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Bafang H730 Hub Motor Introduction

Bafang Electric (Suzhou) Co., Ltd.



H730 Automatic Gear Hub Motor

3-speed Auto-shift

Featuring Bafang GVT technology ※, H730 , the shifting motor, the hub motor that integrate 3-speed gearbox, allowing the motor automatically adjust the gears in response to changes in bicycle speed, ensuring an optimal pedaling experience for a smoother and enjoyable journey.

※GVT is Bafang patented Gear Variable Transmission technology.



Overview

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Auto speed change

H730 could change the speed automatically for an optimal cadence experience **with out manually operation**.

Leaves the rush hour behind and focusing on the fun journey.

※ In 20km commuting distance, 3 speed will auto shift roughly 100 times while with a normal rear derailleur will need rider to do that.

Clean bike & belt friendly

The multi-speed freewheel will be 'invisible' thanks to the high integration of H730. Auto shift enable ***gripless & wireless*** ※ come true , which paved the way for a clean bike design.

※ Automatic internal shifting does not need the series of components required by external shifting, include: gear lever, gear cable, derailleur and etc. Make ebike cleaner.

Maintenance-friendly solution

Avoid compromising shifting performance due to weather, mud, or external wear and tear.

Maintenance difficulty and frequency can be reduced to the most extent possible.

eBike shifting companion

Designed specifically for eBikes rather than bikes, it offers superior compatibility in both installation and performance, ensuring a stable and comfortable shifting experience for eBikes



How does riding experience enhanced by the auto 3-speed?

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Bafang Auto Shifting Motor For City

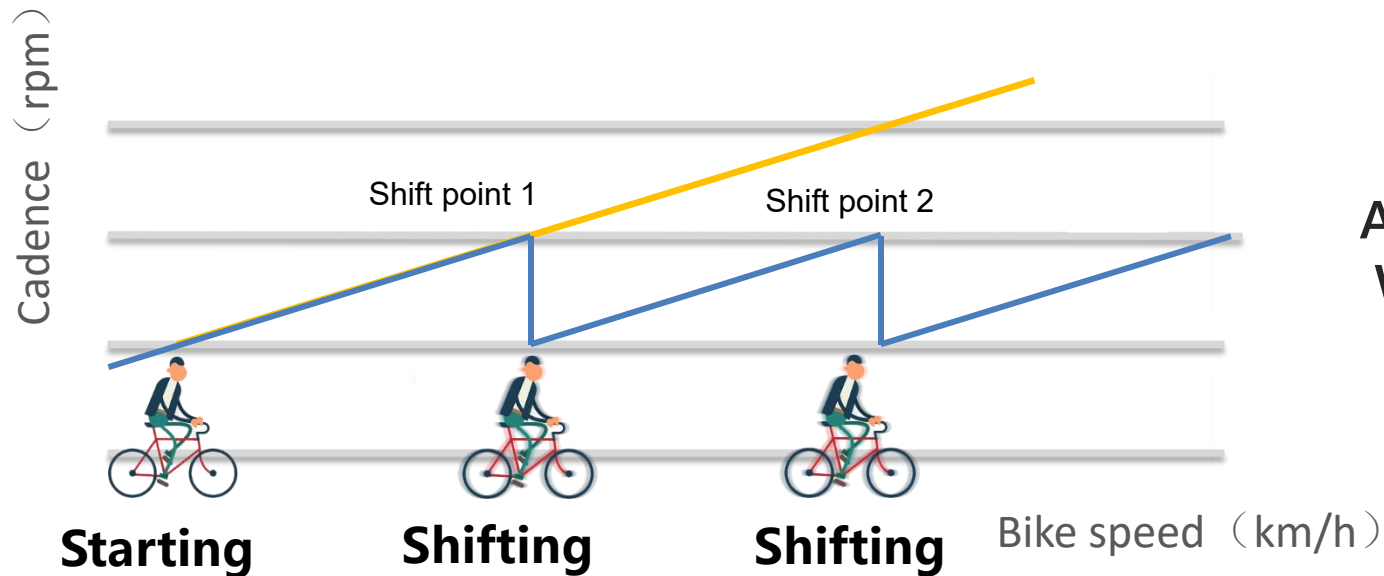
| | | |
|-------------------|---------------|----------------------------|
| | H700 | H730 (ADO) |
| Feature | Auto-2 speed | Auto-3 speed |
| Max torque | 250W, 40 N.m | 250W, 50 N.m |
| Gear ratio1 | 1 | 0.76 |
| Gear ratio2 | 1.36 | 1 |
| Gear ratio3 | N/A | 1.31 |
| Total gear ration | 136% | 172% |
| Application | Daily commute | More complex urban terrain |

| | Scenario-Specific Benefits | User experience | Science Behind the Scene |
|-----------------|---------------------------------------------------------------------------------------|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Low Gear :0.76 | <ul style="list-style-type: none">Starting upClimbing the hill | Easy and effortless | Similar as the the principle of extranal shiting, the low gear allowing riders to use less power and appropriate cadence, together with motor support to have a quick bike start up or allow easy uphill climbing. |
| Gear Ratio 1.00 | <ul style="list-style-type: none">City crusing | Smooth feeling when gear changing | The medium gear, with a ratio of 1.0, means that the motor's output RPM is equal to the input RPM, as a transitional gear between high and low gear, to have more smooth riding feeling during switching. |
| Gear Ratio 1.31 | <ul style="list-style-type: none">High speed crusingDownhill | Always stay in comfort cadence. | Auto switch to the high gear when reaching switching speed point, that ensure rider stay in comfort cadence range. |

Advantages

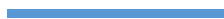
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Auto shifting by
Wheel RPM

Cadence of H730



Cadence without shifting



| 25Km/h Setting | | |
|----------------|------------------------------------|------------------------------------|
| Wheel Size | Upshift point 1 (km/h) 2nd Gear | Upshift point 2 (km/h) 3rd Gear |
| 700C/27.5" | 12~15 | 19~22 |
| 28" | 12.5~15.5 | 19.5~22.5 |

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| Item | Parameter |
|---------------|--------------------|
| Rated Power | 250 W |
| Max torque | 50 N.m |
| OLD | 148mm |
| Shift control | Auto |
| Gears | 3 |
| Gear ratio | 0.76 1 1.307 |
| Drive option | Chain or belt |
| Weight | 3.6Kg |

Internal structure of H730



Internal structure of H730

