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Mizuta et al.

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(54) **STORAGE PART STRUCTURE OF SADDLE-RIDE-TYPE VEHICLE**

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B62J 9/00	(2006.01)
B62K 19/46	(2006.01)
B62K 11/04	(2006.01)

(52) **U.S. Cl.**

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(58) **Field of Classification Search**

CPC B62K 19/30; B62K 19/46; B62J 9/008; B62J 9/00

See application file for complete search history.

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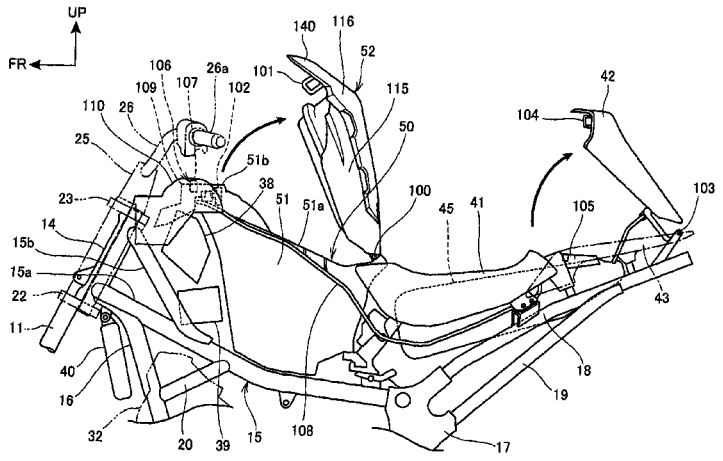
(57) **ABSTRACT**

A storage part structure of a saddle-ride-type vehicle with a key cylinder for opening or closing of a box lid with a simple structure. The storage part structure for a saddle-ride-type vehicle includes a head pipe, a main frame extending rearwardly from the head pipe, a storage box arranged in the vicinity of the main frame wherein the storage box opens upwardly. A box lid covers an opening portion of the upwardly openable storage box in an openable and closable manner, wherein a key cylinder for operating a box-side locking mechanism for locking the box lid is arranged behind a handle holder and in front of the storage box. The box lid includes an arm portion positioned on a side of the key cylinder.

