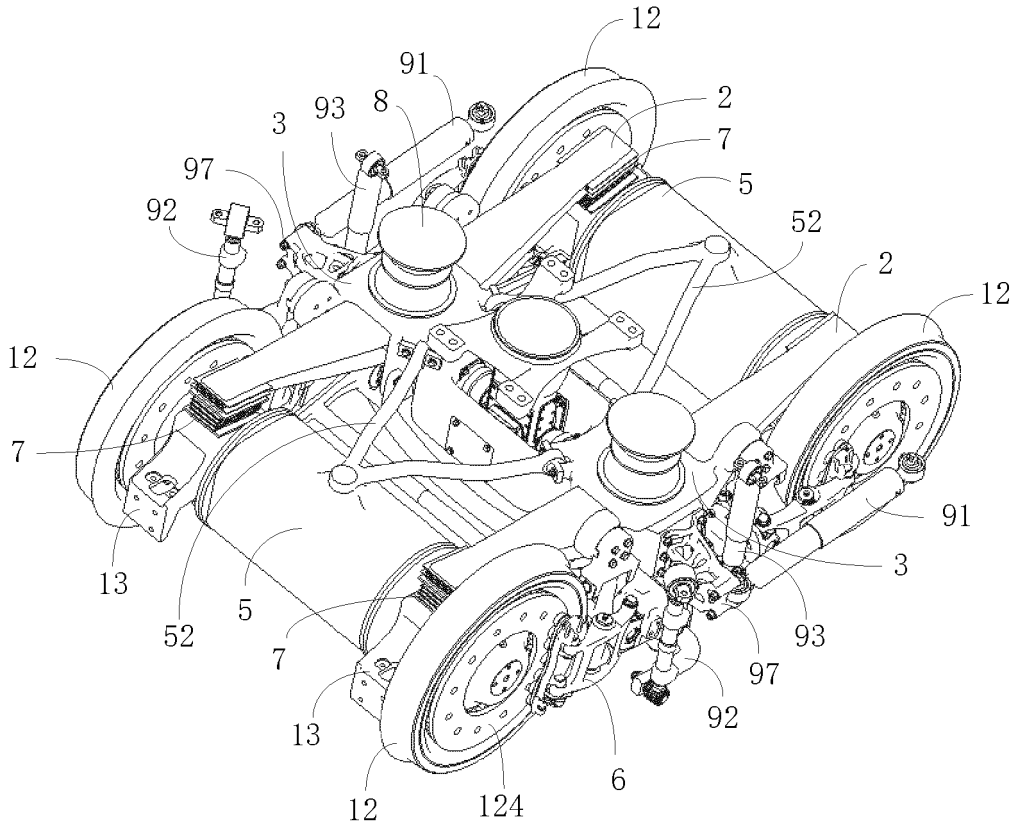
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FIG. 54

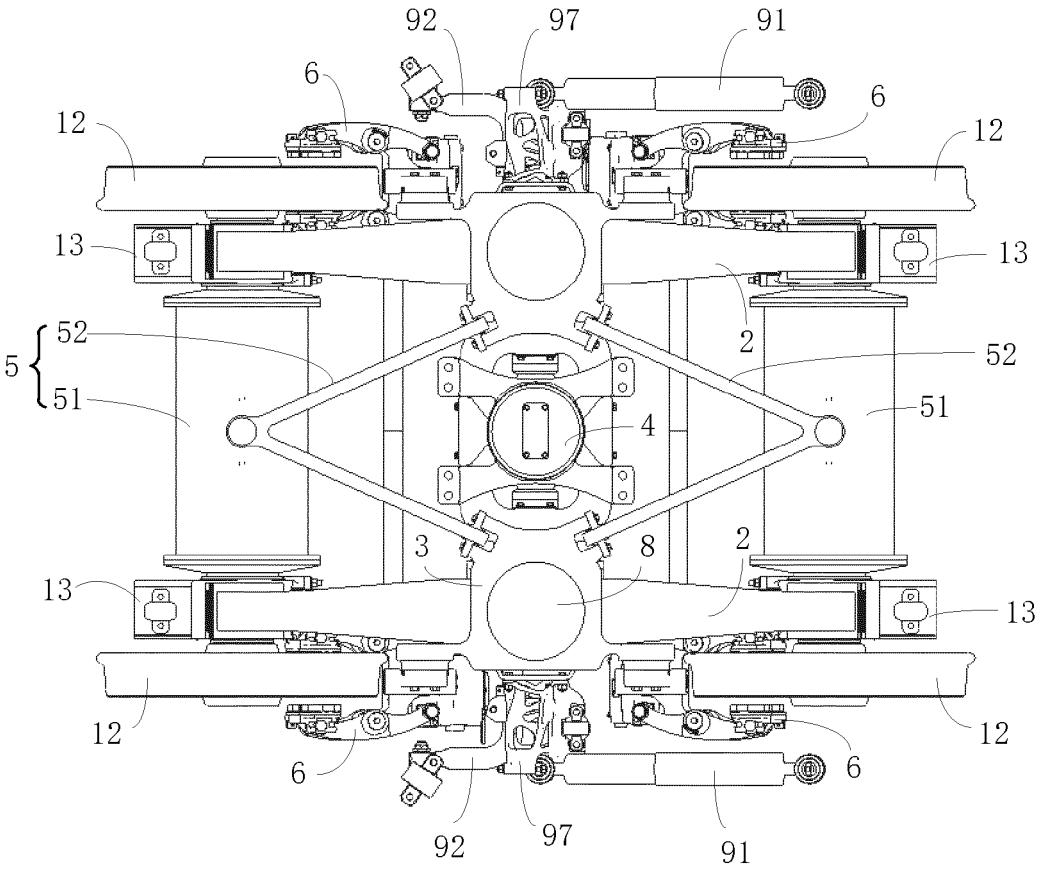
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FIG. 55

