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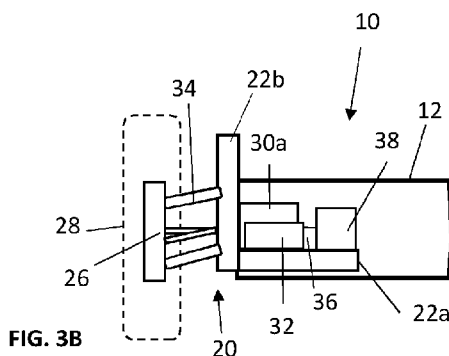
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(57) Abstract: Some embodiments relate to a vehicle corner module (VCM) connectable to a VCM-connection interface of a reference-frame of a vehicle platform (e.g. for regulating motion of a vehicle). Some embodiments relate to a multi-interface connection-element for connection of multiple electronic or flow vehicle subsystems of a vehicle to a Vehicle Corner Module (VCM). Related methods are disclosed herein.

VEHICLE CORNER MODULE AND METHODS FOR INSTALLATION THEREOF

FIELD OF THE INVENTION

The present invention relates to Vehicle Corner Modules (VCMs) for regulating the motion of a vehicle, and particularly to Vehicle Corner Modules (VCMs) having a sub-frame holding systems for regulating the motion of a vehicle and installing the VCMs on a reference frame, or platform, of the vehicle.

BACKGROUND OF THE INVENTION

With the future of automotive ownership becoming less privately-owned and more fleet-based and shared-mobility based, maintenance of such future vehicles is becoming a major factor in the profitability of vehicle fleets. Vehicle platforms designed for electric propulsion can include axle-less wheel assemblies, which have independent suspension, drivetrain, braking and steering subsystems between wheel assemblies assembled on a platform of the vehicle.

Connection or removal of the subsystems associated with the wheel assemblies to and of the vehicle platform can be a complex and specialized job.

There is therefore a need for systems and methods for simple and quick installation and removal of one or more wheel assemblies on and off a reference frame of a vehicle.

SUMMARY OF EMBODIMENTS OF THE INVENTION

Some embodiments of the invention relate to methods and systems for installing VCMs having an L-shaped sub-frame on a reference frame, or platform, of the vehicle.

There is thus provided, in accordance with an embodiment of the teachings herein, a vehicle corner module (VCM) connectable to a VCM-connection interface of a reference-frame of a vehicle platform, for regulating motion of a vehicle, the VCM including:

a sub-frame including:

a base;

a wall disposed transversely to the base; and

a vehicle-connection interface for reversible mechanical connection of the VCM to the VCM-connection interface of the reference frame;

a wheel-hub assembly including a wheel-hub adapted for mounting of a wheel thereon;

and

at least one subsystem of the vehicle, including a subsystem unit mounted onto the base of the sub-frame, the at least one subsystem being selected from the group of subsystems consisting of a drive subsystem, a steering subsystem, and a braking subsystem.

In some embodiments, the wall of the sub-frame is disposed between the wheel-hub and the base of the sub-frame.

In some embodiments, when a wheel is connected to the wheel-hub, at least a portion of the base of the sub-frame is within a cylindrical footprint of the wheel.

In some embodiments, the at least one subsystem unit is adjacent a first side of the wall, and the wheel-hub assembly is adjacent a second, opposing, side of the wall, such that the wall is disposed between the at least one subsystem unit and the wheel-hub assembly.

In some embodiments, the VCM further includes a suspension subsystem mounted onto the wall of the sub-frame, between the sub-frame and the wheel-hub assembly.

In some embodiments, the subsystem unit of the at least one subsystem does not engage the wall of the sub-frame.

In some embodiments, the at least one subsystem includes the drive subsystem, which includes a drive subsystem unit having a drive motor mounted onto the base of the sub-frame, and a drive shaft mounted via the wall of the sub-frame, the wall being disposed between the drive motor and the drive shaft.

In some embodiments, the at least one subsystem includes the steering subsystem, which includes a steering subsystem unit having a steering actuator mounted onto the base of the sub-frame.

In some embodiments, the at least one subsystem includes the braking subsystem, which includes a braking subsystem unit having a brake pump mounted onto the base of the sub-frame.

In some embodiments, when a wheel is mounted on the wheel-hub assembly, the vehicle-connection interface is disposed within a cylindrical footprint of the wheel. In some embodiments, at least one of the at least one subsystem is accommodated between the wheel-hub assembly and the vehicle-connection interface.

In some embodiments, the vehicle-connection interface includes bores formed in the base of the sub-frame, the bores adapted to accommodate base-connecting fasteners for connecting the base of the sub-frame to a lower surface of the reference frame. In some embodiments, the vehicle-connection interface includes bores formed in the wall of the sub-frame, the bores adapted to accommodate wall-connecting fasteners for connecting the wall of the sub-frame to a side surface of the reference frame.

In some embodiments, when the sub-frame is connected to the reference-frame by engagement of the vehicle-connection interface with the VCM-connection interface, the vehicle-connection interface is disposed between the wheel and the reference-frame.

In some embodiments, the vehicle further includes at least one power supply, and wherein the VCM further includes at least one connector for connection to the at least one power supply, such that, when the VCM is connected to the vehicle, the at least one power supply powers the at least one subsystem.

In some embodiments, connection of the sub-frame to the reference-frame by engagement of the vehicle-connection interface with the VCM-connection interface is carried out by longitudinally aligning the sub-frame with the VCM-connection interface, with the sub-frame disposed below the reference-frame, and moving the VCM upward to facilitate the engagement of the vehicle-connection interface with the VCM-connection interface.

In some embodiments, the VCM further includes a VCM-portion of a multi-interface connection-element, mounted onto the base of the sub-frame and adapted for connection to a vehicle-platform-portion of the multi-interface connection-element, the vehicle-platform-portion being mounted onto the reference-frame of the vehicle platform and connected to multiple electronic or flow subsystems of the vehicle. The VCM-portion of the multi-interface connection-element may include multiple connection interfaces for connection of the VCM-portion to the vehicle-platform-portion, thereby to connect the VCM to each of the multiple electronic subsystems of the vehicle. Each of the multiple electronic or flow subsystems may be selected from the group consisting of a power supply of the vehicle, a control-circuit of the vehicle, a computerized controller of the vehicle, a network bus of the vehicle, a network interface of the vehicle, a coolant flow subsystem of the vehicle, an oil flow subsystem of the vehicle, and a brake-fluid flow subsystem of the vehicle.

There is further provided, in accordance with an embodiment of the teachings herein, a vehicle including:

- a vehicle platform including a reference frame having an upper surface and a lower surface, the reference frame including at least one VCM-connection interface;

- at least one vehicle corner module (VCM) connected to a VCM-connection interface of the reference-frame, the at least one VCM adapted for regulating motion of the vehicle, the VCM including:

- a sub-frame including:

- a base;

- a wall disposed transversely to the base; and

a vehicle-connection interface reversibly and mechanically engaging the VCM-connection interface of the reference frame;

a wheel-hub assembly including a wheel-hub adapted for mounting of a wheel thereon; and

at least one subsystem of the vehicle, including a subsystem unit mounted onto the base of the sub-frame, the at least one subsystem being selected from the group of subsystems consisting of a drive subsystem, a steering subsystem, and a braking subsystem.

In some embodiments, the at least one subsystem unit is adjacent a first side of the wall, and the wheel-hub assembly is adjacent a second, opposing side of the wall, such that the wall is disposed between the at least one subsystem unit and the wheel-hub assembly.

In some embodiments, the vehicle further includes a suspension subsystem mounted onto the wall of the sub-frame, between the sub-frame and the wheel-hub assembly.

In some embodiments, the subsystem unit of the at least one subsystem does not engage the wall of the sub-frame.

In some embodiments, the at least one subsystem includes the drive subsystem, which includes a drive subsystem unit having a drive motor mounted onto the base of the sub-frame and a drive shaft mounted via the wall of the sub-frame, the wall being disposed between the drive motor and the drive shaft.

In some embodiments, the at least one subsystem includes the steering subsystem, which includes a steering subsystem unit having a steering actuator mounted onto the base of the sub-frame.

In some embodiments, the at least one subsystem includes the braking subsystem, which includes a braking subsystem unit having a brake pump mounted onto the base of the sub-frame.

In some embodiments, the vehicle-connection interface of the sub-frame is reversibly and mechanically connected to the VCM-connection interface of the reference frame. In some embodiments, the vehicle-connection interface is disposed between the wheel and the reference-frame.

In some embodiments, the vehicle further includes at least one power supply, the VCM being connected to the at least one power supply such that the at least one power supply powers the at least one subsystem.

In some embodiments, the vehicle-connection interface includes a plurality of fasteners fastening the VCM to corresponding bores forming part of the VCM-connection interface of the reference-frame.

In some embodiments, the vehicle further includes multiple electronic or flow subsystems, each selected from the subsystem group consisting of a power supply, a control-circuit, a computerized controller, a network bus, a network interface, a coolant flow subsystem, an oil flow subsystem, and a brake fluid flow subsystem and a multi-interface connection-element including a VCM-portion mounted onto the base of the sub-frame, reversibly connected to a corresponding vehicle-platform-portion mounted onto the reference-frame and connected to the multiple electronic or flow subsystems, each of the VCM-portion and the vehicle-platform-portion including multiple connection interfaces for connection to the other of the VCM-portion and the vehicle-platform-portion. Connection of the VCM-portion to the vehicle-platform-portion of the multi-interface connection-element results in connection of the VCM to the multiple electronic or flow subsystems.

In some embodiments, for each electronic or flow subsystem of the multiple electronic or flow subsystems, one of the VCM-portion and vehicle-platform-portion of the multi-interface connection-element includes a port, and the other of the VCM-portion and vehicle-platform-portion includes a corresponding plug, which, when the first and second portions are connected, is received in the port to connect the VCM to the electronic or flow subsystem.

There is additionally provided, in accordance with an embodiment of the teachings herein, a vehicle corner module (VCM) connectable to a VCM-connection interface of a reference-frame of a vehicle platform, the reference-frame having mounted thereon a vehicle-platform-portion of a multi-interface connection-element, the vehicle-platform-portion including multiple connection interfaces, each connected to one of multiple electronic or flow subsystems of the vehicle, the VCM including:

a sub-frame including:

a base;

a wall disposed transversely to the base; and

a vehicle-connection interface for reversible mechanical connection of the VCM to the VCM-connection interface of the reference frame;

a wheel-hub assembly including a wheel-hub adapted for mounting of a wheel thereon;

at least one subsystem of the vehicle, including a subsystem unit mounted onto the base of the sub-frame, the at least one subsystem being selected from the group of subsystems consisting of a drive subsystem, a steering subsystem, and a braking subsystem; and

a VCM-portion of the multi-interface connection-element mounted onto the base of the sub-frame, the VCM-portion being connectable to the vehicle-platform-portion of the multi-

interface connection-element and including multiple corresponding connection interfaces for connection to connection interfaces of the vehicle-platform-portion,

wherein, connection of the VCM-portion to the vehicle-platform-portion of the multi-interface connection-element results in connection of the VCM to the multiple electronic or flow subsystems.

In some embodiments, each of the multiple corresponding connection interfaces is adapted for connection of the VCM to one of the multiple electronic or flow subsystems, each of which is selected from the subsystem group consisting of power supply of the vehicle, a control-circuit of the vehicle, a computerized controller of the vehicle, a network bus of the vehicle, a network interface of the vehicle, a coolant flow subsystem of the vehicle, an oil flow subsystem of the vehicle, and a brake-fluid flow subsystem of the vehicle.

In some embodiments, each of the multiple corresponding connector interfaces of the VCM-portion includes a plug adapted to be inserted into a port in the vehicle-platform-portion or a port adapted to receive a plug of the vehicle-platform-portion.

There is also provided, in accordance with an embodiment of the teachings herein, a method for installing a Vehicle Corner Module (VCM) on a vehicle platform of a vehicle, the VCM including a sub-frame having a base and a wall disposed perpendicular to the base, the method including:

longitudinally aligning the base of the sub-frame of the VCM with a VCM-connection interface of a reference-frame of the vehicle-platform, such that the base is laterally distant from the reference frame and is disposed below the reference frame along the Z-axis;

without changing the longitudinal alignment between the vehicle-connection interface of the VCM and the reference-frame, moving the VCM laterally toward the reference-frame until the lateral distance between the sub-frame and the reference frame is closed;

without changing the longitudinal or the lateral alignment between the vehicle-connection interface of the VCM and the reference-frame, moving the VCM upwardly toward the reference-frame until the base of the sub-frame engages the reference frame; and

mechanically connecting the at least one VCM to the reference-frame by engagement of the vehicle-connection interface with a VCM-connection interface of the reference frame.

In some embodiments, the method further includes connecting the VCM to multiple electronic or flow subsystems of the vehicle by connecting a VCM-portion of a multi-interface connection-element, mounted on the sub-frame, to a vehicle-platform portion of the multi-interface connection-element, forming part of the vehicle platform.

In some embodiments, each of the multiple electronic and/or flow subsystems is selected from the subsystem group consisting of a power supply, a control-circuit, a computerized controller, a network bus, a network interface, a coolant flow subsystem, an oil flow subsystem, and a brake-fluid flow subsystem.

In some embodiments, the mechanically connecting includes placing fasteners which engage the vehicle-connection interface and the VCM-connection interface.

There is further provided, in accordance with an embodiment of the teachings herein, a multi-interface connection-element for connection of multiple electronic or flow vehicle subsystems of a vehicle to a Vehicle Corner Module (VCM) mounted onto a reference-frame of a vehicle platform of the vehicle, the VCM being adapted to regulate motion of the vehicle, the VCM including a sub-frame including a base and a wall disposed transversely to the base, the multi-interface connection-element including:

a vehicle-platform-portion mountable onto the reference frame of the vehicle, the vehicle-platform-portion including multiple connection interfaces, each adapted to be associated with one of the multiple electronic or flow vehicle subsystems;

a VCM-portion, mountable onto the base of the sub-frame of the VCM, the VCM-portion including multiple corresponding connection interfaces adapted for connection to the multiple connection interfaces of the vehicle-platform-portion,

wherein connection of the connection interfaces of the vehicle-platform-portion to the multiple corresponding connection interfaces of the VCM-portion results in connection of the VCM to the multiple electronic or flow subsystems.

In some embodiments, each of the multiple electronic or flow subsystems is selected from the subsystem group consisting of: a power supply of the vehicle, a control-circuit of the vehicle, a computerized controller of the vehicle, a network bus of the vehicle, a network interface of the vehicle, a coolant flow subsystem of the vehicle, an oil flow subsystem of the vehicle, and a brake-fluid flow subsystem of the vehicle.

In some embodiments, connection of the connection interfaces of the vehicle-platform-portion to the multiple corresponding connection interfaces of the VCM-portion results in connection of at least one VCM-subsystem to at least one of the multiple electronic or flow subsystems.

In some embodiments, the at least one VCM-subsystem includes at least one of a drive subsystem, a steering subsystem, a braking subsystem, a suspension subsystem, a VCM controller, and a cooling subsystem.

In some embodiments, the VCM-portion is mounted onto a portion of the base of the VCM which is distal to a wheel-hub assembly of the VCM, the multi-interface connection-element further including a motion actuator extending between the base of the sub-frame and the wall of the sub-frame, and adapted to actuate motion of the VCM-portion relative to the vehicle-platform-portion for connection thereof.

In some embodiments, the motion actuator is disposed at a different portion of the sub-frame than the VCM-portion, such that motion of the VCM-portion can be actuated even when the VCM-portion is inaccessible.

In some embodiments, the motion actuator includes a fastener connected to the VCM-portion by a connector cable, and wherein motion of the VCM-portion is actuated by operating the fastener to transfer movement actuation forces from the fastener to the VCM-portion.

In some embodiments, the motion actuator includes a fastener connected to the VCM-portion by a fluid-flow conduit, and wherein motion of the VCM-portion is actuated by transmitting a fluid through the fluid-flow conduit from the fastener to the VCM-portion.