18 Claims, 7 Drawing Sheets



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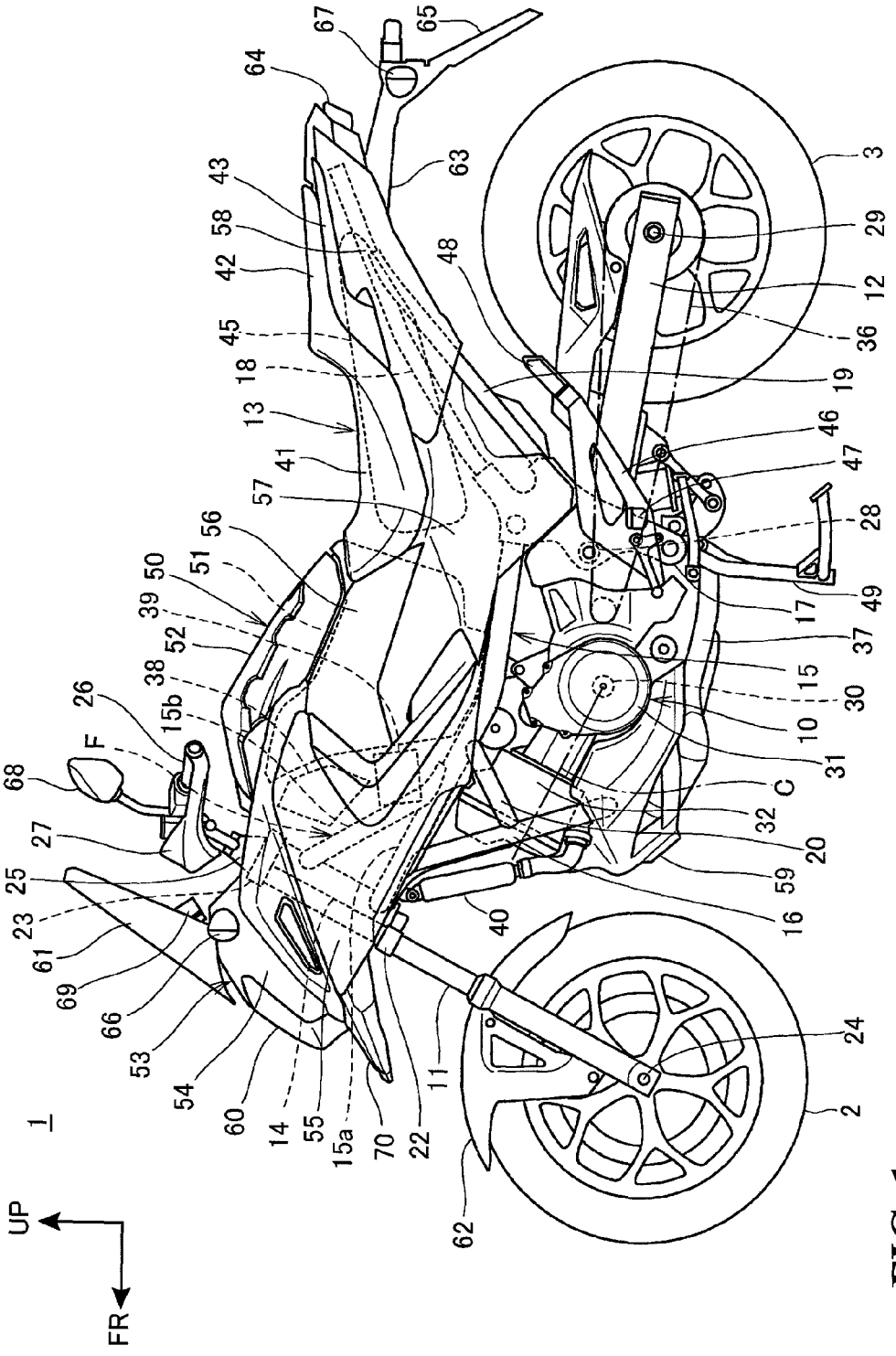
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FIG. 1