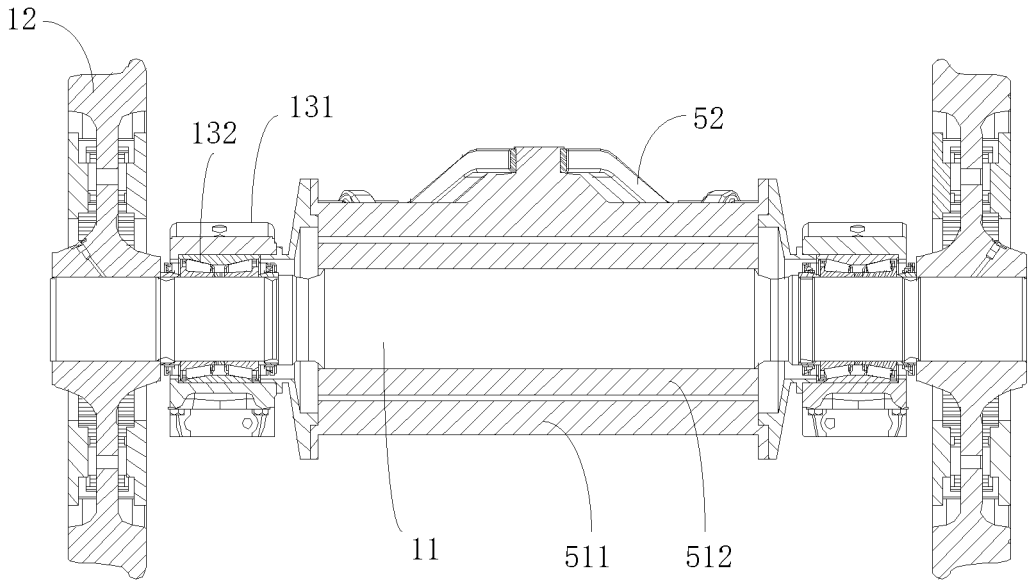
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FIG. 56