In some embodiments, a connection-assembly connecting the VCM-portion to a sub-frame of the VCM includes at least one spring, adapted to apply force on VCM-portion toward the vehicle-platform-portion.

There is additionally provided, in accordance with an embodiment of the teachings herein, a method of connecting at least one VCM-subsystem mounted onto a Vehicle Corner Module (VCM) to at least one electronic or flow subsystem mounted onto a vehicle platform of a vehicle, the VCM including a sub-frame having a base portion and a wall portion transverse to the base portion, the method including connecting a VCM-portion of a multi-interface connection-element, mounted onto the base of the sub-frame of the VCM and connected to the at least one VCM-subsystem, to a vehicle-platform-portion of the multi-interface connection-element forming part of the vehicle platform and connected to the at least one vehicle-subsystem, thereby to form a connection between the at least one VCM-subsystem and the at least one electronic or flow subsystem,

wherein each of the VCM-portion and the vehicle-platform-portion of the multi-interface connection-element includes a plurality of connection interfaces, each associated with one of a plurality of electronic or flow subsystems.

In some embodiments, each of the multiple electronic and/or flow subsystems is selected from the subsystem group consisting of a power supply, a control-circuit, a computerized controller, a network bus, a network interface, a coolant flow subsystem, an oil flow subsystem, and a brake-fluid flow subsystem.

In some embodiments, the connecting of the VCM-portion and the vehicle-platform-portion includes moving the VCM-portion relative to the vehicle-platform-portion until they are connected. In some embodiments, only one of the VCM-portion and the vehicle-platform-portion is movable, and the other is stationary.

In some embodiments, moving the VCM-portion relative to the vehicle-platform-portion includes actuating motion of the VCM-portion by a mechanical mechanism that extends between the base of the sub-frame of the VCM and the wall of the sub-frame of the VCM. In some embodiments, the mechanical mechanism actuating motion of the VCM-portion is remote to the location of the VCM-portion.

In some embodiments, the mechanical mechanism includes a fastener connected to the VCM-portion by a connector cable, and wherein the actuating motion includes operating the connector fastener to transfer movement actuation forces from the fastener to the VCM-portion.

In some embodiments, the mechanical mechanism includes a fastener connected to the VCM-portion, and wherein actuating motion includes operating the fastener to transmit movement actuation forces to the VCM portion by fluid communication via the conduit.

In some embodiments, actuation of motion of at least one of the VCM-portion and the vehicle-platform portion is by an electrical motor.

In some embodiments, the connecting is carried out from an area of the VCM disposed between the wall of the sub-frame and a wheel-hub assembly of the VCM, regardless of the positioning of the VCM-connector within the VCM.

Unless otherwise defined, all technical and scientific terms used herein have the same meaning as commonly understood by one of ordinary skill in the art to which the invention pertains. In case of conflict, the specification, including definitions, will take precedence.

As used herein, the terms "comprising", "including", "having" and grammatical variants thereof are to be taken as specifying the stated features, integers, steps or components but do not preclude the addition of one or more additional features, integers, steps, components or groups thereof. These terms encompass the terms "consisting of" and "consisting essentially of".

BRIEF DESCRIPTION OF THE FIGURES

Fig. 1 is a schematic block diagram of a VCM and a vehicle platform adapted to have the VCM mounted thereon, according to an embodiment of the disclosed technology;

Figs. 2A and 2B are, respectively, schematic top-view and side-view diagrams of a VCM, according to some embodiments of the disclosed technology;

Figs. 3A and 3B are, respectively, schematic top-view and side-view diagrams of the VCM of Figs. 2A and 2B installed onto a reference frame of a vehicle platform, according to some embodiments of the disclosed technology;

Fig. 4 is a photograph of a multi-interface connection-element for connection of a VCM to vehicle subsystems installed on a reference frame of the vehicle platform, according to an embodiment of the disclosed technology;

Figs. 5 and 6 are schematic images of connection interfaces of respective vehicle-platform- and VCM- portions of the multi-interface connection-element of Fig. 4;

Fig. 7 is a perspective view illustration of a VCM-portion of the multi-interface connection-element of Fig. 4;

Figs. 8A and 8B are, respectively, schematic top-view and side-view diagrams of a first step of installation of the VCM of Figs. 2A and 2B onto the reference-frame of the vehicle platform, according to some installation methods;

Figs. 8C and 8D are schematic side-view diagrams of additional steps of installation of the VCM of Figs. 2A and 2B onto the reference frame of the vehicle platform, according to some installations methods;

Figs. 9A, 9B, 9C, and 9D are, respectively, a perspective view illustration and top, front, and side view planar illustrations of a VCM according to some embodiments of the disclosed technology;

Figs. 9E and 9F are front and back view perspective illustrations of a sub-frame, suitable for use in the VCM of Figs. 9A to 9D, according to some embodiments of the disclosed technology;

Figs. 10A, 10B, 10C, and 10D are perspective view illustrations of steps of connecting a VCM, similar to that of Figs. 9A to 9D, to a vehicle reference frame, and fasteners required for such connection, according to some embodiments of the disclosed technology;

Fig. 11A is a bottom view illustration of a vehicle reference frame ready for installation of a VCM thereon;

Fig. 11B is a side view illustration of the vehicle reference frame of Fig. 11A, having a VCM connected thereto using the multi-interface connection-element of Fig. 2, according to some embodiments of the disclosed technology;

Fig. 12 is a perspective view illustration of a sub-frame of a VCM and a reference frame of a vehicle platform, detached from one another, according to some embodiments of the disclosed technology; and

Figs. 13A, 13B, and 13C are, respectively, a perspective view illustration, a top view planar illustration, and a front view planar illustration of the sub-frame and reference-frame of Fig. 12, when connected to each other.

DETAILED DESCRIPTION OF SOME EMBODIMENTS OF THE INVENTION

The invention, in some embodiments, relates to methods and systems for installing Vehicle Corner Modules (VCMs) on a reference frame, or platform, of the vehicle. The VCMs of the invention have a sub-frame, having a base portion and a wall portion disposed transversely (e.g. substantially perpendicularly) to the base portion. At least one sub-system of the vehicle is mounted to the base portion and is separated from the wall portion. Such a structure may enable physical separation between the wheel and various subsystems of the VCM. Such a structure may enable at least some subsystems of the VCM to be mounted within the footprint of the reference frame. Such a structure also allows for efficient and safe transfer of loads (e.g. lateral and/or vertical) received from the wheel toward the vehicle platform. In some embodiments, the wall portion is designed to hold and transfer such loads while bypassing the sub-systems attached to the base portion.

For convenience, in the context of the description herein, various terms are presented here. To the extent that definitions are provided, explicitly or implicitly, here or elsewhere in this application, such definitions are understood to be consistent with the usage of the defined terms by those of skill in the pertinent art(s). Furthermore, such definitions are to be construed in the broadest possible sense consistent with such usage.

Unless otherwise indicated, a “vehicle corner module” or “VCM” as used herein means an assembly for supporting a wheel of a vehicle and regulating the motion of a vehicle according to any of the embodiments disclosed herein. The VCM assembly includes components such as (and not exhaustively): steering systems, suspension systems, braking systems including hydraulic subsystems, gearing assemblies, drive motors, drive shafts, wheel hub assemblies, controllers, communications arrangements, and electrical wiring. In some embodiments, a VCM can include a wheel and tire. A VCM can be mounted to a ‘reference frame’ of a vehicle, e.g., a chassis or similar vehicle frame or a platform. When a VCM is described as being installed in/on a vehicle, then the VCM is mounted to the reference frame. A VCM may include a ‘sub-frame’ to which some or all of the VCM components are mounted or otherwise attached. In some cases, the sub-frame mediates between the reference frame and the various VCM components.

The term ‘sub-frame’ should be understood to mean any rigid frame or one or more structural elements in fixed combination. The ‘sub’ prefix is intended to distinguish the sub-frame

from a main frame or reference frame of the vehicle. A VCM may or may not include one or more electric motors and/or the wheel itself (and tire).

When used in this specification and in the claims appended hereto, the word “vehicle” is to be understood as referring to a vehicle having one or more wheels. Non-limiting examples of a vehicle, according to this definition, are a vehicle with motive power provided by an onboard engine, and an ‘electric vehicle’ powered, when in motion, by one or more electric motors and a battery or other energy storage device onboard. The battery need not be provided with the vehicle, or installed in the vehicle, unless and until the vehicle is in motion. The word ‘vehicle’ should also be understood as encompassing a “vehicle platform” comprising at least a chassis (or other ‘reference frame’ to which VCMs can be mounted) and one or more wheels. A ‘vehicle platform’ need not necessarily comprise, at the time of providing the vehicle platform, all of the accoutrements required for transport of passengers and/or cargo such as vehicle-body components or interior furnishings.

The term “controller” as used herein means a computing device configured for monitoring, controlling, regulating and/or actuating one or more components, systems or subsystems. A controller should be understood to include any or all of (and not exhaustively): one or more processors, one or more computer-readable media, e.g., transient and/or non-transient storage media, communications arrangements, a power source and/or a connection to a power source, and firmware and/or software. When used herein in a hyphenated expression such as vehicle-controller or VCM-controller, the term means a controller for controlling the vehicle and/or components and/or subsystems of the vehicle, or a controller for controlling the VCM and/or components and/or subsystems of the VCM, respectively. Unless specifically noted otherwise, a controller is installed in or on the controlled element (vehicle, VCM, etc.) while a “control unit” is like a controller but is not installed in or on the controlled element. For example, a VCM-controller is located in or on the VCM, while a VCM control unit is not, and may be located elsewhere on the vehicle, e.g., on the chassis unit. Controllers (and control units) can be programmed in advance, e.g., by having program instructions stored in the computer-readable media for execution by one of more processors of the controller. Thus, a controller ‘configured’ to perform a function is equivalent herein to the controller being programmed, i.e., having access to stored program instructions for execution, to perform the function.

In the following detailed description, numerous specific details are set forth in order to provide a thorough understanding of the invention. However, it will be understood by those skilled in the art that the present invention may be practiced without these specific details. In other

instances, well-known methods, procedures, and components have not been described in detail so as not to obscure the present invention.

Reference is now made to Fig. 1, which is a schematic block diagram of a VCM and a vehicle platform adapted to have the VCM mounted thereon, according to an embodiment of the disclosed technology. Reference is additionally made to Figs. 2A and 2B, which are, respectively, schematic top-view and side-view diagrams of a VCM, according to some embodiments of the disclosed technology, and to Figs. 7A and 7B, which are, respectively, schematic top-view and side-view diagrams of the VCM installed onto a reference frame of a vehicle platform, according to some embodiments of the disclosed technology.

As seen in Fig. 1, a vehicle platform **10**, which is adapted to have a vehicle capsule mounted thereon, includes a vehicle reference-frame **12**, having four VCM-connection interfaces **14** adapted for connection to VCMs. In the illustrated embodiment, all four VCM-connection interfaces **14** are identical to one another. However, in some embodiments, a single reference-frame may include multiple different types of VCM-connection interfaces, for example for connection to different types of VCMs.

Vehicle platform **10** may include one or more electronic subsystems **16** mounted onto reference frame **12**, which may include a power supply of the vehicle, a control circuit of the vehicle, a computerized controller of the vehicle, a network bus of the vehicle, and a network interface of the vehicle. Vehicle platform **10** may further include one or more fluid flow subsystems **18** mounted onto reference frame **12**, which may include a coolant flow subsystem, an oil flow subsystem, and a brake-fluid flow subsystem. In some embodiments, reference-frame **12** may also have attached thereto front and/or rear bumpers **19**. Examples of subsystems **16** and **18** are described in PCT Patent Application No. PCT/IB2020/062598 and in U.S. Patent No. 10,919,575, both of which are incorporated by reference as if fully set forth herein.

A VCM **20**, for regulating motion of the vehicle, is connectable to reference frame **12**, as explained herein. According to some embodiments, VCM **20** includes a sub-frame **22**, including a base **22a** and a lateral wall **22b**, substantially perpendicular to base **22a**. Sub-frame **22** includes a vehicle-connection interface **24** adapted for reversible mechanical connection to VCM-connection interface **14** of reference frame **12**. Vehicle-connection interface **24** may be disposed on base **22a**, on lateral wall **22b**, or may have portions on each of the base and the lateral wall of sub-frame **22**.

VCM **20** further includes a wheel-hub assembly **26**, adapted to have a wheel **28** mounted thereon. Typically, wheel-hub assembly **26** is mounted on, or functionally associated with, lateral wall **22b** of sub-frame **22**.

In some embodiments, lateral wall **22b** of sub-frame **22** is disposed between base **22a** and wheel-hub assembly **26**. In some embodiments, at least a portion of base **22a** of sub-frame **22** is within a cylindrical footprint of wheel **28**, as seen clearly in Figs. 2B and 3B.

Sub-frame **22** has mounted thereon one or more subsystems of the vehicle, each comprising mechanical and/or electrical components. Some of the subsystems may also be attached to wheel-hub assembly **26**.

The subsystems included in the VCM may include a drive subsystem **30**, a steering subsystem **32**, a suspension subsystem **34**, and/or a braking subsystem **36**. Sub-frame **22** may also include a VCM-controller **38**, adapted to control operation of one or more of subsystems **30**, **32**, **34**, and **36**, and/or to communicate with one or more electronic subsystems **16** of the vehicle, such as with a computerized controller or a network interface of the vehicle.

In some embodiments, at least one drive subsystem unit of drive subsystem **30** is mounted between lateral wall **22b** and wheel-hub **26**. In some embodiments, suspension subsystem **34** is mounted between lateral wall **22b** and wheel-hub **26**.

In some embodiments, at least one of drive subsystem **30**, steering subsystem **32**, and braking subsystem **36**, or at least one subsystem unit of these subsystems, is mounted onto base **22a** of sub-frame **22**. In some embodiments, more than one of, or all of, drive subsystem **30**, steering subsystem **32**, and braking subsystem **36**, or at least one subsystem unit of each of these subsystems, are mounted onto base **22a** of sub-frame **22**. According to some embodiments, a power source or an actuator of at least one of drive subsystem **30**, steering subsystem **32**, and braking subsystem **36** is mounted onto base **22a** of sub-frame **22**. In some embodiments, drive subsystem **30** actuator includes a drivetrain having a motor and/or a transmission assembly mounted onto base **22a**. In some embodiments, steering subsystem **32** includes a steering actuator mounted onto base **22a**. In some embodiments, braking subsystem **36** includes a brake pressure source which is a brake pump and/or a fluid accumulator mounted onto base **22a**.

In some embodiments, at least one of the power sources or the actuators of the subsystems mounted onto base **22a**, and in some embodiments all the power sources or the actuators of the subsystems mounted onto base **22a**, are physically detached from lateral wall **22b**. Stated differently, at least one subsystem unit of at least one subsystem is mounted onto base **22a** and does not engage lateral wall **22b**. In some embodiments, a drivetrain of drive subsystem **30** is mounted onto base **22a**, and is physically detached from lateral wall **22b**. In some embodiments, a steering actuator of steering subsystem **32** is mounted onto base **22a**, and is physically detached from lateral wall **22b**. In some embodiments, a brake pressure source of braking subsystem **36** is mounted onto base **22a**, and is physically detached from lateral wall **22b**. In some embodiments,

at least one subsystem unit of at least one of subsystems **30**, **32**, and **36** is mounted onto base **22a** adjacent a first side of wall **22b**, and wheel-hub assembly is disposed adjacent a second, opposing side of wall **22b**, such that the wall **22b** is disposed between the wheel-hub assembly and the subsystem unit(s).

As seen in Fig. 3B, in some embodiments, when VCM **20** is attached to reference frame **12**, the subsystems disposed on base **22a** are arranged within a VCM cavity of the reference frame. In some such embodiments, the VCM cavity is defined as, or forms part of, a wheel well of the vehicle platform. In some such embodiments, the VCM cavity is defined between a top surface of reference-frame **12** and a bottom surface of reference-frame **12**. In some such embodiments, the only portion of sub-frame **22** which is external to the footprint of reference frame **12** is lateral wall **22b**. In other embodiments, for example as shown herein with respect to Figs. 10A to 10C, the entirety of sub-frame **22** is within the footprint of reference frame **12**, when VCM is installed on the reference frame. In some embodiments, the wall **22b** is adapted to attach to a wheel fender (or wheel arc) attached to the vehicle platform frame, for example as shown in Figs. 10A to 11B.