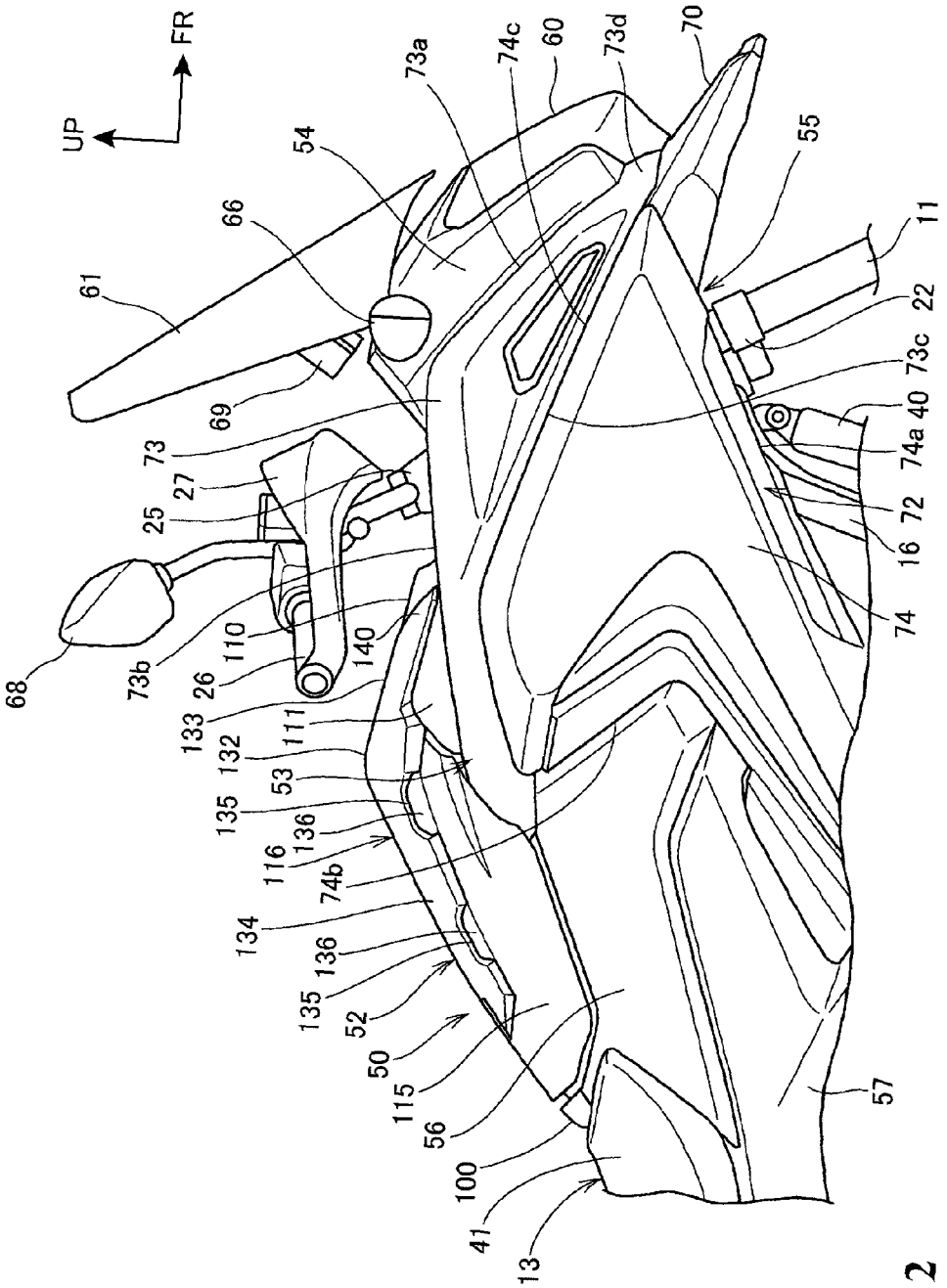
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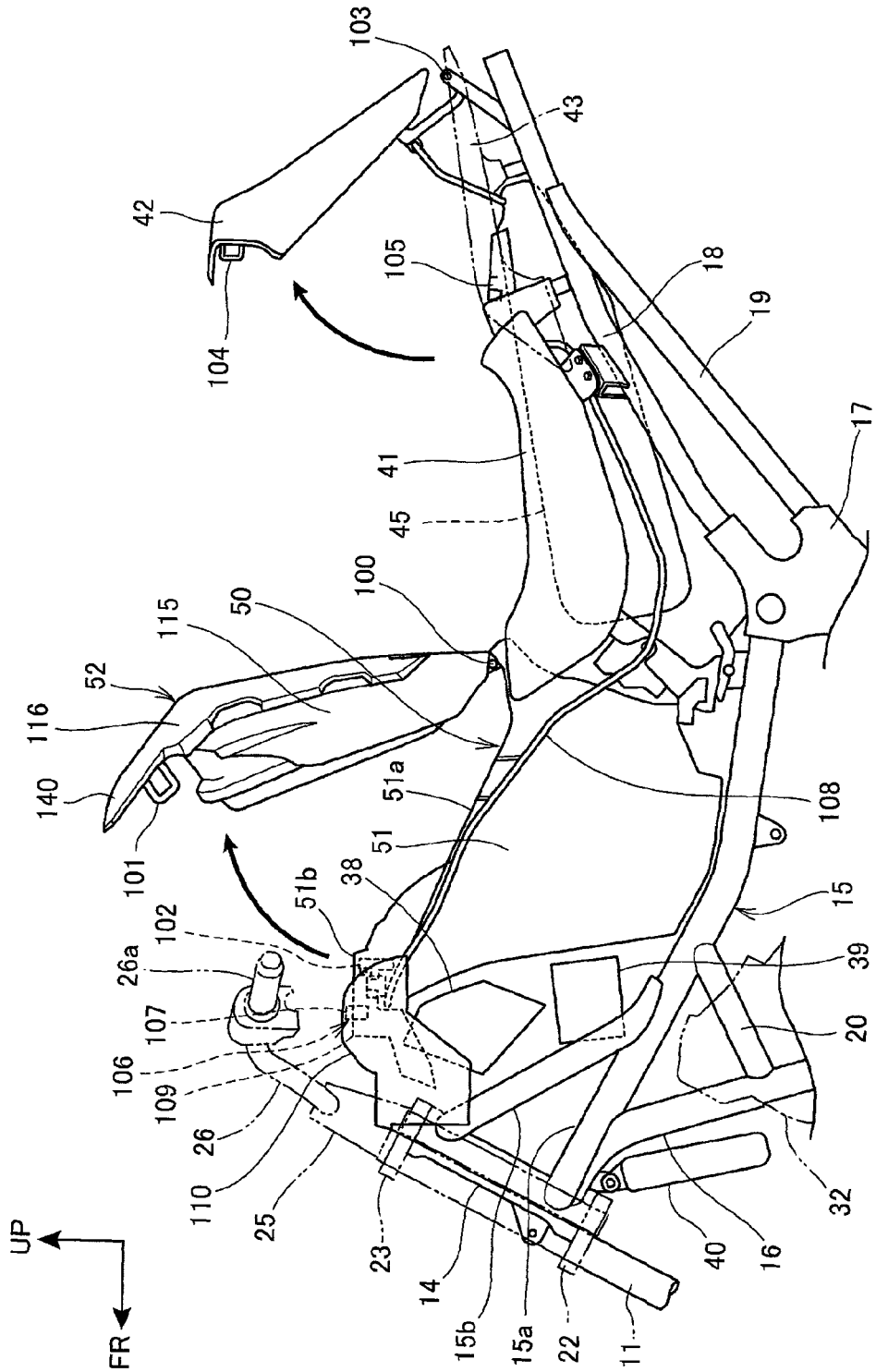
FIG. 2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26a