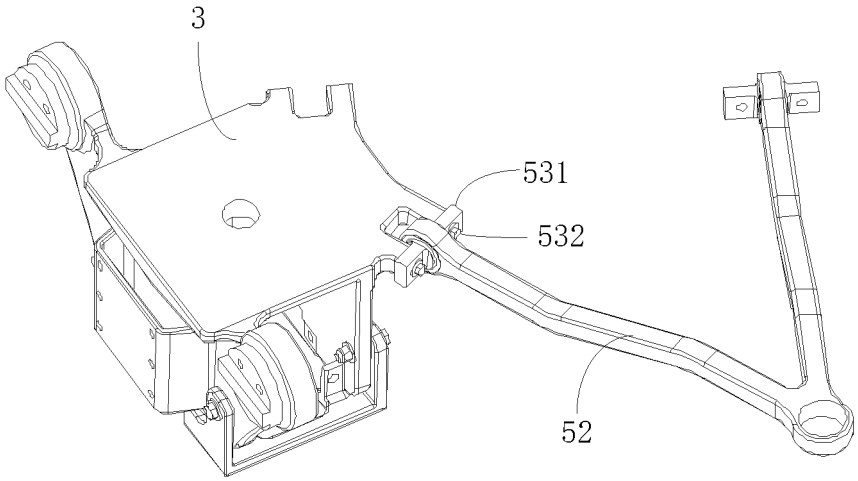

FIG. 57

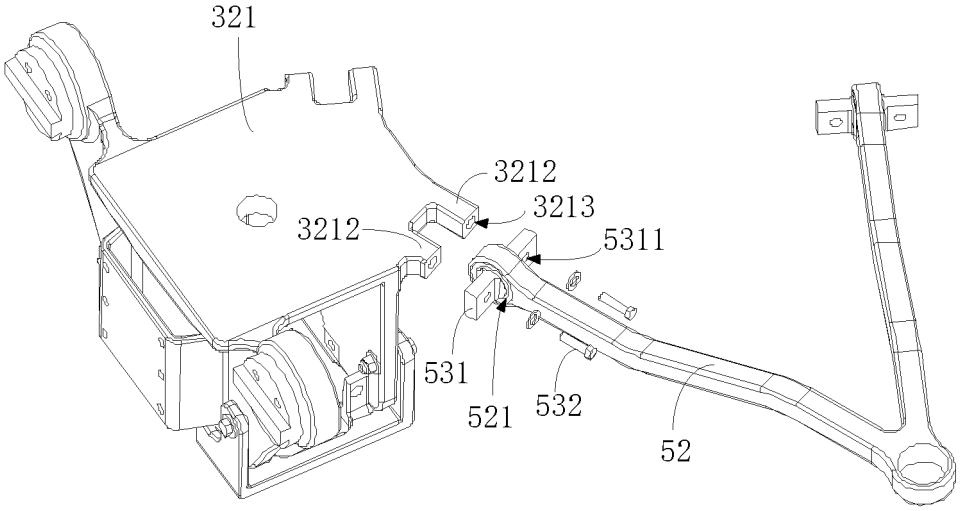

FIG. 58

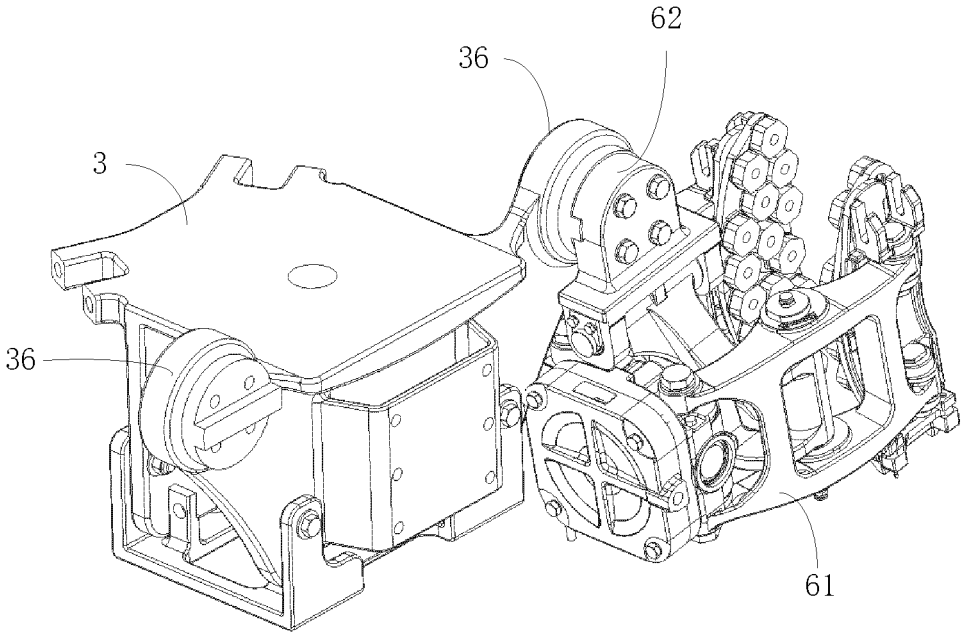

FIG. 59

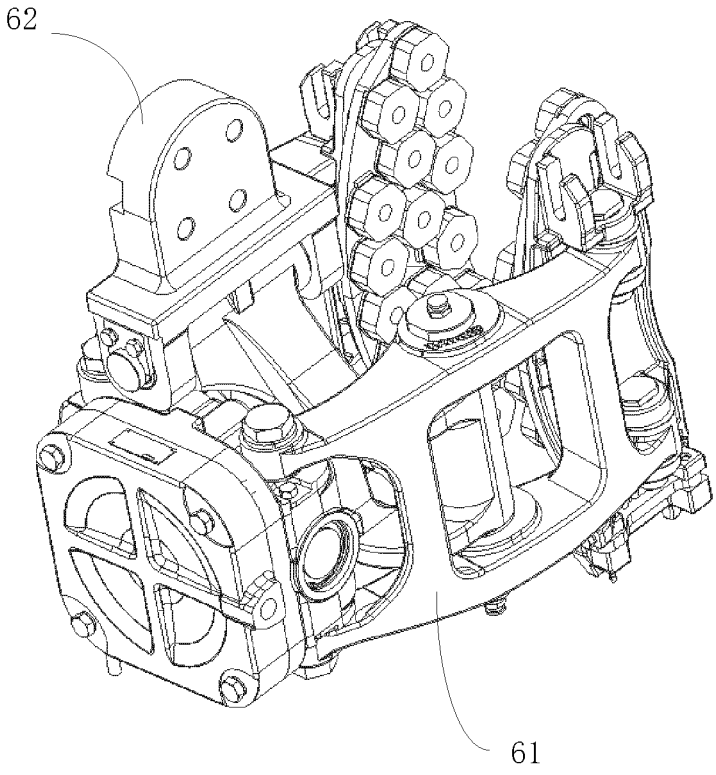

FIG. 60