As explained in further detail hereinbelow, in some embodiments, when wheel **28** is mounted on wheel-hub assembly **26**, at least a portion of vehicle-connection interface **24** of VCM **20**, and in some embodiments the entirety thereof, is disposed within a cylindrical footprint of the wheel. In the context of the present application, the “cylindrical footprint of the wheel” is the area resulting from projection of the wheel into another plane, parallel to a rotational plane of the wheel.

As explained in further detail hereinbelow, vehicle-connection interface **24** forms part of sub-frame **22**. When VCM **20** is connected to reference-frame **12** by engagement of vehicle-connection interface **24** with the VCM-connection interface **14**, base **22a** of sub-frame **22** may be disposed at a height between a height of an upper surface of the reference-frame and a height of a lower surface of the reference-frame. Even though the vehicle-connection interface is between the upper and lower surfaces of the reference-frame, there may be portions of the sub-frame which are outside of this range (e.g. wall **22b**). In some embodiments, the height of base **22a** is between the heights of the upper and lower surfaces in a localized manner. In such embodiments, base **22a** is between the height of the upper and lower surfaces, within a distance of 20-50cm from vehicle-connection interface **24**. However, in other, more distant portions of the reference frame, the upper and lower surfaces may be at different heights, such that the vehicle-connection interface is not between the upper and lower surfaces in those more distant portions.

Drive subsystem **30** may include any or all of the mechanical and/or electrical components required for actuating a drive shaft to rotate wheel **28**, or other wheels of the vehicle, to drive the vehicle, including, and not exhaustively: an electric drive motor **30a**, a driveshaft **30b** actuated by

motor **30a**, and a transmission assembly to transmit the rotation to wheel **28** including, optionally, a single-gear or multi-gear transmission, as well as sensors such as a wheel speed sensor (in a non-limiting example, a rotary encoder). In some embodiments, the drive motor is included in the VCM, and in some embodiments, the drive motor is on the vehicle, e.g., installed on reference frame **12**. In some embodiments, the drive motor is mounted on base **22b** of sub-frame **22** and thereby is a sprung mass.

In embodiments, VCM-controller **38** is adapted to regulate an output of the motor and/or a rotational velocity of wheel **28** and/or a selection of a transmission gear, in response to instructions received via electrical inputs from the vehicle, e.g., from a driver-operated drive mechanism (e.g. an accelerator pedal) or an autonomous driving unit.

In embodiments, drive subsystem **30** can be used in a regenerative braking scheme. In another example, the regenerative braking is boosted by friction braking (or vice versa), i.e., regular operation of braking subsystem **36**.

In some embodiments, ‘cooperation’ of drive subsystem **30** and braking subsystem **36** in combining regenerative braking with friction braking can be controlled by VCM-controller **38**. In yet another example, in which the VCM-controller is configured (e.g., programmed) to control multiple subsystems in cooperation with each other, steering subsystem **32** can be used to assist in braking, i.e., in cooperation with the braking system, for example by turning the wheels so as to increase friction with a roadway, whether by steering symmetrically by having the opposing wheels turn in the same direction in tandem, or asymmetrically where the opposing wheels do not turn in tandem. In a similar example, the VCM-controller controls steering subsystem **32** in concert with the braking system to mitigate the effect of brake pull caused by steering, a phenomenon also known as ‘brake steer’ or ‘steering drift’. In yet another example, the VCM-controller controls, in concert, the drive system (with respect to regenerative braking), the braking system (with respect to friction braking) and the steering system (with respect to ‘braking-by-steering’) to achieve a desired braking effect.

Steering subsystem **32** may include any or all of the mechanical and/or electrical components required for steering, i.e., pivoting the wheel of the vehicle around a steering axis, including, and not exhaustively: a steering actuator **32a**, steering rods **32b**, steering system controller or control unit, steering inverter and wheel-angle sensor.

In some embodiments, VCM-controller **38** receives steering instructions as electrical (including electronic) inputs from the vehicle, e.g., from a driver-operated steering mechanism or an autonomous steering unit, and carries out the instructions by causing, responsively to the received instructions, the motion of a steering rod, e.g., via a steering actuator, to effect the turning

of the wheel, for example, by regulating a current and voltage transmitted to the steering actuator and/or transmitting high-level instructions to a steering-system controller. The steering actuator can receive electrical power from an external power source ('external' meaning external to the VCM), such as a power supply installed in or on the reference frame.

Suspension subsystem **34** may optionally include an active suspension system controllable by the VCM-controller **38** (e.g., via a suspension-system control unit).

Braking subsystem **36** may include any or all of the mechanical and electrical components for actuating a brake assembly (e.g., brake disk, brake caliper, etc.) including, optionally, one or more of a brake fluid pump, and a brake fluid source.

In some embodiments, VCM controller **38** is configured to regulate an output of the braking system, e.g., cause a braking action, in response to instructions received via electrical inputs from the vehicle, e.g., from a driver-operated braking mechanism (e.g. a brake pedal) or an autonomous braking unit.

In some embodiments, the plurality of VCM subsystems in VCM **20** includes all of subsystems **30**, **32**, **34**, and **36**. In other embodiments, the plurality of VCM subsystems in a given VCM **20** may include two or three of the subsystems.

In some embodiments, the connection interface between VCM **20** and reference frame **12** has one or more degrees of freedom. In such embodiments, the connection of the VCM to the reference frame is configurable, for example to control or configure any one of the caster angle of the wheel, the camber angle of the wheel, and the toe angle of the wheel.

Reference is now made to Fig. 4, which is a photograph of a multi-interface connection-element **50** for connection of VCM subsystems, such as subsystems of VCM **20** of Figs. 1 to 3B, to vehicle subsystems installed on a reference frame of the vehicle platform, such as subsystems **16** and **18** of Fig. 1, according to an embodiment of the disclosed technology. Reference is additionally made to Figs. 5 and 6, which are schematic images of connection interfaces of respective vehicle-platform- and VCM- portions of the multi-interface connection-element **50** of Fig. 4.

As seen, multi-interface connection-element **50** includes a vehicle-platform-portion **52a** connectable to a reference frame of a vehicle platform, such as reference frame **12** of Fig. 1, and a VCM portion **52b** connectable to a sub-frame of a VCM, such as sub-frame **22** of Fig. 1.

In some embodiments, VCM portion **52b** may be mounted onto base **22a** of sub-frame **22**. As explained in further detail hereinbelow, in some embodiments, VCM portion **52b** may be disposed at a distal portion of base **22a**, which is remote from wheel-hub assembly **26**. Such placement of the VCM portion requires remote access to the VCM portion **52b**, for connection or

operation thereof. Methods of such remote access and/or connection are described hereinbelow, for example with respect to Fig. 7. Such remote access and/or connection facilitate maintenance of a safe and effective connection between the VCM subsystems and the vehicle platform.

Vehicle-platform-portion **52a** and VCM-portion **52b** are reversibly connectable to each other, for example by insertion of alignment pins **54** extending from one of the portions into corresponding bores **56** in the other portion. Each of portions **52a** and **52b** includes a plurality of connection interfaces, such that the two pluralities of connection interfaces correspond to one another.

For example, in the illustrated embodiment, vehicle-platform-portion **52a** includes a pair of high voltage connectors **60a**, two pairs of 12V battery connectors **62a**, two pairs of 48V battery connectors **64a**, a vehicle Controller Area Network (CAN) bus connector **66a**, and a pair of coolant flow connectors **68a**. VCM-portion **52b** includes corresponding high voltage connectors **60b**, 12V battery connectors **62b**, 48V battery connectors **64b**, vehicle CAN bus connector **66b**, and coolant flow connectors **68b**. In some embodiments, the connection interfaces of the portions of multi-interface connection-element **50** may include connection interfaces connected to any one or more of:

- a power supply mounted on the vehicle platform;
- a control-circuit mounted on the vehicle platform;
- a computerized controller mounted on the vehicle platform;
- a network bus mounted on the vehicle platform;
- a network interface mounted on the vehicle platform;
- a coolant flow subsystem mounted on the vehicle platform;
- an oil flow subsystem mounted on the vehicle platform; and
- a brake-fluid flow subsystem mounted on the vehicle platform.

Mechanical connection of vehicle-platform-portion **52a** and VCM-portion **52b** of multi-interface connection-element **50** results in connection of corresponding connection interfaces within the two portions. The connection interfaces of vehicle-platform-portion **52a** are connected to various vehicle platform subsystems mounted onto the reference frame, such as subsystems **16** and **18** of Fig. 1. The connection interfaces of VCM-portion **52b** are connected to various subsystems mounted onto the sub-frame of the VCM, such as subsystems **30**, **32**, **34**, **36**, and **38** of Fig. 1. As such, connection of the two portions of multi-interface connection-element **50** result in functional connection between the VCM subsystems and the vehicle subsystems. For example, connection to a vehicle power subsystem can be used to provide power to one or more of the VCM

subsystems. As another example, connection to a coolant flow subsystem can be used to cool a motor mounted onto the VCM as part of drive subsystem **30** of Fig. 1, and connection to a brake-fluid flow subsystem can be used by braking subsystem **36** of Fig. 1.

Reference is now made to Fig. 7, which is a perspective view illustration of VCM-portion **52b** of multi-interface connection-element **50** similar to that shown in Fig. 4, including connection to various subsystems mounted onto the reference frame of the vehicle platform. It will be appreciated that the specific connections included in the connection interfaces of the two portions of a multi-interface connection-element, and the arrangement of those connection interfaces within each portion, may differ in different implementations of the multi-interface connection-element, in accordance with the requirements of a specific vehicle, vehicle platform, VCM, or implementation.

As seen, coolant flow connectors **68b** are connected to pipes **72**, which are connectable to a cooling subsystem of the VCM. The cooling subsystem may form part of, or be functionally associated with, the drive subsystem **30** of VCM **20**.

According to some embodiment, engaging VCM-portion **52b** with vehicle-platform-portion **52a** is by moving one or more of portions **52a/52b** toward each other until being in a connection state. In some embodiments, one of portions **52a/52b** is movable and the other is stationary. As shown in the example embodiment of Fig. 7, VCM-portion **52b** is movable and is actuated to connect with vehicle-platform-portion **52a** (Fig. 4) by a mechanical mechanism that may extend between a back portion of the VCM and a front portion of the VCM. The mechanical mechanism allows the movement of VCM-portion **52b** between a connected state and a disengaged state with the vehicle-platform-portion while the actuation of this movement is remote of the location of VCM-portion **52b** (e.g. from the front side of the VCM, while VCM-portion **52b** is on the back side). This allows the installation and connection of all VCM subsystems and sub-frame with the vehicle platform, all from one side of the VCM.

According to some embodiments, the mechanical mechanism includes a connector fastener **88** connected to VCM-portion **52b** by connector cable **89** adapter to transfer movement actuation forces from fastener **88** to VCM-portion **52b**. In some embodiments actuation forces are transmitted between fastener **88** and VCM-portion **52b** using fluid (e.g. pneumatic, hydraulic) and connector cable **89** is substituted by a tube filled with such fluid. In some embodiments fastener **88** is based on bolt screwed into a bore in sub-frame **22**. In some embodiments, fastener **88** is a lever applying forces on cable **89**.

In some embodiments, VCM-portion **52b**, or a connection thereof to sub-frame **22**, may include one or more springs **92**, shown clearly in Fig. 7. Springs **92** are adapted to force VCM-

portion **52b** toward the vehicle-platform-portion, or vice versa, to assist in forming and/or maintaining an operational connection therebetween, and particularly between connection interfaces thereof.

In some embodiments, actuation of VCM-portion **52b** is by an electrical motor. In some embodiments, the control of the mechanical or electrical actuation of VCM-portion **52b** is by a remote controller and not by a mechanical fastening.

Reference is now made to Figs. 8A and 8B, which are, respectively, schematic top-view and side-view diagrams of a first step of installation of L-shaped VCM **20** of Figs. 2A to 2B onto reference-frame **12** of vehicle platform **10**, shown in Fig. 1, according to some installation methods, and to Figs. 8C and 8D, which are schematic side-view diagrams of additional steps of installation of L-shaped VCM **20** onto reference frame **12**, according to some installation methods. Reference numerals used in the description of Figs. 8A to 8D correspond to reference numerals shown in Figs. 1 to 3B.

In the embodiment of Figs. 8A to 8D, reference frame **12** includes, as VCM-connection interface, a VCM-receiving segment **14** extending next to bumper **19** of the vehicle platform. Segment **14** has a bottom surface suitable for receiving base **22a** of VCM **20**, as shown schematically in Fig. 8D.

As seen in Fig. 8A, initially, VCM **20** is arranged longitudinally along reference frame **12**, so that it is aligned longitudinally with narrower segment **14**. As seen in Fig. 8B, at this first step of alignment, a distance **d1** exists between VCM **20** and segment **14**, in a lateral direction perpendicular (or substantially perpendicular) to a longitudinal x-axis **13** of reference frame **12**. In this arrangement, base **22a** of sub-frame **22** faces inwardly, toward platform **12**, while wheel-hub **26** faces outwardly away from platform **12**. Base **22a** is also disposed vertically below segment **14** of reference frame **12**, such that a height difference **h1** exists between an upper surface of base **22a** and a lower surface of segment **14**.

For installation of VCM **20**, VCM **20** is moved laterally toward segment **14**, as indicated by arrows **100a** and **100b** in Figs. 8A and 8B, respectively. The VCM is moved laterally until an inner surface **102** of wall **22b** engages a lateral surface **104** of segment **14**, as seen in Fig. 8C. Subsequently, VCM **20** is moved upward along the z-axis, in the direction of arrow **106** shown in Fig. 8C, until base **22a** is attached to a lower surface of reference frame **12** (or of segment **14**), as shown in Fig. 8D. Attachment of base **22a** to the lower surface of reference frame **12** (or of segment **14**) may be by securing the base **22a** to the reference frame when the lower surface of base **22a** is flush with a lower surface of reference frame **12**. In some embodiments, attachment of base **22a** to the lower surface of reference frame **12** (or of segment **14**) may be by securing base

22a to the reference frame when an upper surface of base **22a** is flush with a lower surface of reference frame **12**.

Alternately, VCM **20** may be moved upward or until base **22a** and subsystems disposed thereon are settled in their designated locations within segment **14**, for example in designated cavities or indentations in reference frame **12**. In some embodiments, installation may be completed by securing sub-frame **22** of VCM **20** to reference frame **12** (or to segment **14**), for example using suitable fasteners. As explained hereinbelow, securing of sub-frame **22** to reference frame **12** may include securing base **22a**, wall **22b**, or both portions of sub-frame **22**, to reference frame **12** (or to segment **14**).

Removal of VCM **20**, for example for maintenance or for swapping thereof, includes reversing the steps shown in Figures 8A to 8D. Stated differently, to remove VCM **20** from reference frame **12**, one would remove the fasteners holding reference frame **12** and sub-frame **22** together, and would then lower sub-frame **22** and pull it laterally away from reference frame **12**.

Reference is now made to Figs. 9A, 9B, 9C, and 9D, which are, respectively, a perspective view illustration and top, front, and side view planar illustrations of an L-shaped VCM **120** according to some embodiments of the disclosed technology. VCM **120** is substantially similar to VCM **20** described hereinabove, with like numbers representing like elements. Reference is further made to Figs. 9E and 9F, which are front and back view perspective illustrations of an L-shaped sub-frame **122**, suitable for use in VCM **120** of Figs. 9A to 9D, according to some embodiments of the disclosed technology.

As seen, VCM **120** includes L-shaped sub-frame **122**, which includes a base **122a** and a lateral wall **122b**, substantially perpendicular to base **122a**.