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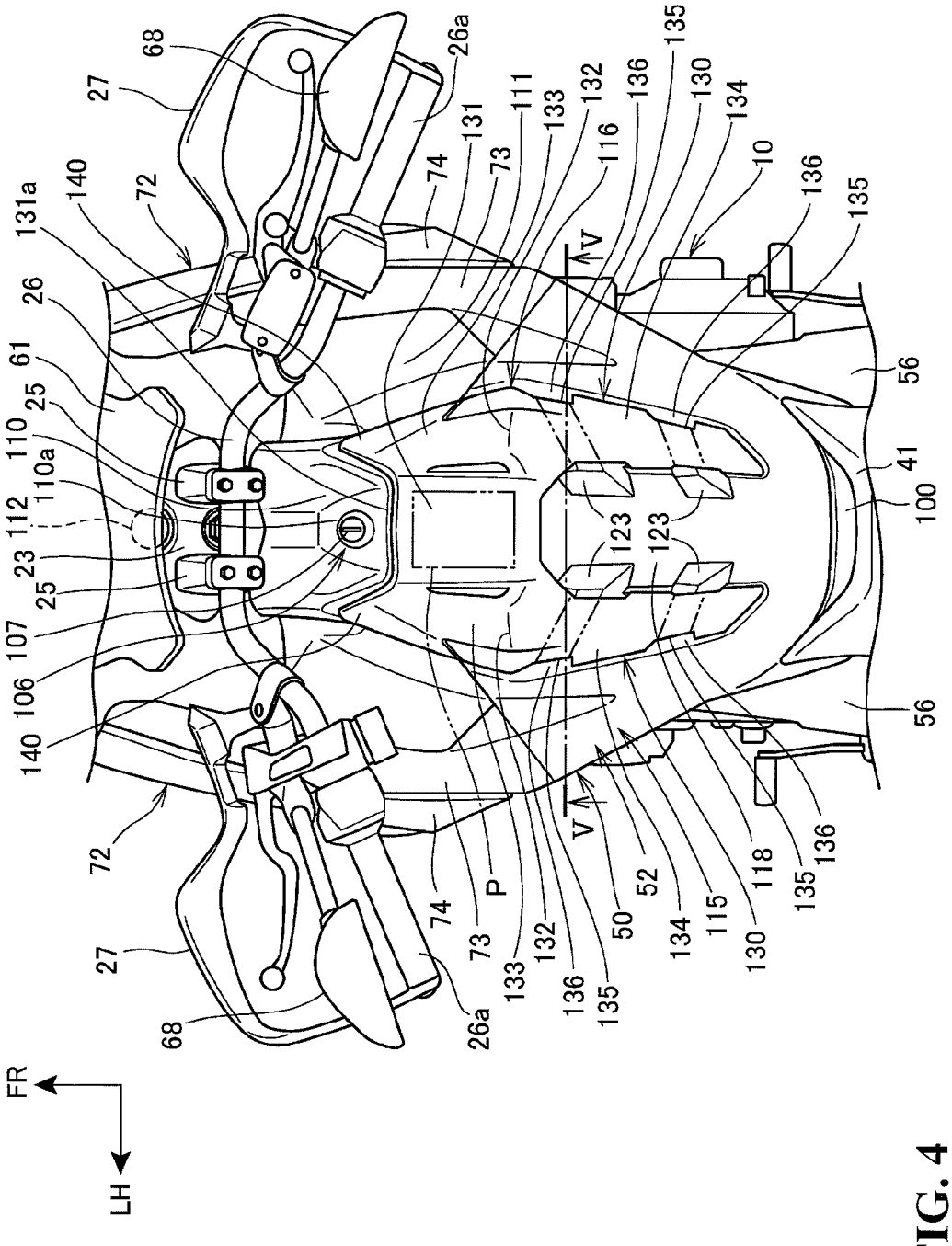
FIG. 3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135