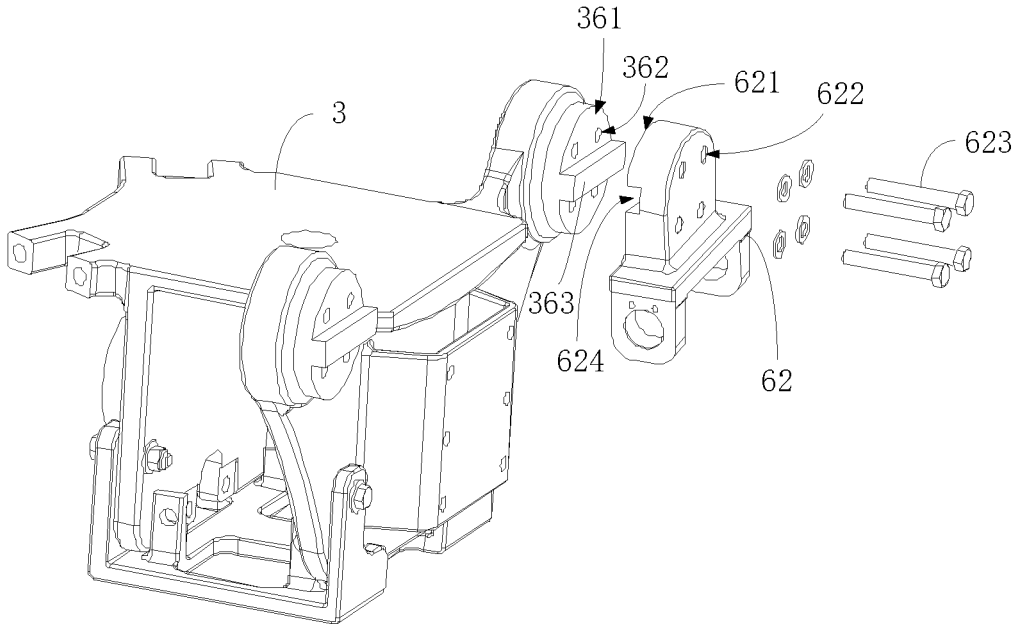

FIG. 61

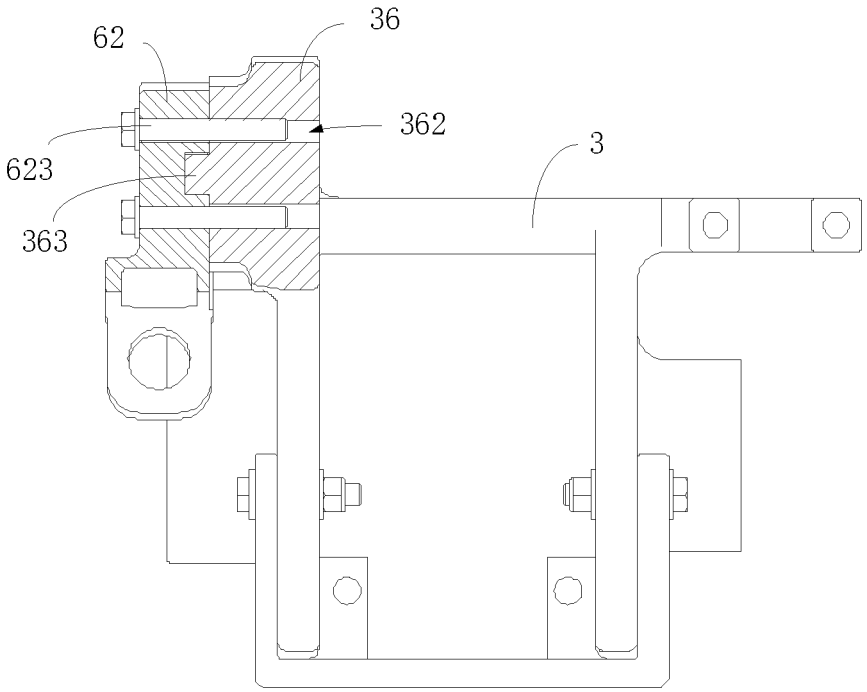

FIG. 62

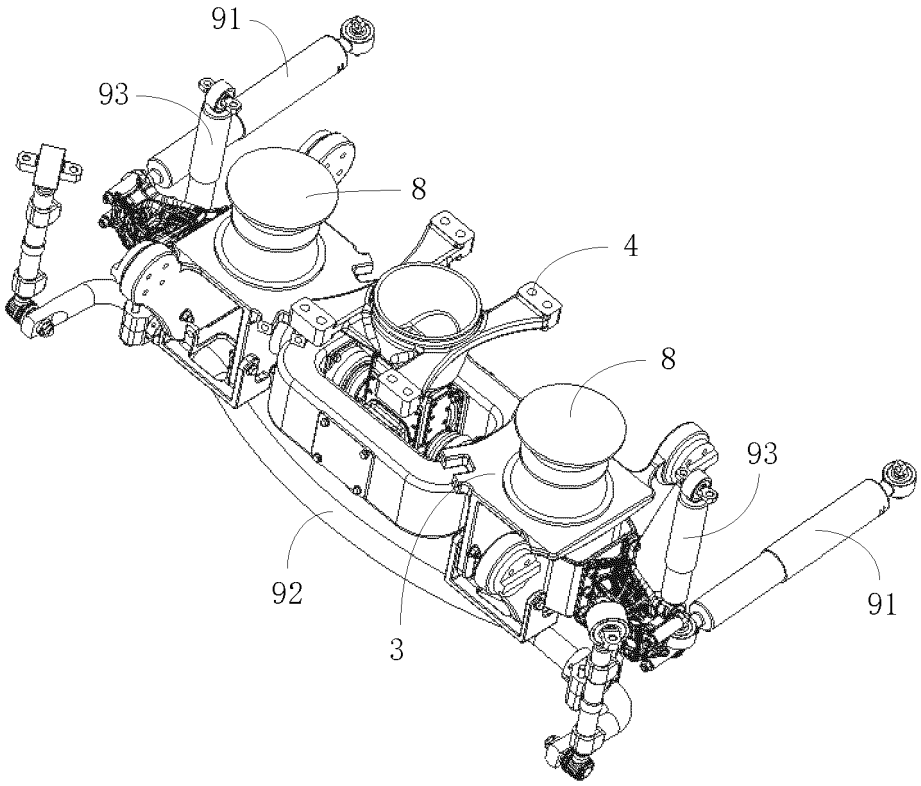

FIG. 63

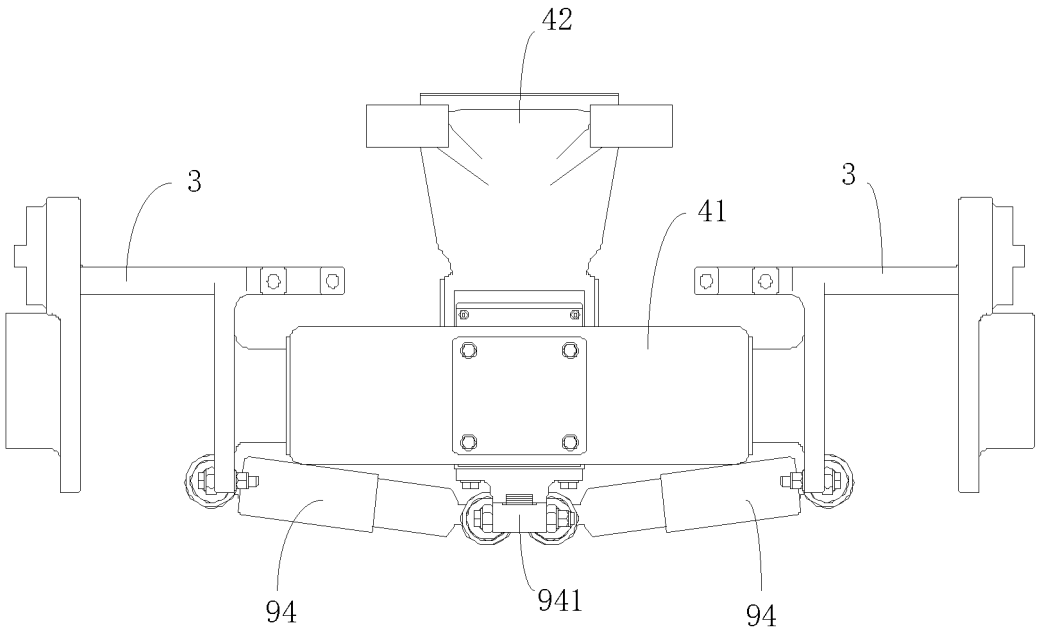

FIG. 64