As seen, in the embodiment of Figs. 9A to 9F, base **122a** is not planar, but rather includes a base surface surrounded by substantially vertical wall portions **123a**, each of the wall portions terminating in a substantially horizontal flange **123b**. The base surface, together with vertical wall portions **123a**, form a recess **121** in which are disposed vehicle subsystems, as explained herein. As seen clearly in Figs. 9C and 9D, lateral wall extends from flange **123b**. As seen in Fig. 9B, bores **124a** are formed in flange **123b** of base **122a**, and are adapted for connection to a reference frame of a vehicle, for example by suitable fasteners, as explained hereinbelow.

As seen in Figs. 9E and 9F, in some embodiments, horizontal flange **123b** may have a plurality of alignment pins **123c** formed thereon. Alignment pins **123c** are adapted to assist in aligning base **122a** of sub-frame **120** with the reference-frame of the vehicle (as described hereinbelow with respect to Figs. 10A to 10D), prior to connection of the subframe to the reference frame using bolts or screws, to ease the attachment process and its accuracy.

Similarly, in the embodiment of Figs. 9A to 9D, lateral wall **122b** is not planar, but rather includes a main surface, surrounded by lip **125a**, the lip terminating in a flange **125b**. The main surface of lateral wall **122b** is disposed closer to the recess of base **122a** than flange **125b**, such that flange **125b** is disposed closer to the front of the VCM. Bores **124b** are formed in the main surface and in the flange **125b** of lateral wall **122b**, and are adapted for connection to a reference frame of a vehicle, for example by suitable fasteners, as explained hereinbelow.

VCM **120** further includes a wheel-hub assembly **126**, adapted to have a wheel mounted thereon. Wheel-hub assembly **126** is mounted on lateral wall **122b** of sub-frame **122**, via a knuckle **150**. Knuckle **150** connects wheel hub assembly **126** to an upper suspension arm **154** and to a lower suspension arm **152**, both forming part of the suspension subsystem **134** of VCM **120**. Suspension subsystem **134** further includes a shock absorber **156**, disposed between the upper and lower suspension arms.

In some embodiments, for example as shown in Fig. 9C, shock absorber **156** of suspension subsystem **134** may be a dual shock absorber, having two absorbing elements. A dual shock absorber may be used to reduce a vertical size/space occupied by the absorbers per load capacity. A dual shock absorber may allow there to be a space between the absorber units, for connection of a driveshaft between wheel-hub assembly **126** and the drivetrain unit connected to sub-frame **122**.

Wheel-hub assembly **126** and suspension subsystem **134** are mounted onto a side of lateral wall **122b** which is distal to base **122a**, and as such are separated from subsystems mounted onto the base by lateral wall **122b**.

Base **122a** of sub-frame **122** has mounted thereon a drive motor **130a**, which is functionally associated with a driveshaft **130b**, both forming drive subsystem units of the drive subsystem of the VCM. The drive subsystem further includes drivetrain **130c**, which is also mounted onto base **122a**. As seen clearly in Fig. 9B, driveshaft **130b** passes via lateral wall **122b**.

Base **122a** further has mounted thereon a steering actuator **132** forming a steering subsystem unit of the steering subsystem of the VCM. As seen clearly in Fig. 9B, the steering actuator **132** does not engage lateral wall **122b**.

A brake power unit **136**, forming a braking subsystem unit of the braking subsystem of the VCM, is also mounted onto base **122a**. Brake power unit **136** may include a brake pump and/or a brake power source and is functionally associated with a brake disc **160** and a brake caliper **162**, both of which are functionally associated with wheel-hub assembly **126**. As seen in Figs. 9A and 9B, brake disc **160** and brake caliper **162** are disposed on one side of wall **122b**, while brake power unit **136** is disposed on the opposing side of the lateral wall. As such, in the illustrated embodiment,

braking subsystem units of the braking subsystem are separated by lateral wall **122b**. Alternatively, a brake fluid reservoir may be located at the side of wall **122b** facing wheel-hub assembly **126**, thereby facilitating easier access for checking and/or filling brake fluid without disassembling VCM **120**.

Base **122a** further has mounted thereon an electronic hub **166**, which includes the VCM-controller, as well as other electronic components of the VCM, such as communication components, data buses, and the like.

As seen clearly in Figs. 9B and 9D, in some embodiments, a VCM portion **170** of a multi-interface connection-element, substantially as described hereinabove with respect to Figures 4 to 7, is mounted onto base **122a** of sub-frame **122**. As seen, the VCM-portion **170** may be disposed at a portion of base **122a** which is distal to wheel-hub assembly **126**, and may be accessible, without removing the VCM **120** from a sub-frame of the vehicle, substantially as described hereinabove.

Reference is now additionally made to Figs. 10A, 10B, 10C, and 10D, which are perspective view illustrations of steps of connecting L-shaped VCM **120** to a vehicle reference frame **112**, and fasteners required for such connection, according to some embodiments of the disclosed technology.

As seen in Figs. 10A to 10D, and as described hereinabove with respect to Figs. 8A to 8D, in an initial installation step, VCM **120** is disposed laterally away from reference frame **112**, and is lower than the reference frame along the Z axis.

As seen clearly in Fig. 10B, when the VCM **120** is laterally aligned with reference frame **112**, the VCM is moved upward to its mounting location, in a direction indicated by arrow **170**. In embodiments which include aligning pins **123c**, the pins are typically aligned with suitable bores in reference frame **112**, and are inserted therein. Sub-frame **120** is fastened to reference frame **112** by a plurality of fasteners **172** which extend through the bores **124a** on flange **123b**. Additional fasteners **174**, shown in Fig. 10C, are adapted to fasten lateral wall **122b** to the reference frame **112**.

In some embodiments, a fender or wheel-enclosure **180** extends above an upper surface of reference frame **112**, in some embodiments in longitudinal alignment with VCM-receiving segment **114**. In some embodiments, VCM **120** may further be attached to the wheel-enclosure **180**, for example by additional fasteners (not explicitly shown).

Reference is now additionally made to Fig. 11A, which is a bottom view illustration of a vehicle reference frame **112** ready for installation of L-shaped VCM **120** thereon, and to Fig. 11B,

which is a side view illustration of vehicle reference frame **112**, having L-shaped VCM **120** connected thereto.

As seen in Fig. 11A, a bottom surface of reference frame **112** includes a plurality of bores **115**, adapted to receive the fasteners **172**, thereby to connect the sub-frame to the reference frame.

In some embodiments, such as the embodiment shown in Fig. 11B, the reference frame **112** has mounted thereon a vehicle portion **182** of a multi-interface connection-element as described hereinabove with respect to Figs. 4 to 7. The vehicle portion **182** is adapted to be connected to a VCM portion of the multi-interface connection-element (not explicitly shown), substantially as described hereinabove.

Additionally, as seen in Fig. 11B, when the VCM **120** is installed in reference frame **112**, the base **122a** extends below the bottom surface of the reference frame. However, the entire sub-frame **122** is within the footprint of the reference frame **112**.

Reference is now made to Fig. 12, which is a perspective view illustration of a sub-frame **222** of an L-shaped VCM **220** and a reference frame **212** of a vehicle platform, detached from one another, according to some embodiments of the disclosed technology. Reference is additionally made to Figs. 13A, 13B, and 13C, which are, respectively, a perspective view illustration, a top view planar illustration, and a front view planar illustration of sub-frame **222** and reference-frame **212**, when connected to each other.

As seen in the enlarged portion of Fig. 12, VCM **220** is longitudinally and laterally aligned with a VCM-receiving segment **214** of reference frame **212**, which cavity is sized and configured to receive the VCM. The VCM **220** is disposed beneath the VCM receiving segment **214**.

VCM **220** includes an L-shaped sub-frame **222**, including a base **222a** and a lateral wall **222b**, substantially perpendicular to base **222a**. Base **222a** includes substantially horizontal flanges **223** on two sides thereof, and an arch **225** at an end of the base distal to lateral wall **222b**. Bores **224** are formed in flange **223**, and are adapted for connection to reference frame **212**, for example by fasteners **250**. In the illustrated embodiment, the lateral wall **222b** is not fastened to reference frame **212**.

As seen in Figs. 13A to 13C, VCM **220** further includes a sub-frame **222**. A second VCM **220a** is mounted onto a second VCM-receiving segment, and is disposed across from VCM **220**.

Base **222a** of sub-frame **222** has mounted thereon a drive motor **230a**, including an inverter **230b** and a transmission **230c**, all of which form drive subsystem units of a drive subsystem, a steering actuator **232** which forms a steering subsystem unit of a steering subsystem, and a brake actuator **236** which forms a braking subsystem unit of a braking subsystem. Subsystem units of the drive, steering, and braking subsystems are disposed on one side of lateral wall **222b**, with a

wheel of the VCM adapted to be disposed on the opposing side of the lateral wall. As such, the subsystem units of the drive, steering, and braking subsystems mounted onto base **222a** are separated from the wheel (when one is mounted on the VCM) by lateral wall **222b**. Base **222a** further has mounted thereon an electronic hub **266**, which includes the VCM-controller, as well as other electronic components of the VCM, such as communication components, data buses, and the like. Electrical and/or coolant connectors **270** connect systems on sub-frame **222** to systems disposed on reference frame **212**.

CONCLUDING COMMENT

All references cited herein are incorporated by reference in their entirety. Citation of a reference does not constitute an admission that the reference is prior art.

It is further noted that any of the embodiments described above may further include receiving, sending or storing instructions and/or data that implement the operations described above in conjunction with the figures upon a computer readable medium. Generally speaking, a computer readable medium (e.g. non-transitory medium) may include storage media or memory media such as magnetic or flash or optical media, e.g. disk or CD-ROM, volatile or non-volatile media such as RAM, ROM, etc.

Having thus described the foregoing exemplary embodiments it will be apparent to those skilled in the art that various equivalents, alterations, modifications, and improvements thereof are possible without departing from the scope and spirit of the claims as hereafter recited. In particular, different embodiments may include combinations of features other than those described herein. Accordingly, the claims are not limited to the foregoing discussion.

WHAT IS CLAIMED IS:

1. A vehicle corner module (VCM) connectable to a VCM-connection interface of a reference-frame of a vehicle platform, for regulating motion of a vehicle, the VCM comprising:

a sub-frame including:

a base;

a wall disposed transversely to the base; and

a vehicle-connection interface for reversible mechanical connection of the VCM to the VCM-connection interface of the reference frame;

a wheel-hub assembly comprising a wheel-hub adapted for mounting of a wheel thereon;

and

at least one subsystem of the vehicle, comprising a subsystem unit mounted onto the base of the sub-frame, the at least one subsystem being selected from the group of subsystems consisting of a drive subsystem, a steering subsystem, and a braking subsystem,

wherein the wall of the sub-frame is disposed between the base of the sub-frame and the wheel-hub assembly.

2. A vehicle corner module (VCM) connectable to a VCM-connection interface of a reference-frame of a vehicle platform, for regulating motion of a vehicle, the VCM comprising:

a sub-frame including:

a base;

a wall disposed transversely to the base; and

a vehicle-connection interface for reversible mechanical connection of the VCM to the VCM-connection interface of the reference frame;

a wheel-hub assembly comprising a wheel-hub adapted for mounting of a wheel thereon;

and

at least one subsystem of the vehicle, comprising a subsystem unit mounted onto the base of the sub-frame, the at least one subsystem being selected from the group of subsystems consisting of a drive subsystem, a steering subsystem, and a braking subsystem,

wherein, when the wheel is mounted onto the wheel-hub assembly, the base of the sub-frame is at least partially disposed within a cylindrical footprint of the wheel.

3. The VCM of claim 1 or claim 2, wherein the at least one subsystem unit is adjacent a first side of the wall, and the wheel-hub assembly is adjacent a second, opposing, side of the wall, such that the wall is disposed between the at least one subsystem unit and the wheel-hub assembly.

4. The VCM of any one of claims 1 to 3, further including a suspension subsystem mounted onto the wall of the sub-frame, between the sub-frame and the wheel-hub assembly.
5. The VCM of any one of claims 1 to 4, wherein the subsystem unit of the at least one subsystem does not engage the wall of the sub-frame.
6. The VCM of any one of claims 1 to 4, wherein the at least one subsystem comprises the drive subsystem, which includes a drive subsystem unit having a drive motor mounted onto the base of the sub-frame, and a drive shaft mounted via the wall of the sub-frame, the wall being disposed between the drive motor and the drive shaft.
7. The VCM of any one of claims 1 to 6, wherein the at least one subsystem comprises the steering subsystem, which includes a steering subsystem unit having a steering actuator mounted onto the base of the sub-frame.
8. The VCM of any one of claims 1 to 7, wherein the at least one subsystem comprises the braking subsystem, which includes a braking subsystem unit having a brake pump mounted onto the base of the sub-frame.
9. The VCM of any one of claims 1 to 8, wherein, when the wheel is mounted on the wheel-hub assembly, the vehicle-connection interface is disposed within a cylindrical footprint of the wheel.
10. The VCM of any one of claims 1 to 9, wherein at least one of the at least one subsystem is accommodated between the wheel-hub assembly and the vehicle-connection interface.
11. The VCM of any one of claims 1 to 10, wherein the vehicle-connection interface comprises bores formed in the base of the sub-frame, the bores adapted to accommodate base-connecting fasteners for connecting the base of the sub-frame to a lower surface of the reference frame.
12. The VCM of any one of claims 1 to 10, wherein the vehicle-connection interface comprises bores formed in the wall of the sub-frame, the bores adapted to accommodate wall-connecting fasteners for connecting the wall of the sub-frame to a side surface of the reference frame.
13. The VCM of any one of claims 1 to 12, wherein, when the sub-frame is connected to the reference-frame by engagement of the vehicle-connection interface with the VCM-connection interface, the vehicle-connection interface is disposed between the wheel and the reference-frame.
14. The VCM of any one of claims 1 to 13, wherein the vehicle further includes at least one power supply, and wherein the VCM further comprises at least one connector for connection to the at least one power supply, such that, when the VCM is connected to the vehicle, the at least one power supply powers the at least one subsystem.
15. The VCM of any one of claims 1 to 14, further comprising a VCM-portion of a multi-interface connection-element, mounted onto the base of the sub-frame and adapted for connection

to a vehicle-platform-portion of the multi-interface connection-element, the vehicle-platform-portion being mounted onto the reference-frame of the vehicle platform and connected to multiple electronic or flow subsystems of the vehicle,

wherein the VCM-portion of the multi-interface connection-element includes multiple connection interfaces for connection of the VCM-portion to the vehicle-platform-portion, thereby to connect the VCM to each of the multiple electronic subsystems of the vehicle, and

wherein each of the multiple electronic or flow subsystems is selected from the group consisting of a power supply of the vehicle, a control-circuit of the vehicle, a computerized controller of the vehicle, a network bus of the vehicle, a network interface of the vehicle, a coolant flow subsystem of the vehicle, an oil flow subsystem of the vehicle, and a brake-fluid flow subsystem of the vehicle.

16. A vehicle comprising:

a vehicle platform including a reference frame having an upper surface and a lower surface, the reference frame including at least one VCM-connection interface;

at least one vehicle corner module (VCM) according to any one of claims 1 to 16, the at least one VCM being connected to a VCM-connection interface of the reference-frame

17. A method of installing the VCM of any one of claims 1 to 15 on the reference-frame of a vehicle, the method comprising:

longitudinally aligning the sub-frame with the VCM-connection interface, when the sub-frame is disposed below the reference-frame; and

moving the VCM upward to facilitate the engagement of the vehicle-connection interface with the VCM-connection interface.