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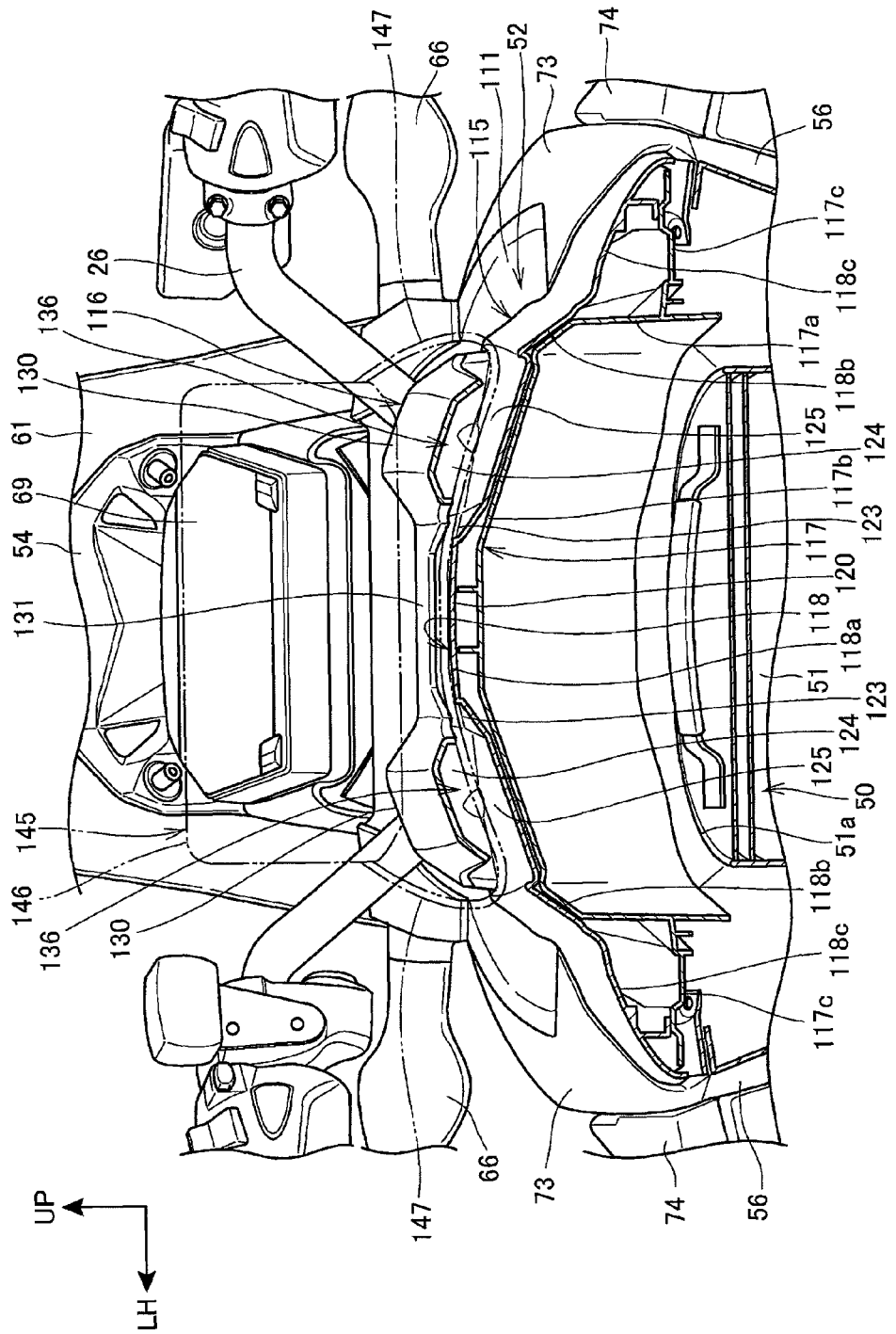
FIG. 4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117b
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