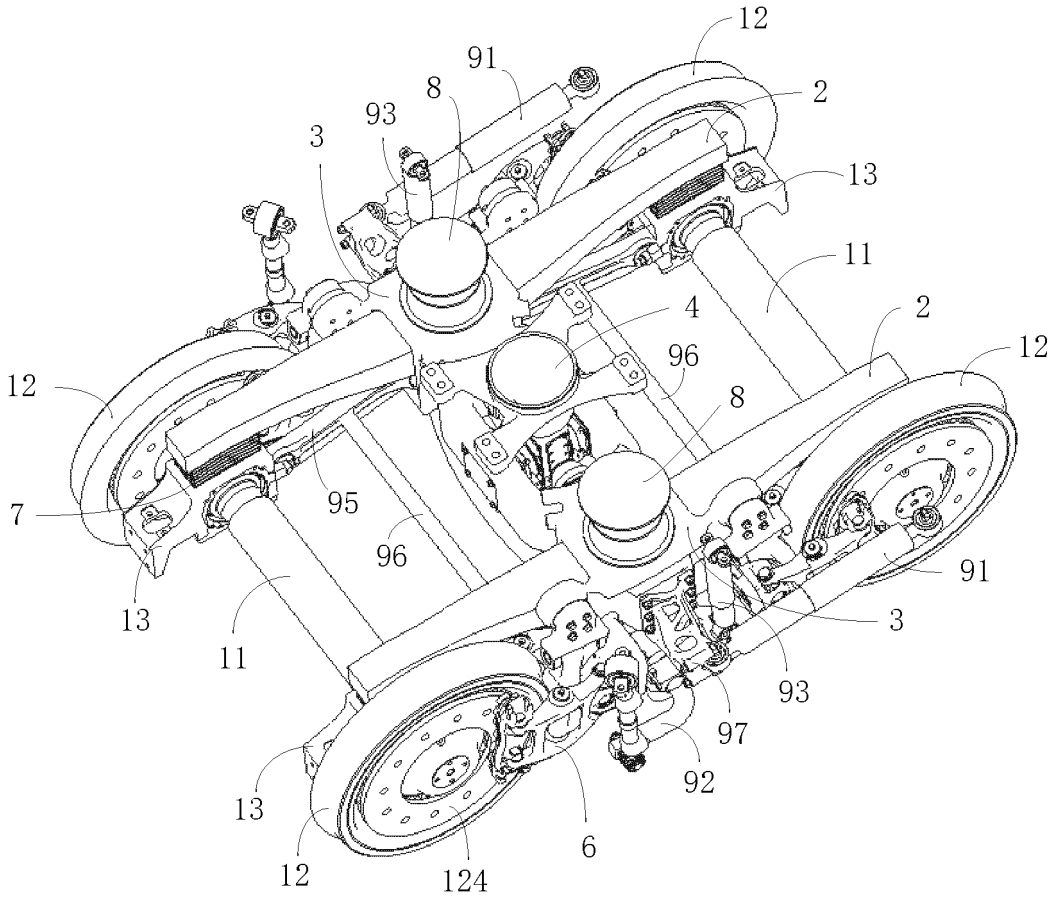
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FIG. 65

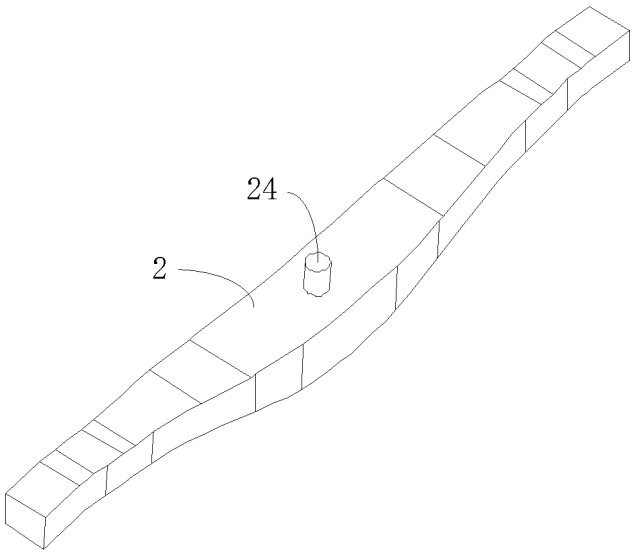
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FIG. 66