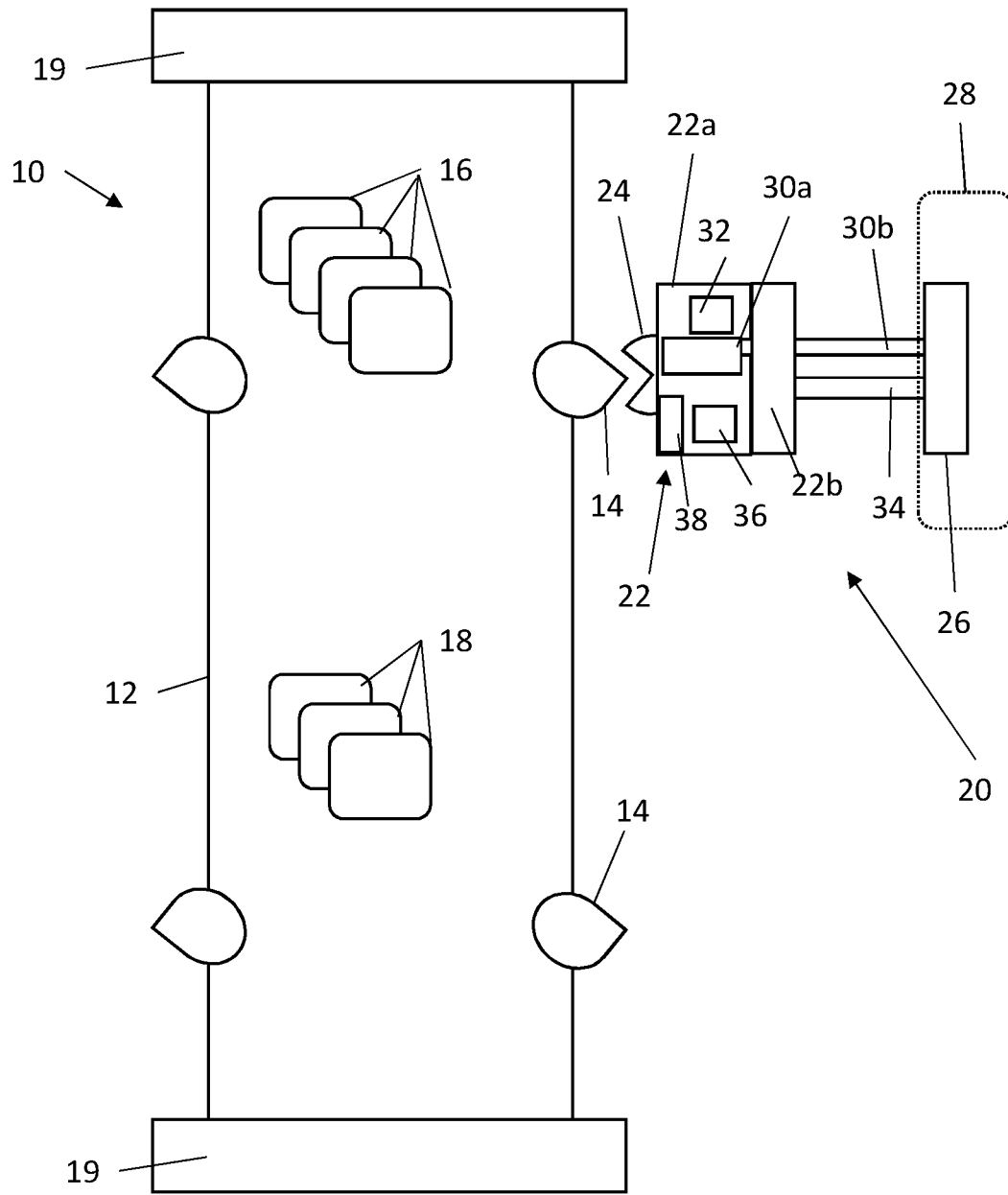
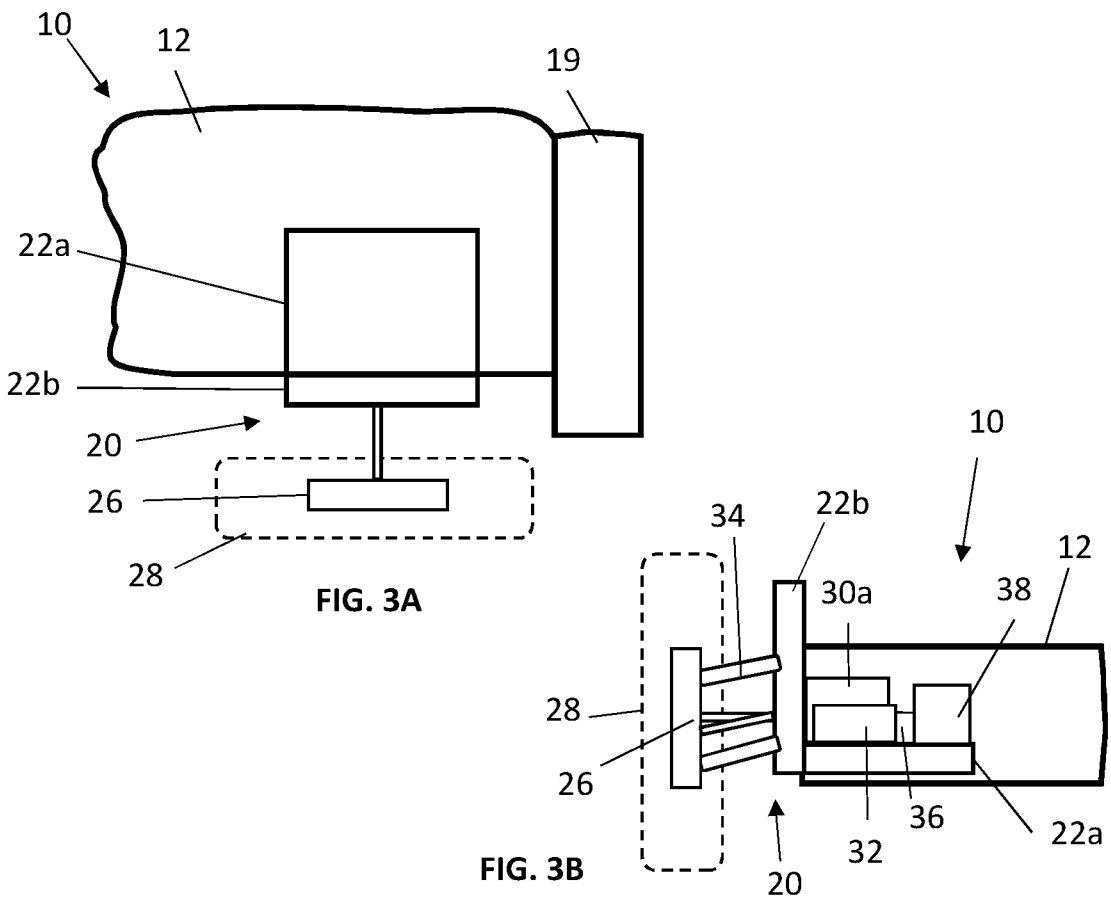
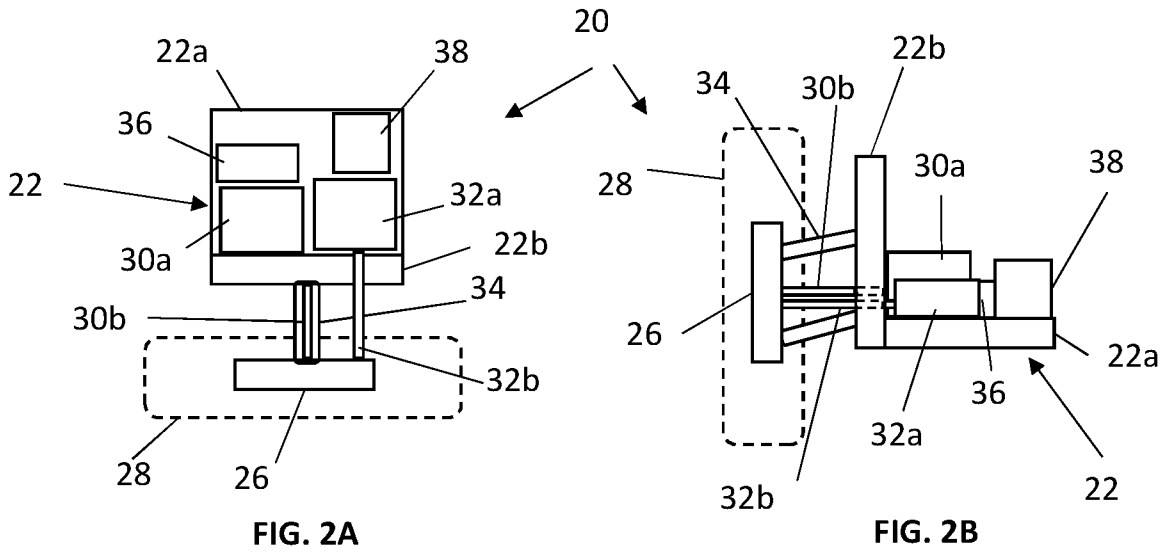