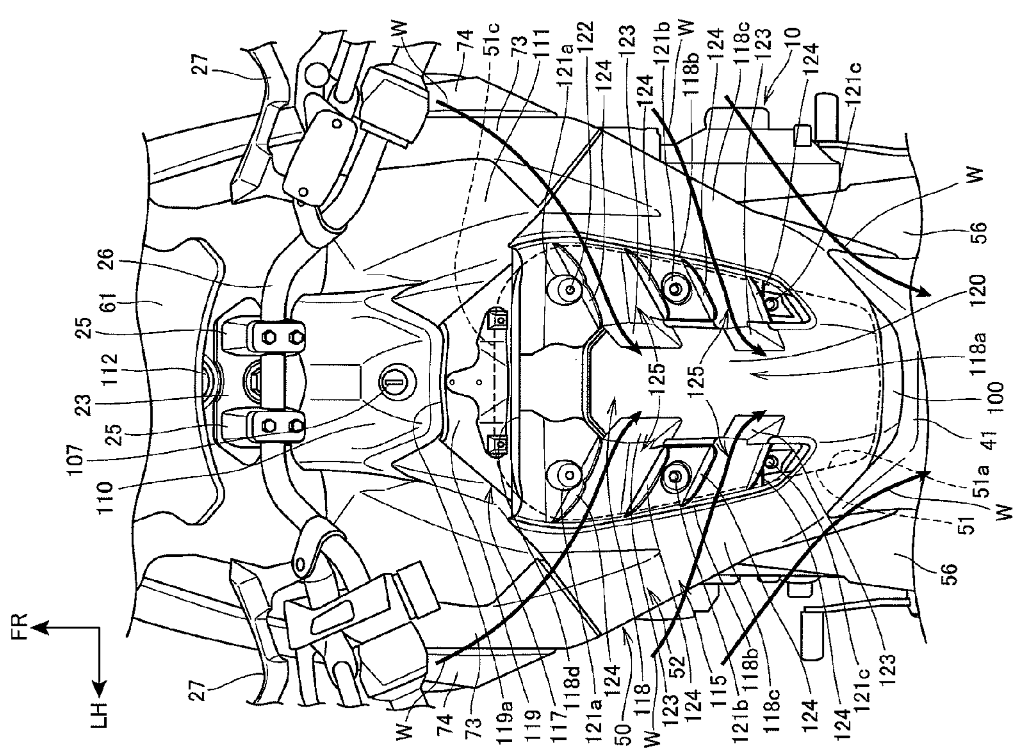
FIG. 5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51a
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FIG. 6