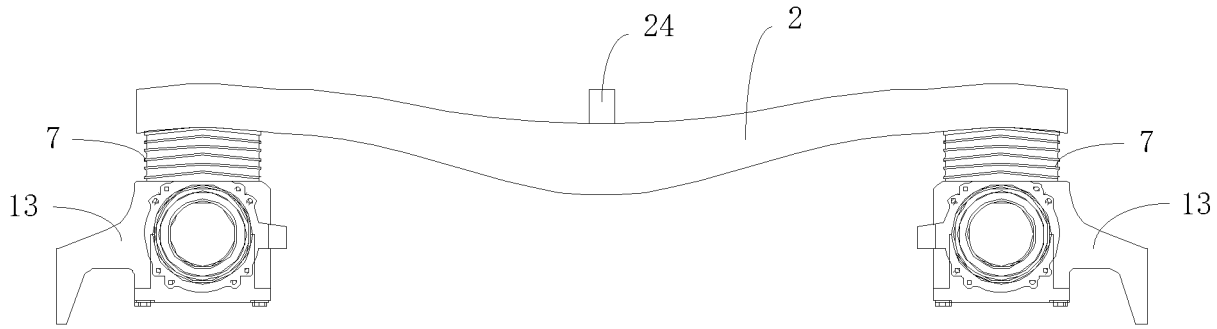

FIG. 67

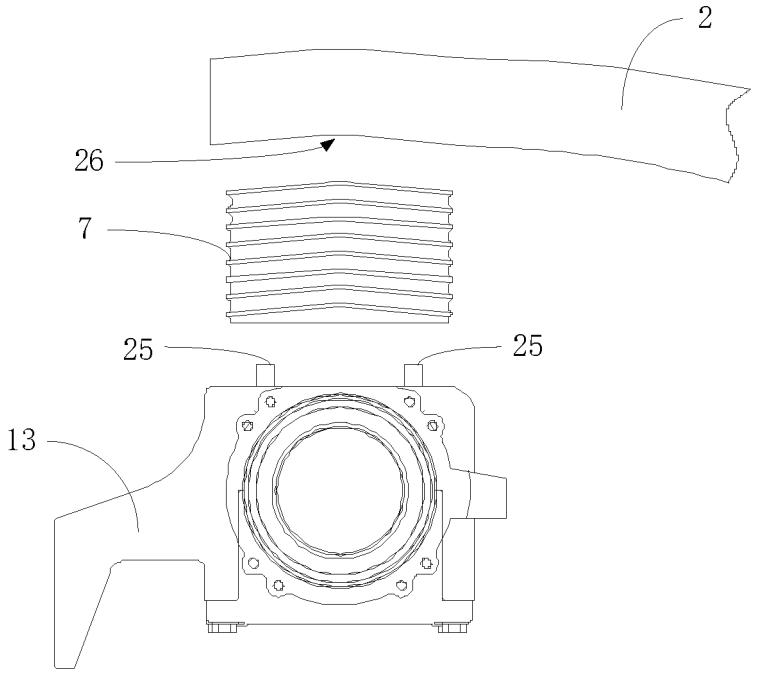

FIG. 68

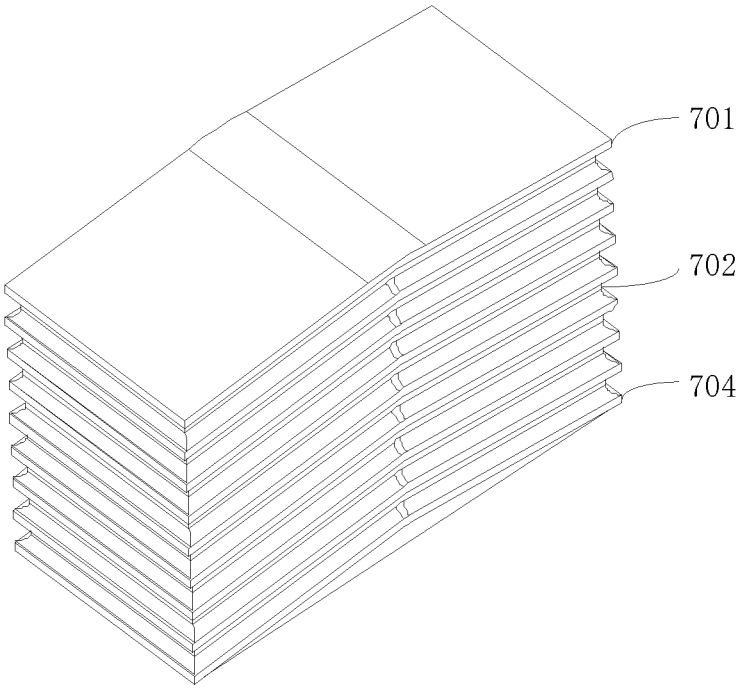
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FIG. 69

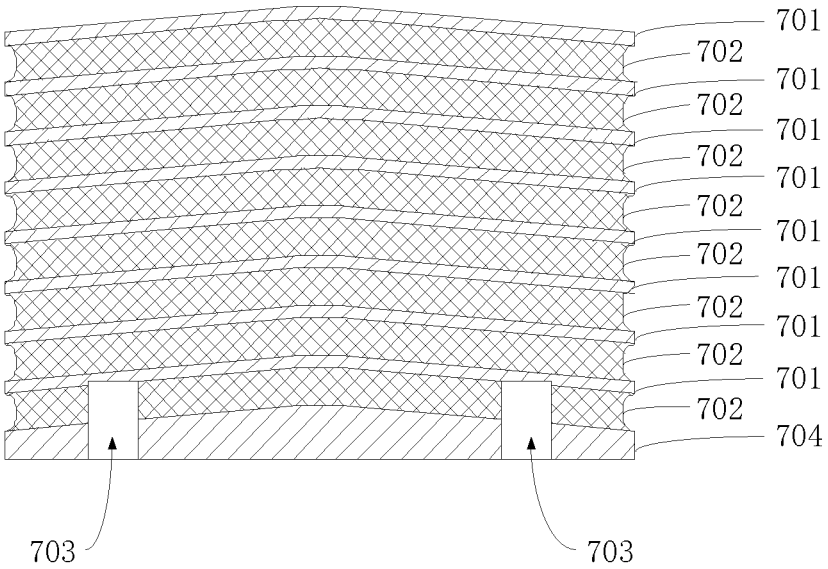
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FIG. 70