FIG. 1



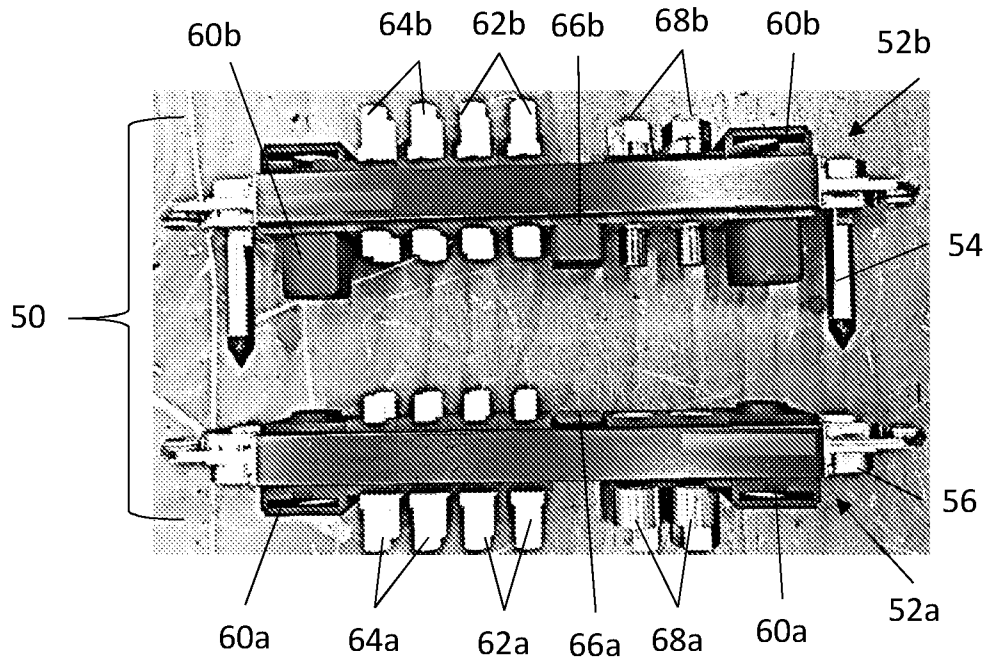


FIG. 4

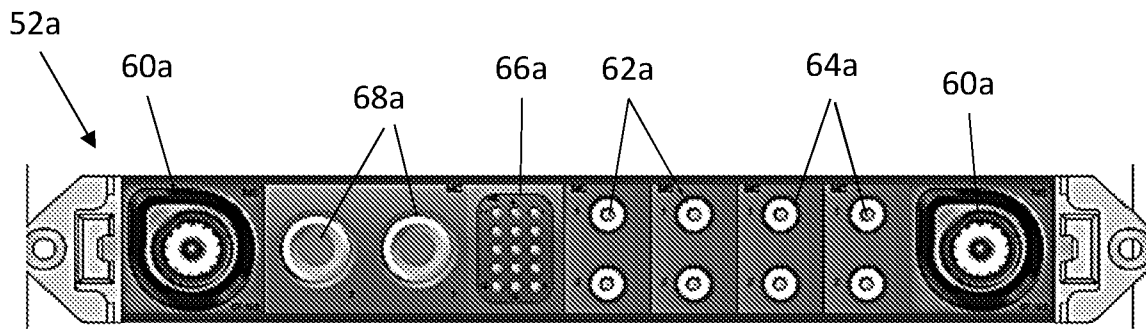


FIG. 5

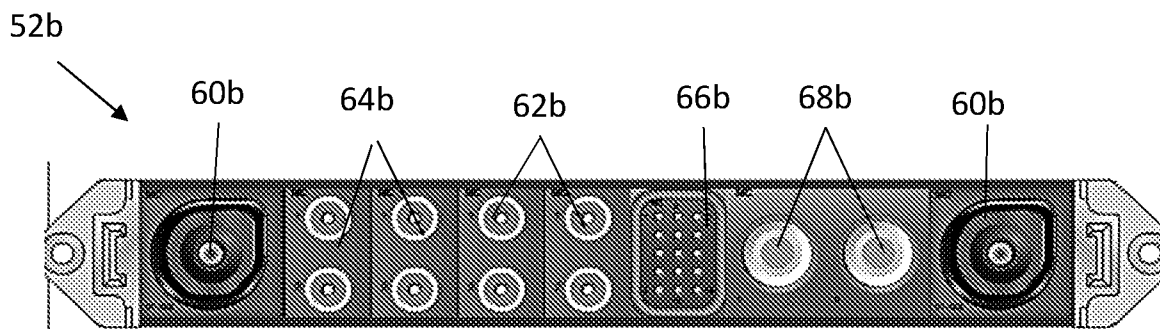


FIG. 6

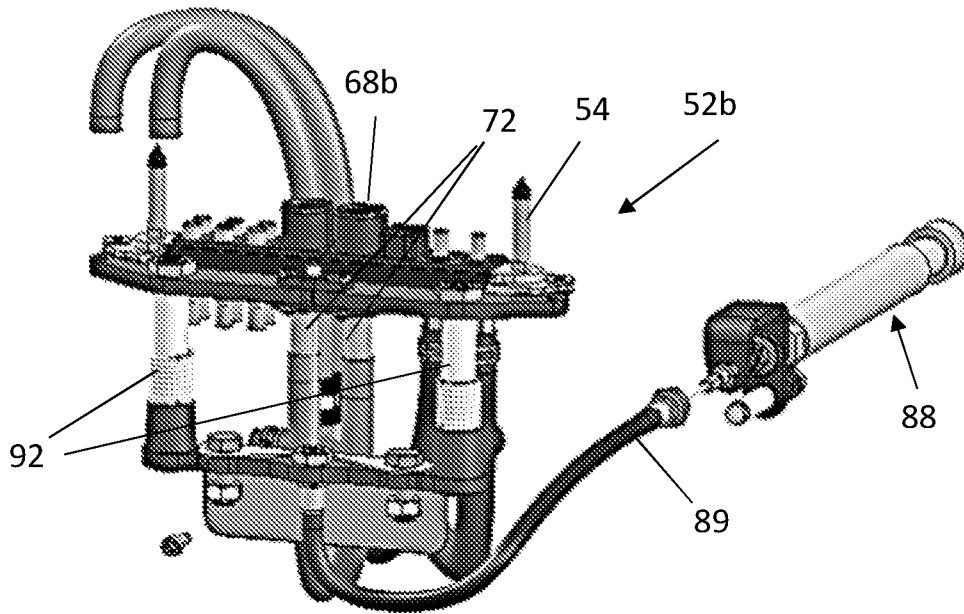


FIG. 7

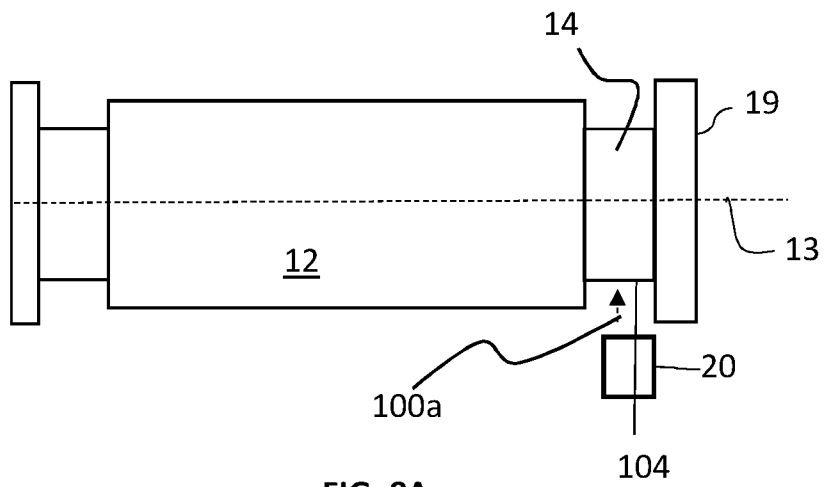
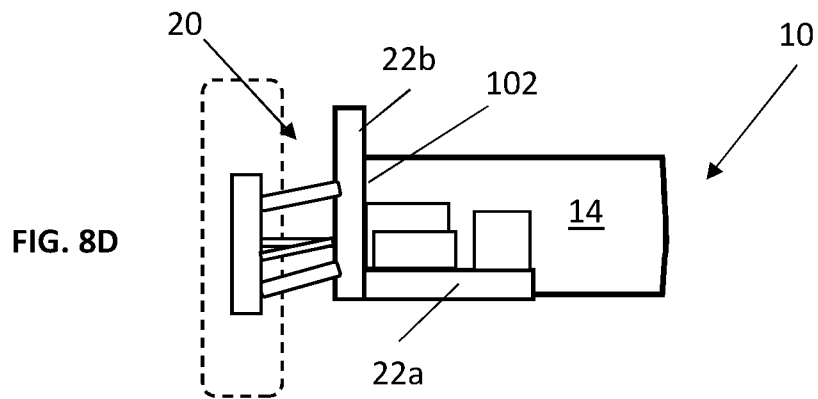
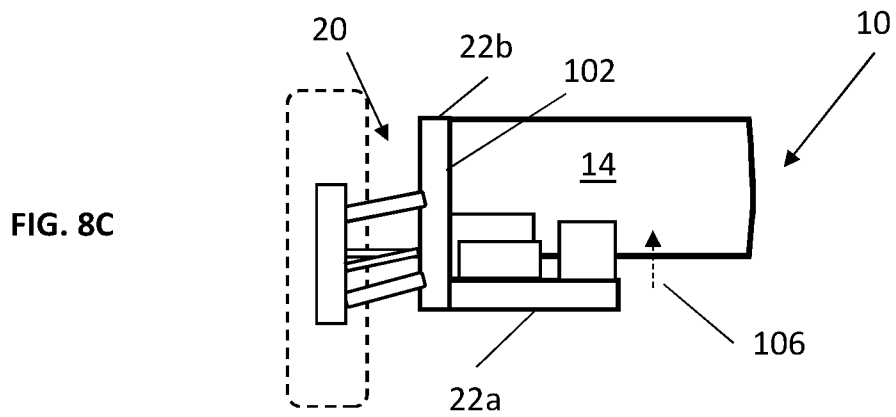
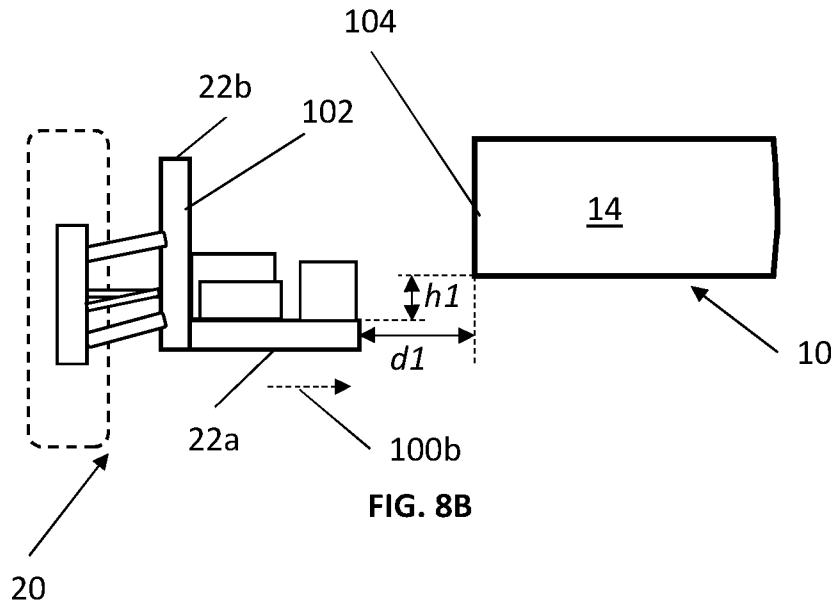
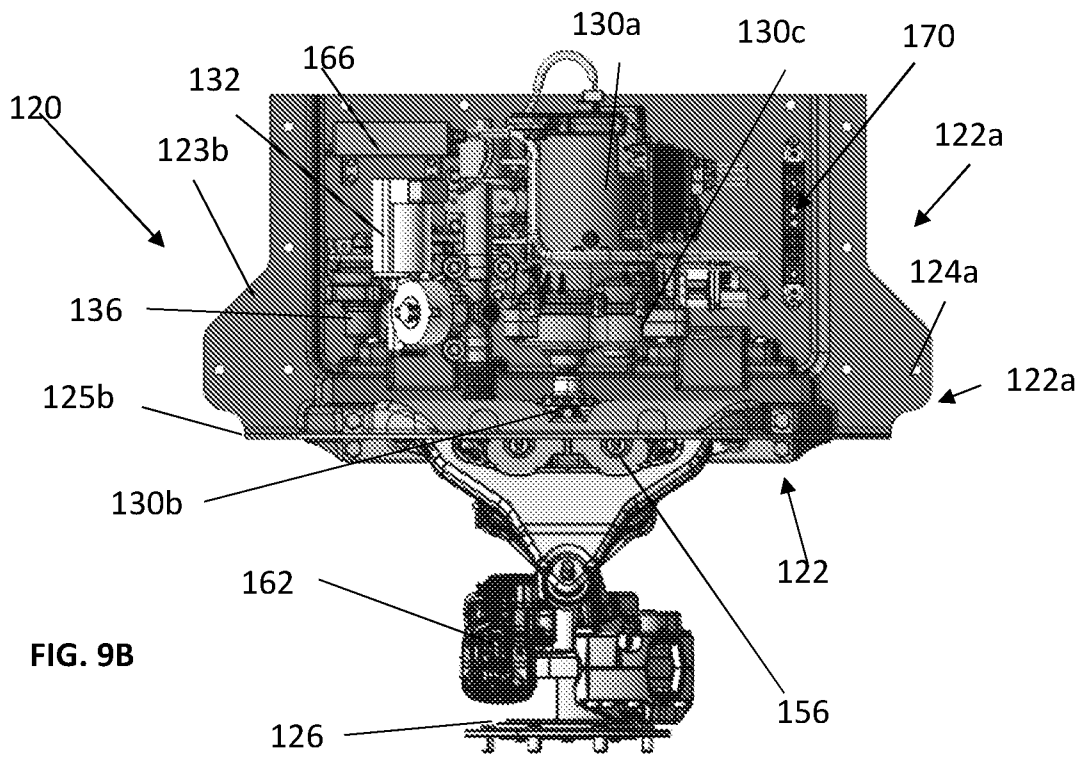
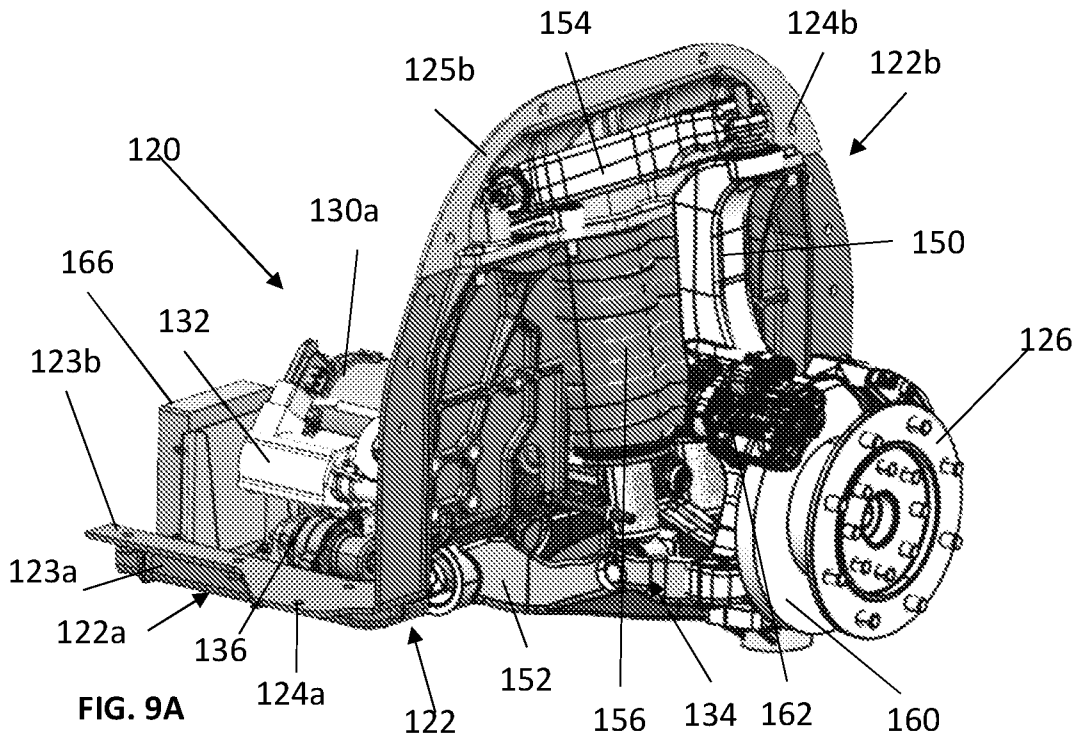
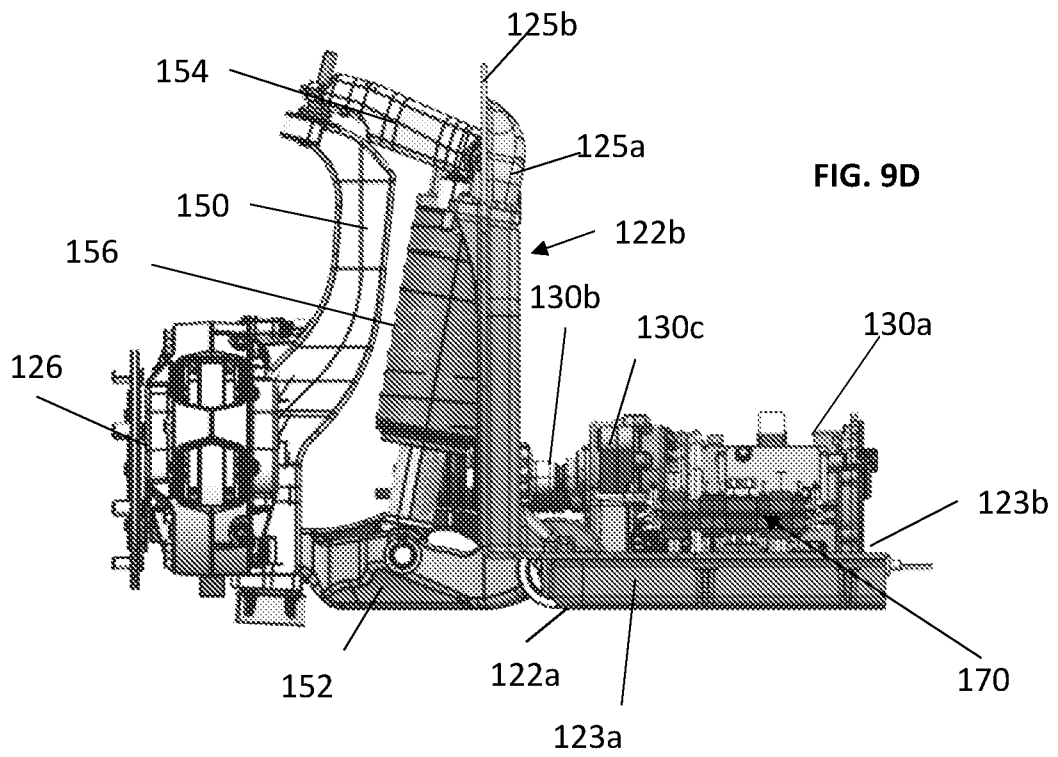
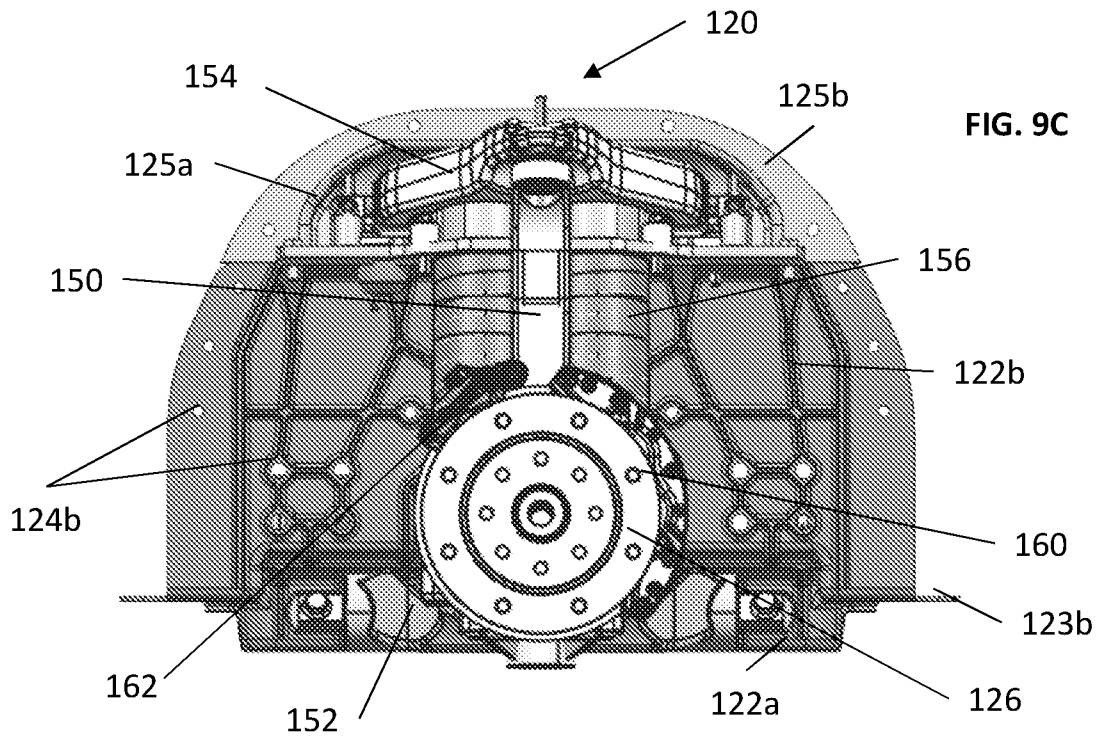
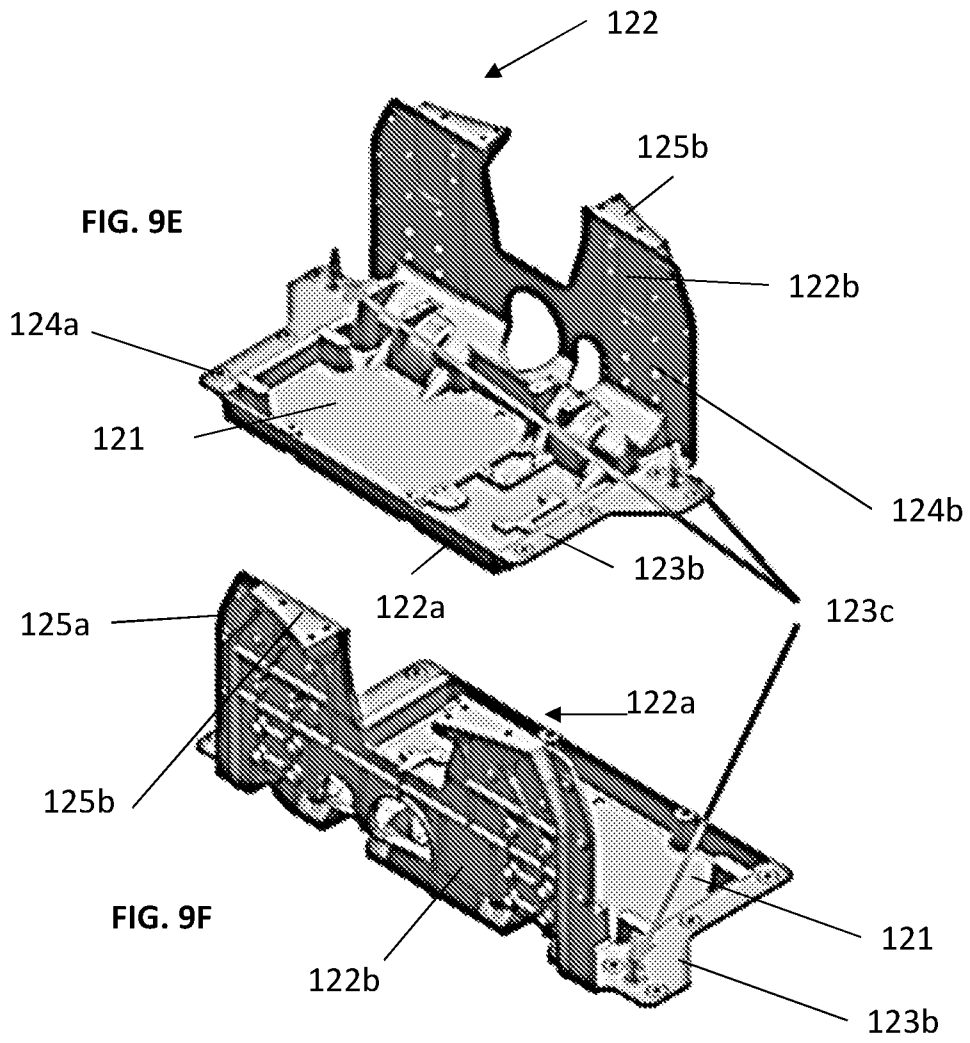


