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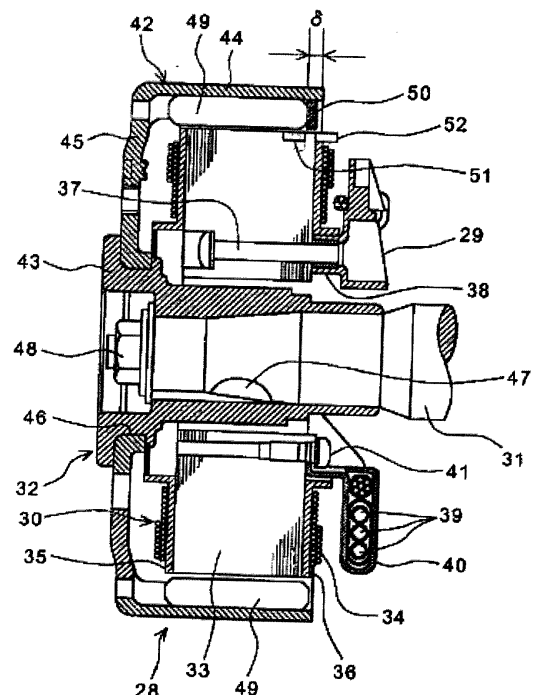
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(54) **Electric generating system for vehicle**

(57) To allow a detector magnet for a crank angle sensor (51), and a detector magnet for a pulse sensor (52) to be shared.

A permanent magnet (49) for power generation arrayed on an outer rotor (32) is used as a detector magnet. A crank angle sensor (51) arranged opposing to the permanent magnet (49) and a pulse sensor (52) for detecting a leakage flux of the permanent magnet (49), the pulse sensor (52) being shifted from the crank angle sensor (51), are provided on a stator core (33) side. A part of a plurality of permanent magnets (49) is deviated from other part by a deviation amount δ , so that the pulse sensor (52) does not detect a leakage flux of this permanent magnet (49). Moreover, a leakage flux absorption plate (50) is arranged on the side face of the deviated permanent magnet (49). With a set of permanent magnets (49), the signals whose levels change at different timings can be outputted from the sensors (51 and 52), and on the basis of these signals, a three-phase synchronization signal and an ignition reference position signal can be formed.

[FIG. 1]





EUROPEAN SEARCH REPORT

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Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (IPC)
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			F02D F02N F02P H02K
The present search report has been drawn up for all claims			
Place of search The Hague		Date of completion of the search 3 February 2015	Examiner Eitner, Christian
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document	

**ANNEX TO THE EUROPEAN SEARCH REPORT
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