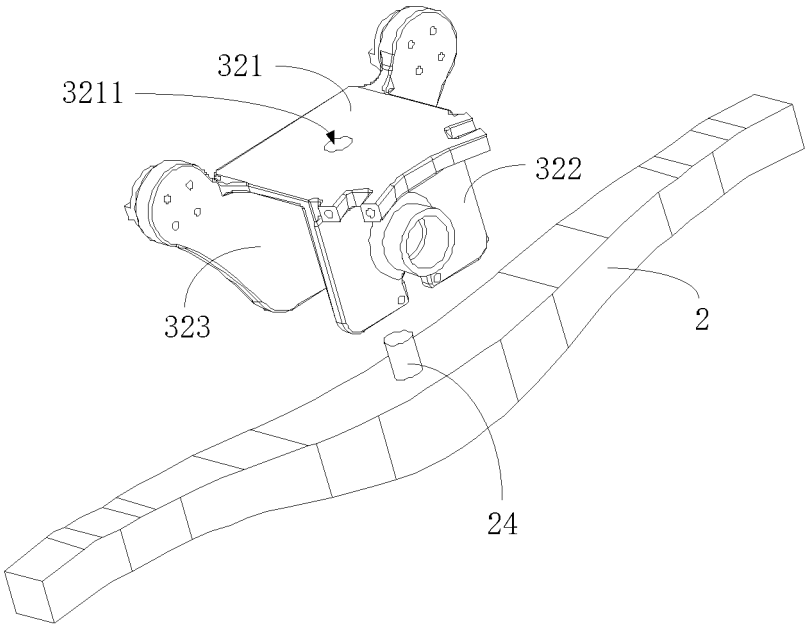

FIG. 71

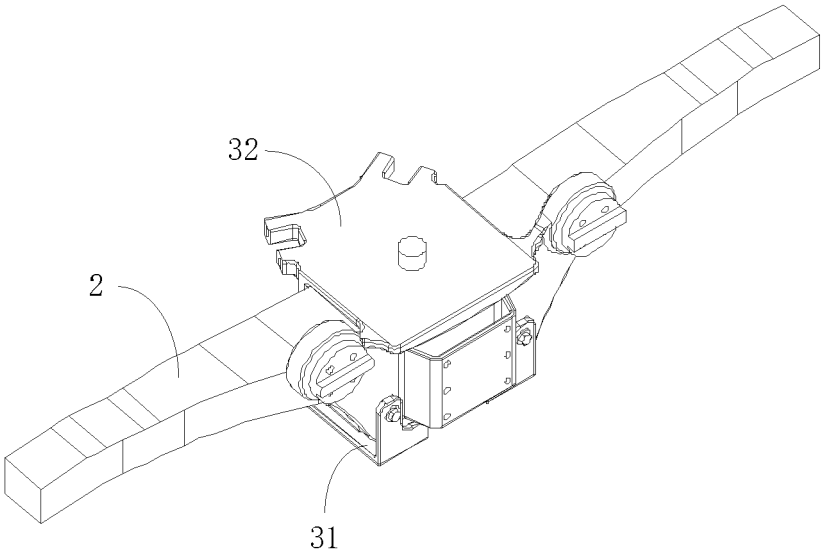

FIG. 72

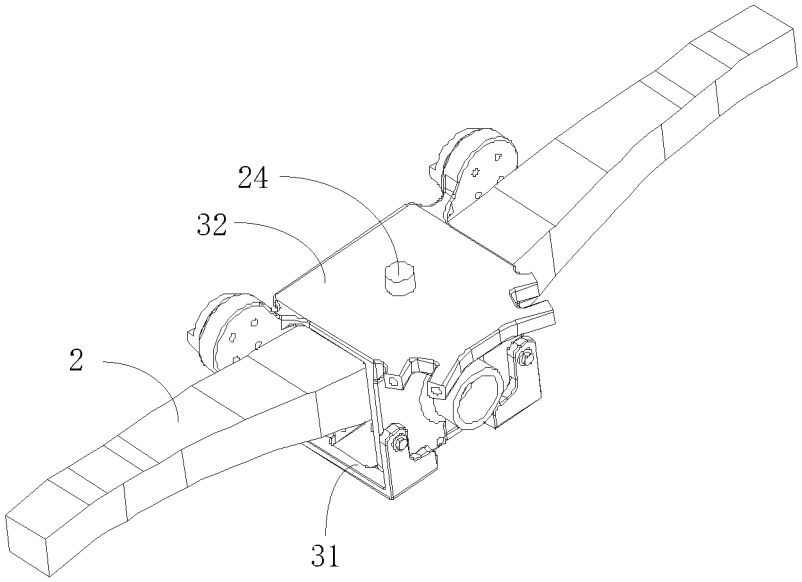

FIG. 73

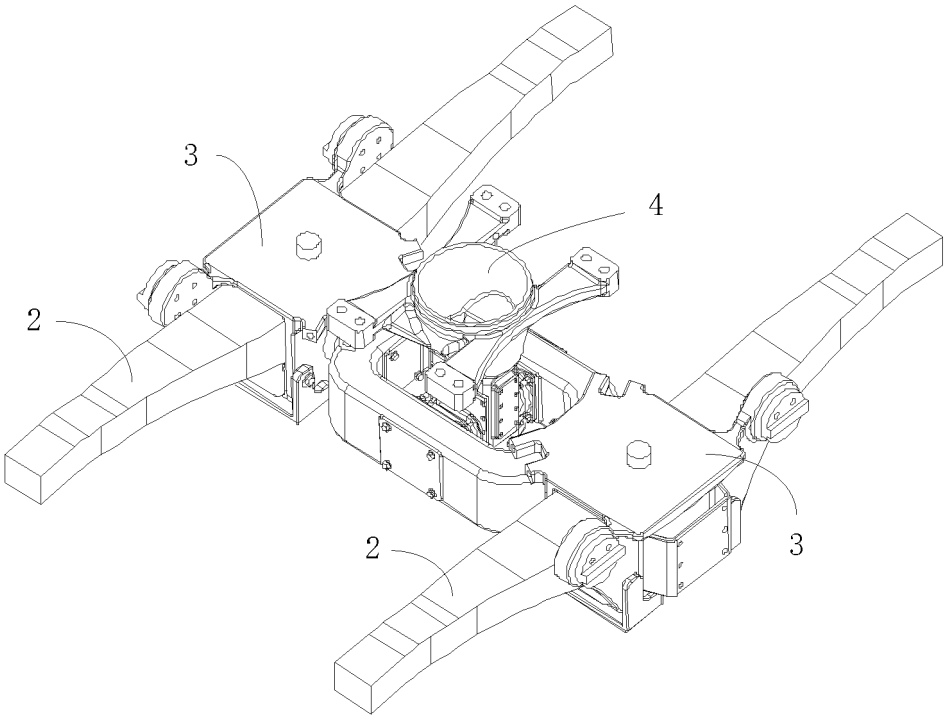

FIG. 74

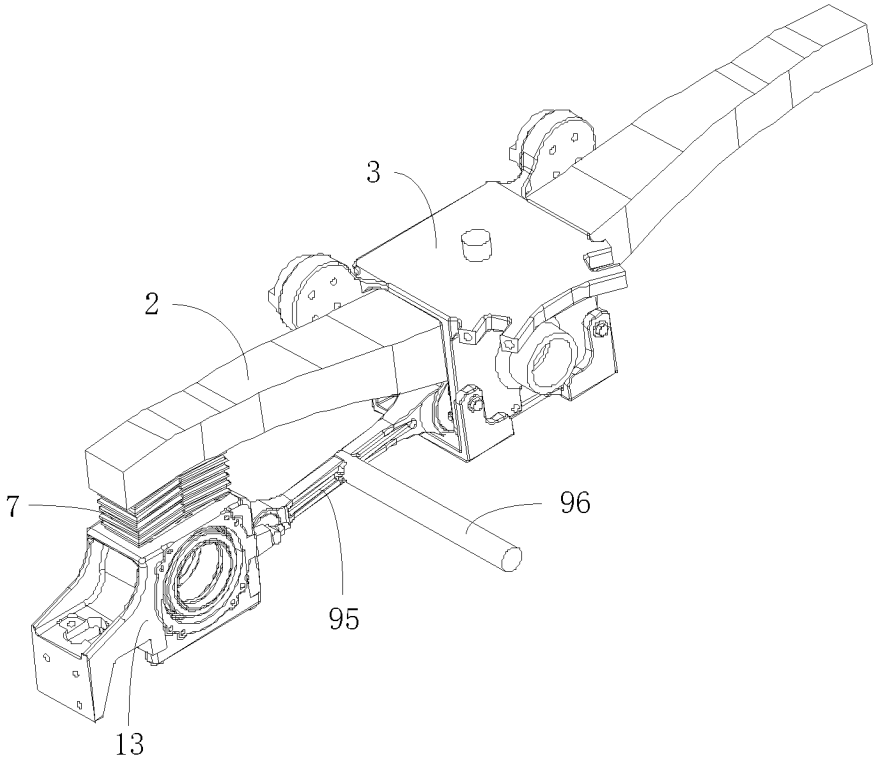
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FIG. 75