FIG. 8A









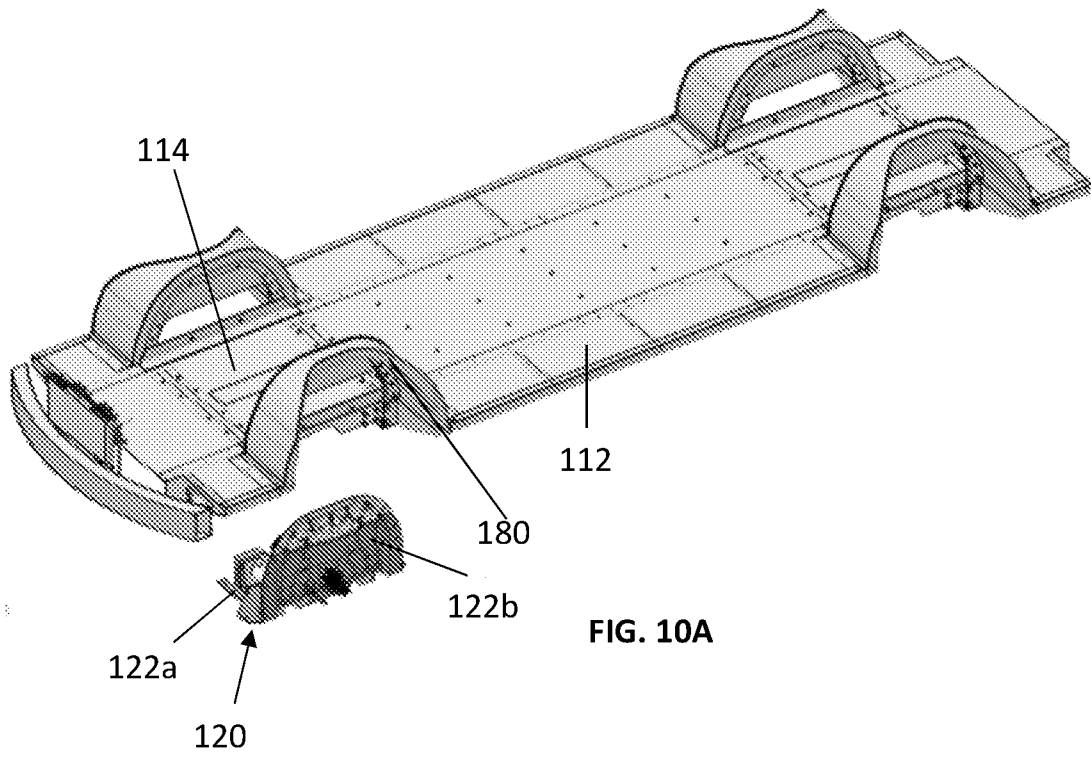


FIG. 10A

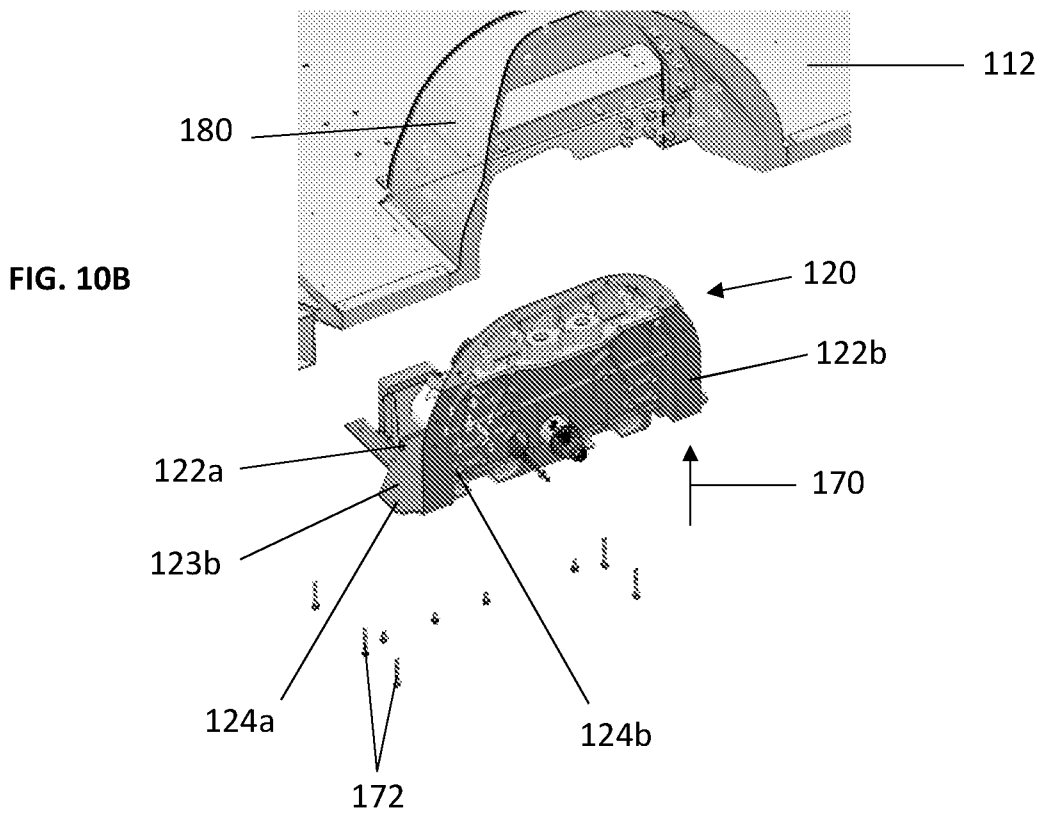


FIG. 10B

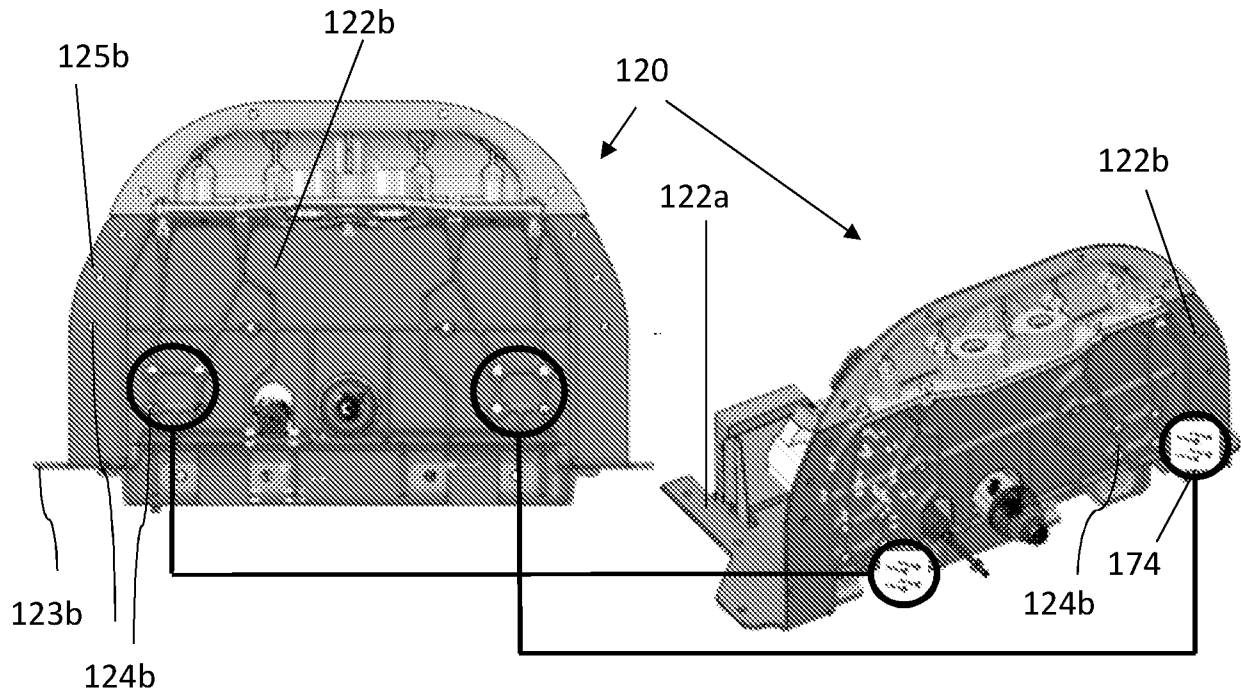


FIG. 10C

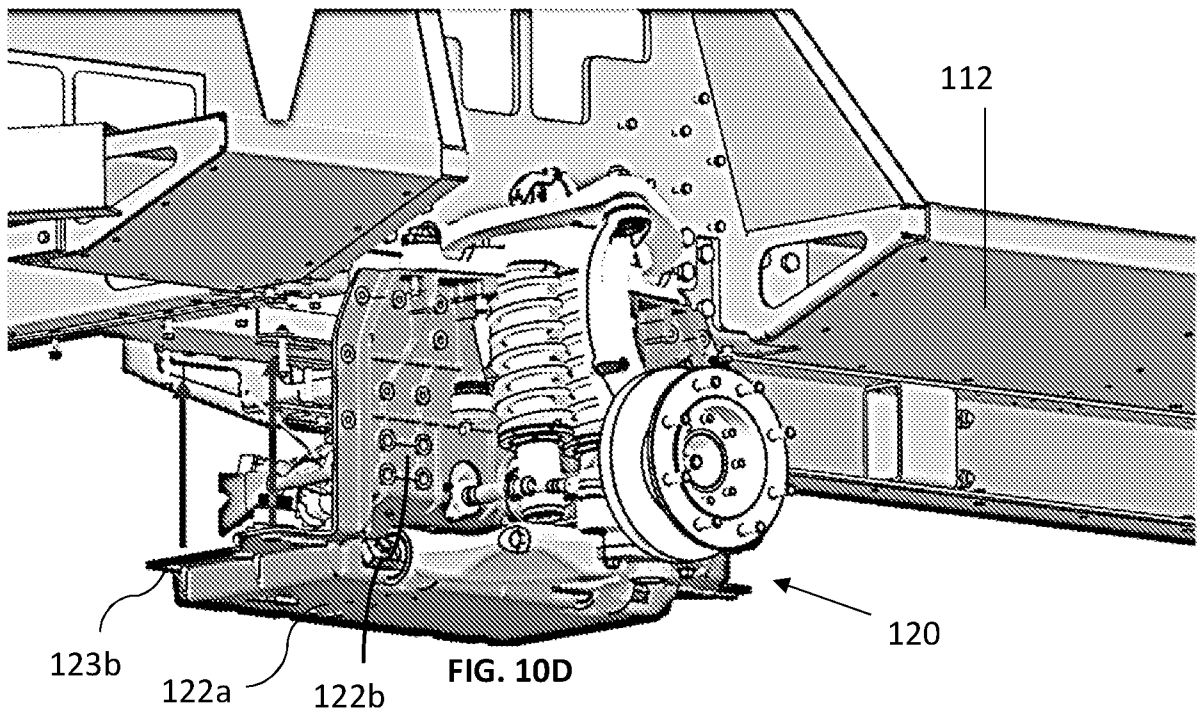


FIG. 10D

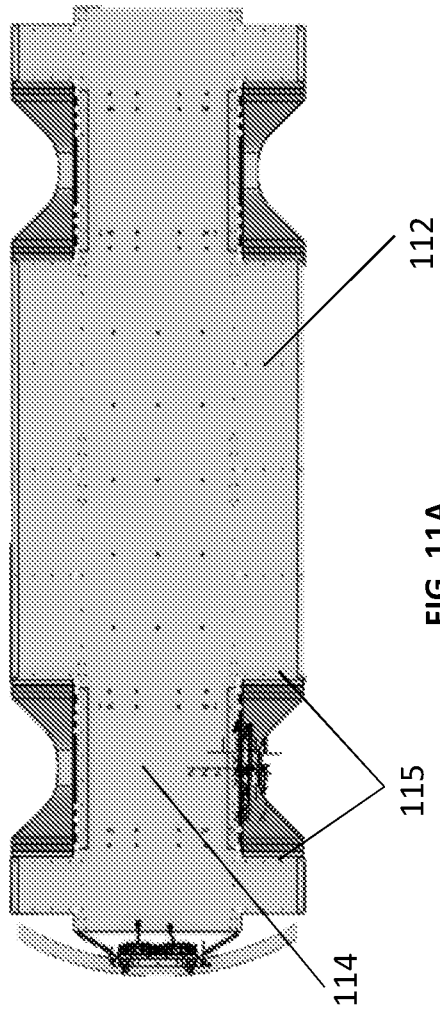


FIG. 11A

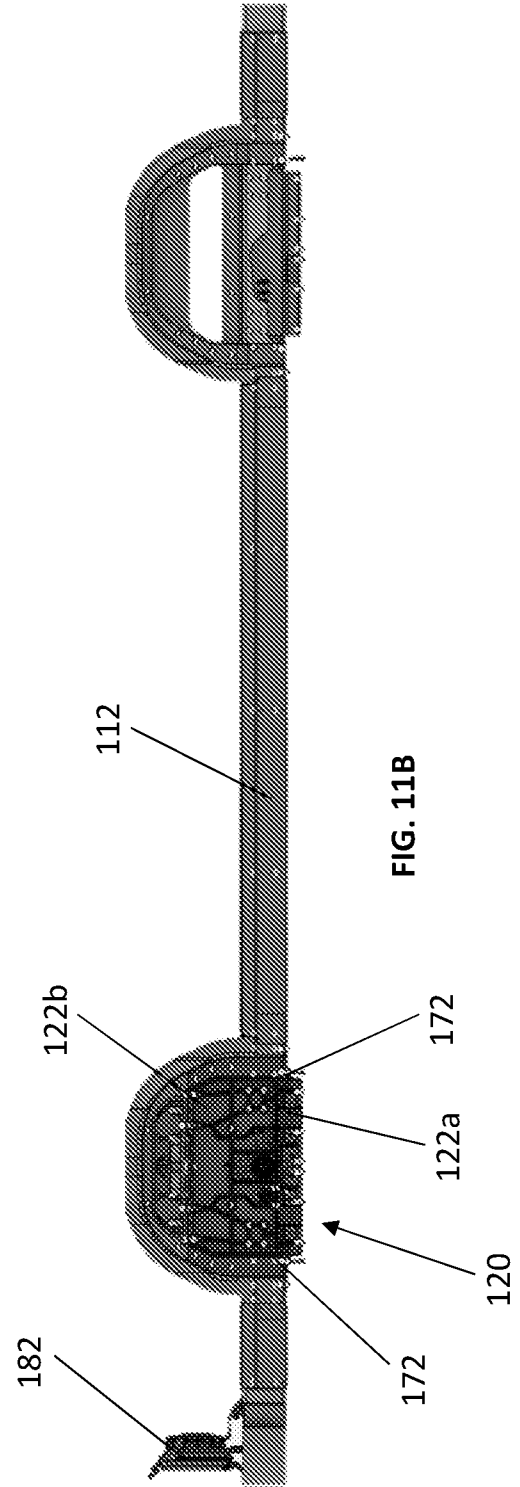
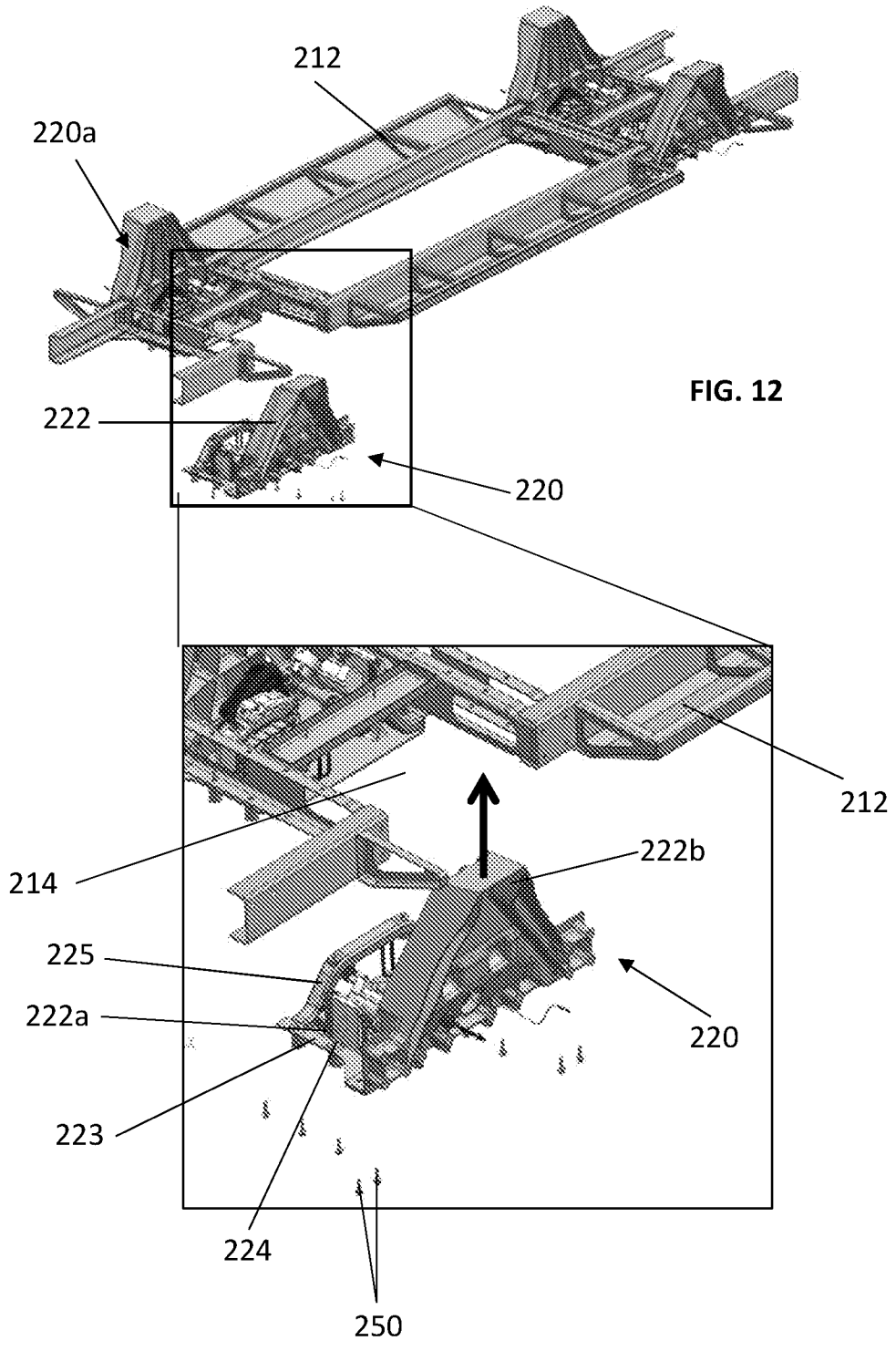


FIG. 11B



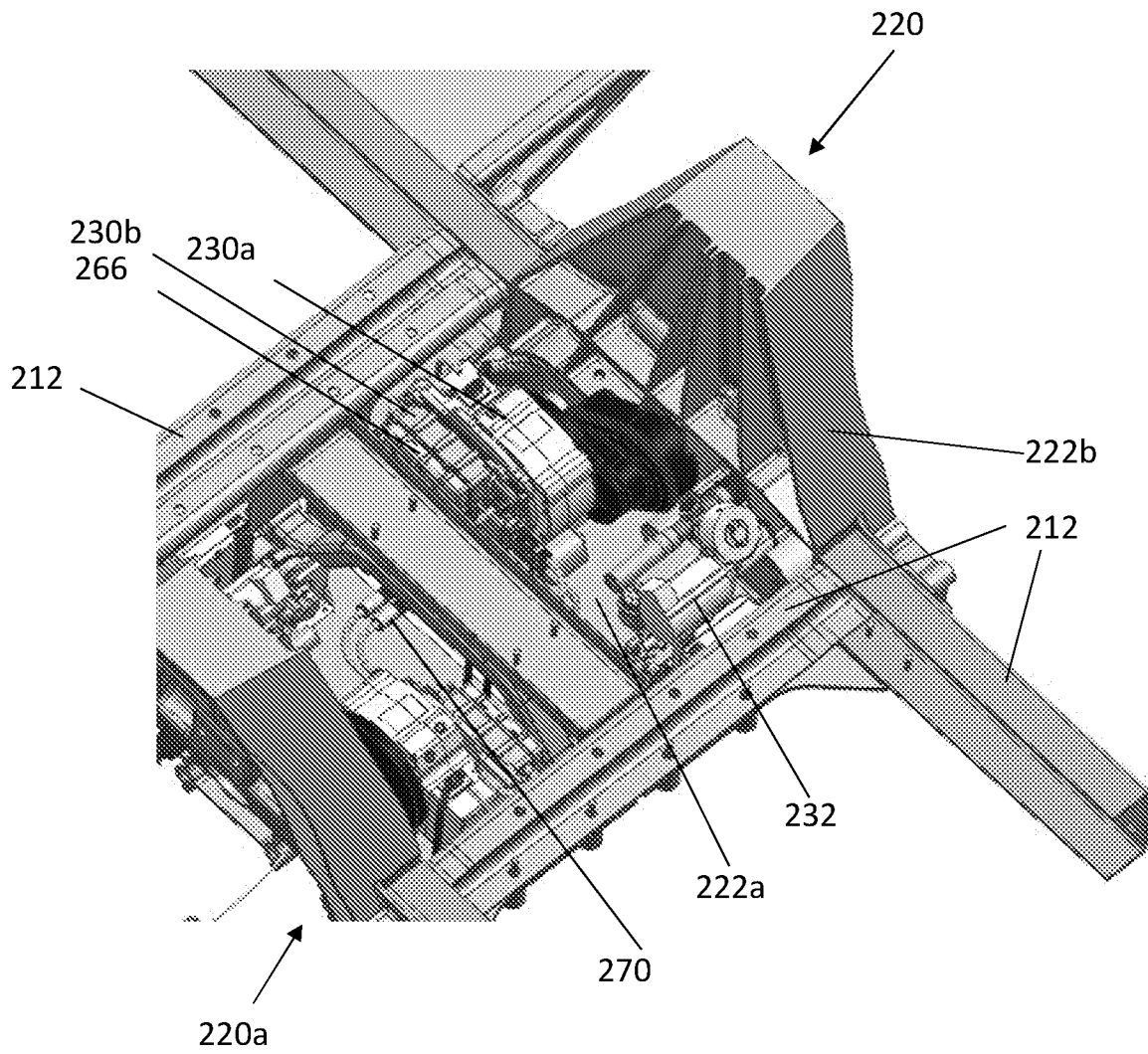
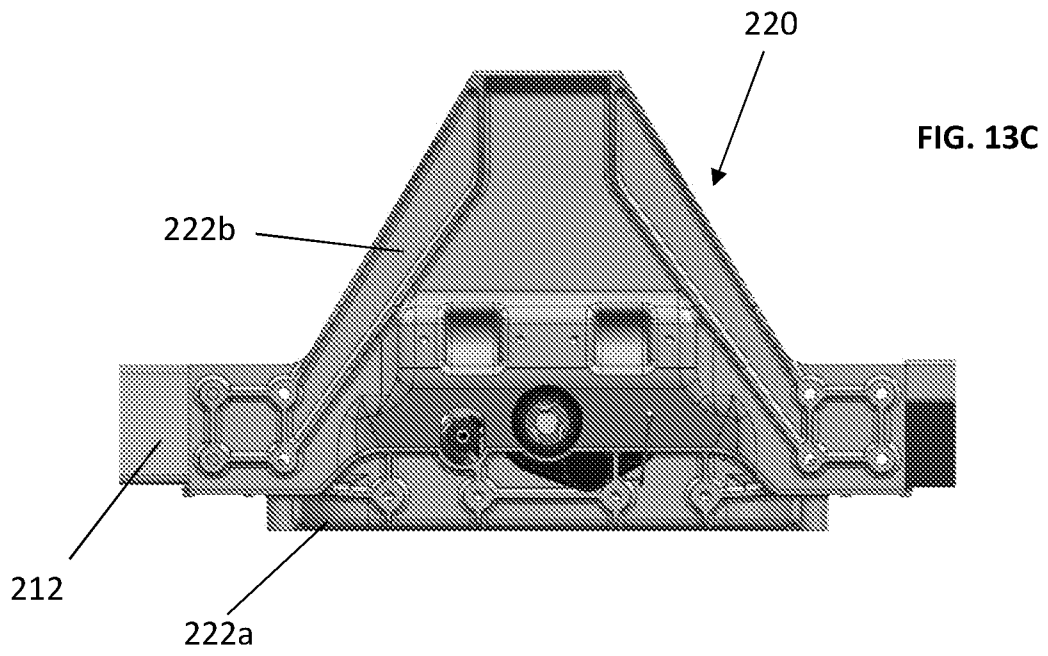
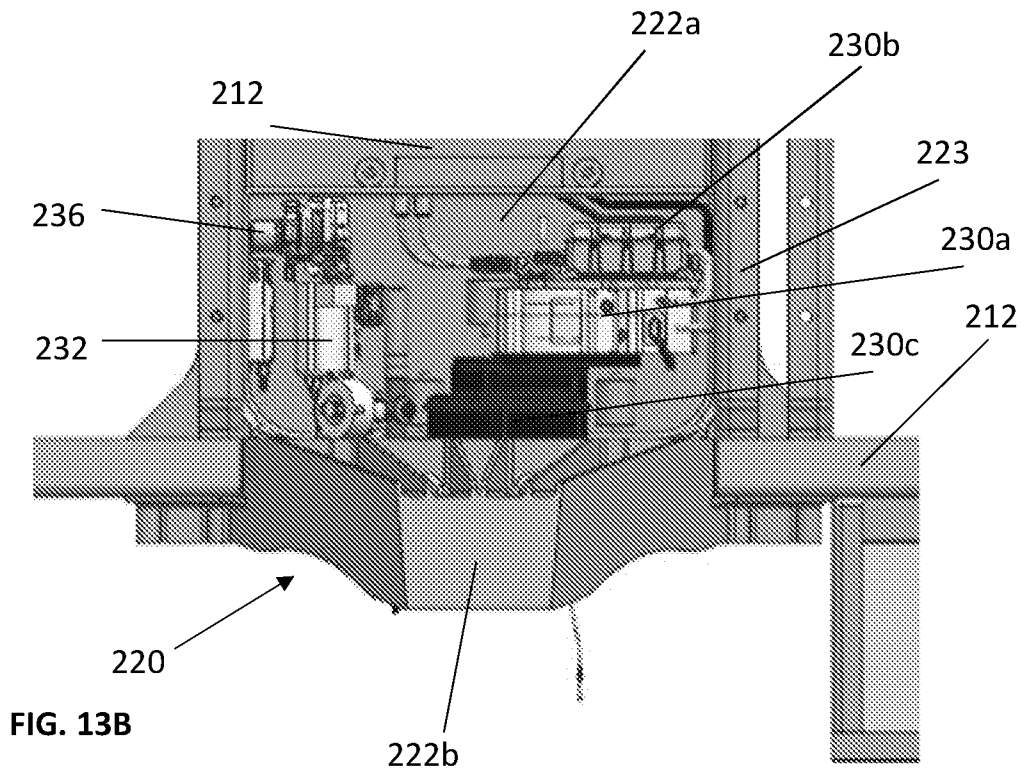


FIG. 13A



INTERNATIONAL SEARCH REPORT

International application No.

PCT/IB2022/056616

A. CLASSIFICATION OF SUBJECT MATTER <i>B62D 63/02</i> (2022.01) <i>i</i> ; <i>B60K 7/00</i> (2022.01) <i>i</i> CPC:B62D 63/025; B60Y 2200/91; B60K 7/0007 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) B62D 63/02; B60K 7/00 CPC:B62D 63/025; B60K 7/0007		
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) Databases consulted: Google Patents, FamPat database, Similari (AI-based)		
C. DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 2015083508 A1 (NASA [US]; GM GLOBAL TECH OPERATIONS INC [US]) 26 March 2015 (2015-03-26) Entire document	1-17
A	WO 2020201984 A1 (PROTEAN ELECTRIC LTD [GB]) 08 October 2020 (2020-10-08) Entire document	1-17
A	WO 2020239099 A1 (CHANG TA PENG [CN]) 03 December 2020 (2020-12-03) Entire document	1-17
A	US 2013333966 A1 (GM GLOBAL TECH OPERATIONS INC [US]) 19 December 2013 (2013-12-19) Entire document	1-17
A	WO 2021137197 A1 (REE AUTOMOTIVE LTD [IL]) 08 July 2021 (2021-07-08) Entire document	1-17
<input type="checkbox"/> Further documents are listed in the continuation of Box C. <input checked="" type="checkbox"/> See patent family annex.		
* Special categories of cited documents: "A" document defining the general state of the art which is not considered to be of particular relevance "D" document cited by the applicant in the international application "E" earlier application or patent but published on or after the international filing date "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) "O" document referring to an oral disclosure, use, exhibition or other means "P" document published prior to the international filing date but later than the priority date claimed "T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention "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 24 November 2022		Date of mailing of the international search report 24 November 2022
Name and mailing address of the ISA/IL Israel Patent Office Technology Park, Bldg.5, Malcha, Jerusalem, 9695101, Israel Israel Telephone No. 972-73-3927151 Email: pctoffice@justice.gov.il		Authorized officer ORGAD Yaniv Telephone No.

INTERNATIONAL SEARCH REPORT
Information on patent family members

International application No.

PCT/IB2022/056616

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				EP	3947108	A1	09 February 2022
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				GB	2582640	A	30 September 2020
				GB	2582640	B	27 October 2021
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