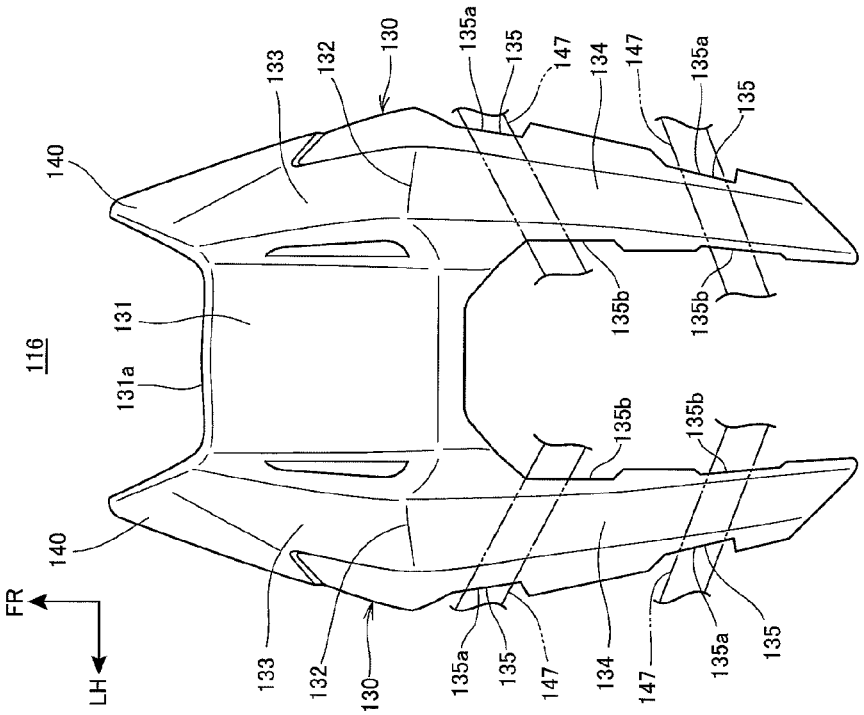
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FIG. 7

