



This is our first newsletter of what I hope will be many. We have been working hard at finalizing the design of the Motorcycle Hub Motor and I'm thrilled to announce we have gotten the third generation motors for testing last week. The MHM-602 and the MHM-603 motors are going through final inspection and testing.

I can now say the MHM-603 is ready for sale

[If you're ready to buy and don't want to read the newsletter, then go to bottom of the document](#)



Pictured is the MHM-603 with a 120/90 18 inch tire

Specifications for the MHM-603:

Power: 10KW rated to thermal limit

Example: if its 100F outside in the dessert then the thermal limit applies

30KW peak 10 seconds

Voltage/Speed: @ 96 volts with a 12/90 18 inch tire and with a 350 pound bike 55 MPH (88.5 KPH) this spec will vary with we

than 190.5mm. The bike must have a way to attach the torque arm to the rear swingarm. EnerTrac will provide engineering support to facilitate a proper torque arm mount if it's possible with your choice of motorcycle.



Here is our test bike showing the torque arm connected to the swing arm through, what was the drum brake attachment point. Disc brake not installed in this picture.



Now with an aftermarket Disc brake installed.

From Enertrac's web page:

Purchasing the MHM602 from EnerTrac will give the buyer the full engineering support of the EnerTrac team. We will try to ensure that the customer has a successful outcome to their build. This support includes free design and manufacture of a custom torque arm, free interface of an approved disc rotor (disc rotor not included) and all engineering support needed.

EnerTrac can't guarantee a successful and safe build and in the end it will depend on your skills to make a successful build happen, but if you have the skills EnerTrac is there for you to answer any questions that may come up in the course of your project.



Here is the MHM-603 installed in our test bike with a 120/90 18 inch rim

Some basic Spec's of our Lifan test bike

This was a 200cc bike which we got from ATV discounters new for around 1500.00 delivered

We put her on the road as a gas ICE bike then converted her

Now the Electric Lifan (as I like to call her)

Batteries:

Thundersky 32 cell 40AH battery pack configured as two 16 cell sub packs in series. I use 2 chargers, 1 for each 16 cell sub pack

Controller:

Kelly controller model used in testing KBL12251H (very expensive we know)

Also recommended is the KBL12151H (still expensive but not as much)

I highly recommend a controller with Regen braking The Kelly Regenerative braking is excellent.

I use the Kelly recommended connection setup as per there manual. More on this in future newsletters