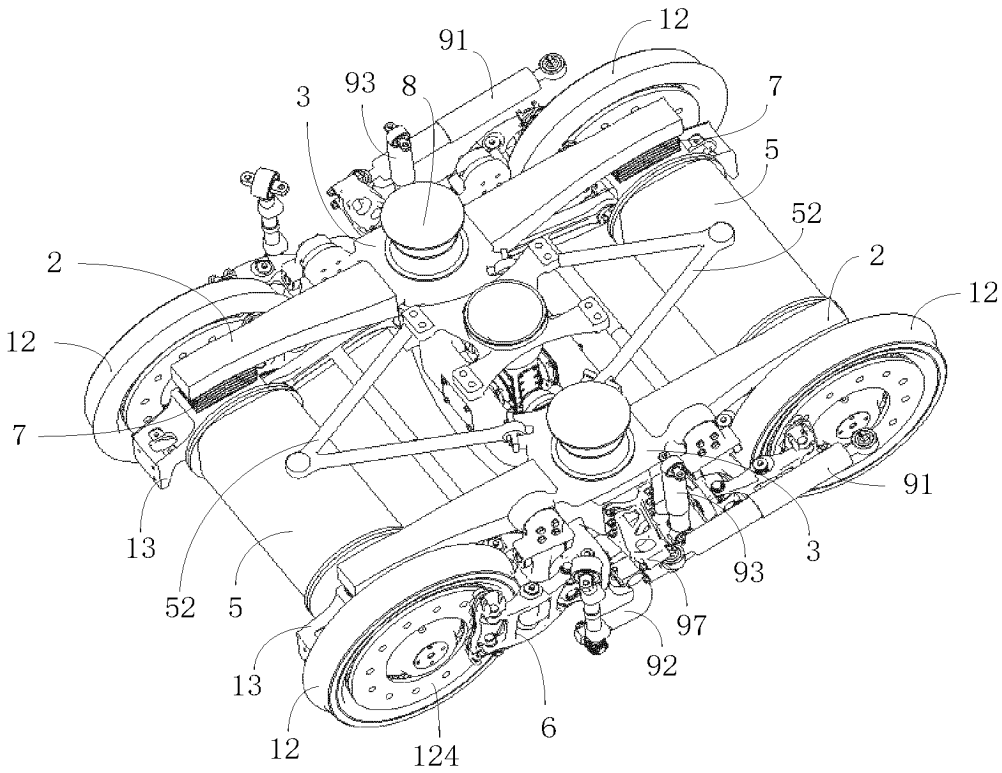
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FIG. 76

INTERNATIONAL SEARCH REPORT

International application No.
PCT/CN2019/117600

A. CLASSIFICATION OF SUBJECT MATTER

B61F 5/52(2006.01)i; B61F 5/30(2006.01)i; B61F 5/04(2006.01)i

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

B61F5

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

WPI; EPODOC; CNPAT; CNKI: 中车唐山机车车辆有限公司, 轨道, 转向架, 侧梁, 轴箱, 连接座, 牵引, 驱动, 制动, 一系悬挂, 二系悬挂, railway, bogie, axle, side, beam, box, suspension, drive, brake, rod

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	CN 108032865 A (CRRC ZHUZHOU LOCOMOTIVE CO., LTD.) 15 May 2018 (2018-05-15) description, paragraphs 34-44, figures 1-12	1-6, 24, 38-57, 71
Y	CN 108032865 A (CRRC ZHUZHOU LOCOMOTIVE CO., LTD.) 15 May 2018 (2018-05-15) description, paragraphs 34-44, figures 1-12	7-9, 19-23
Y	CN 103600749 A (CSR ZHUZHOU ELECTRIC LOCOMOTIVE CO., LTD.) 26 February 2014 (2014-02-26) description, paragraphs 32-42, figures 1-3	7-9
Y	CN 204368174 U (GUANGZHOU ELECTRICAL LOCOMOTIVE CO., LTD.) 03 June 2015 (2015-06-03) figure 2	19-23,
A	CN 109484424 A (CRRC CHANGCHUN RAILWAY VEHICLES CO., LTD.) 19 March 2019 (2019-03-19) entire document	1-71

☑ Further documents are listed in the continuation of Box C. ☑ See patent family annex.

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"P" document published prior to the international filing date but later than the priority date claimed
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"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone
"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art
"&" document member of the same patent family

Date of the actual completion of the international search	Date of mailing of the international search report
02 April 2020	**06 May 2020**

Name and mailing address of the ISA/CN	Authorized officer
China National Intellectual Property Administration (ISA/CN) **No. 6, Xitucheng Road, Jimenqiao Haidian District, Beijing 100088** **China**	
Facsimile No. **(86-10)62019451**	Telephone No.

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INTERNATIONAL SEARCH REPORT

International application No.
PCT/CN2019/117600

C. DOCUMENTS CONSIDERED TO BE RELEVANT

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A	JP 2019025943 A (KAWASAKI HEAVY IND., LTD.) 21 February 2019 (2019-02-21) entire document	1-71
A	CN 201151407 Y (CSR ZHUZHOU ROLLING STOCK WORKS) 19 November 2008 (2008-11-19) entire document	1-71

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INTERNATIONAL SEARCH REPORT
Information on patent family members

International application No.
PCT/CN2019/117600

Patent document cited in search report			Publication date (day/month/year)	Patent family member(s)			Publication date (day/month/year)
CN	108032865	A	15 May 2018	None			
CN	103600749	A	26 February 2014	CN	103600749	B	07 December 2016
CN	204368174	U	03 June 2015	CN	204641775	U	16 September 2015
				CN	204472812	U	15 July 2015
				CN	204641776	U	16 September 2015
				CN	204472814	U	15 July 2015
				CN	204472813	U	15 July 2015
CN	109484424	A	19 March 2019	None			
CN	101565050	A	28 October 2009	CN	101565050	B	20 April 2011
JP	2019025943	A	21 February 2019	None			
CN	201151407	Y	19 November 2008	None			

Form PCT/ISA/210 (patent family annex) (January 2015)