STORAGE PART STRUCTURE OF SADDLE-RIDE-TYPE VEHICLE

CROSS-REFERENCE TO RELATED APPLICATIONS

The present application claims priority under 35 USC 119 to Japanese Patent Application No. 2015-011548 filed Jan. 23, 2015 the entire contents of which are hereby incorporated by reference.

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates to a storage part structure of a saddle-ride-type vehicle.

2. Description of Background Art

A storage part structure of a saddle-ride-type vehicle is known that includes a pair of left and right main frames which extend rearward from a head pipe with a storage box arranged between the left and right main frames in a state wherein the storage box opens upward. A box lid covers an opening portion of the storage box in an openable and closable manner. A key cylinder operates the opening/closing of the box lid and is arranged in front of a front end of the box lid in a closed state. See, for example, JP-A-2012-197011.

However, in the above-mentioned conventional storage part structure for a saddle-ride-type vehicle, the key cylinder is positioned on a front side of the vehicle. Thus, favorable operability of the key cylinder is acquired. However, a front end of the box lid is arranged excessively close to an occupant's body side and the opening or closing of the box lid becomes difficult. In the saddle-ride-type vehicle, a space for arranging parts is limited. Thus, there is a demand for the improvement of the operability of the key cylinder and the operability of opening or closing of the box lid with a simple structure.

SUMMARY AND OBJECTS OF THE INVENTION

The present invention has been made in view of the above-mentioned circumstances. It is an object of an embodiment of the present invention to provide a storage part structure for a saddle-ride-type vehicle which can improve the operability of the key cylinder and the operability of the opening or closing of the box lid with a simple structure.

According to an embodiment of the present invention, a storage part structure of a saddle-ride-type vehicle includes a head pipe (**14**); a main frame (**15**) which extends rearwardly from the head pipe (**14**); a storage box (**51**) which is arranged in the vicinity of the main frame (**15**) in a state where the storage box (**51**) opens upwardly; and a box lid (**52**) which covers an opening portion (**51***a*) of the upwardly openable storage box (**51**) in an openable and closable manner. A key cylinder (**107**) operates a box-side locking mechanism (**102**) for locking the box lid (**52**) and is arranged behind a handle holder (**25**) and in front of the storage box (**51**). The box lid (**52**) includes an arm portion (**140**) positioned on a side of the key cylinder (**107**).

According to an embodiment of the present invention, in the saddle-ride-type vehicle, the key cylinder that operates the box-side locking mechanism for locking the box lid is arranged behind the handle holder and in front of the storage box. The box lid includes the arm portion positioned on a side of the key cylinder. Due to such a configuration, an occupant can operate the key cylinder which is positioned behind the handle holder and in front of the storage box and not being positioned excessively close to the occupant. Thus, the occupant can easily operate the key cylinder and, at the same time, can easily perform an opening or closing operation of the box lid by grasping the arm portion of the box lid arranged on a side of the key cylinder and not being positioned excessively close to the occupant. Accordingly, operability of the key cylinder and operability of opening or closing of the box lid can be enhanced with a simple structure.

According to an embodiment of the present invention, the box lid (**52**) includes a lower-side box lid (**115**); and an upper-side box lid (**116**) that covers the lower-side box lid (**115**) from above, wherein the arm portion (**140**) is formed on the upper-side box lid (**116**).

According to an embodiment of the present invention, the box lid includes the lower-side box lid; and the upper-side box lid which covers the lower-side box lid from above, and the arm portion is formed on the upper-side box lid. Accordingly, the degree of freedom in setting the shape of the upper-side box lid can be increased. Thus, the arm portion can be easily formed.

According to an embodiment of the present invention, a recessed portion (**135**, **125**) is formed in at least one of the upper-side box lid (**116**) and the lower-side box lid (**115**) thus forming a bag mounting hole (**136**).

According to the invention, the recessed portion is formed in at least one of the upper-side box lid and the lower-side box lid thus forming the bag mounting hole. Thus, a bag can be easily mounted on the box lid without providing a dedicated part or the like for mounting the bag.

According to an embodiment of the present invention, the bag mounting hole (**136**) is formed so as to allow air to flow toward an inside in a vehicle width direction from an outside in a vehicle width direction and rearwardly.

According to an embodiment of the present invention, the bag mounting hole is formed so as to allow air to flow toward an inside in a vehicle width direction from an outside in a vehicle width direction and rearwardly. Thus, even in the configuration where a height of the box lid becomes high due to the provision of the upper-side box lid, it is possible to make a air efficiently flow rearward whereby the vehicle can ensure an operational performance.

According to an embodiment of the present invention, the upper-side box lid (**116**) is formed into an approximately H-shape as viewed in a plan view by including a pair of left and right rear extending portions (**134**) that extends rearward. The bag mounting hole (**136**) is formed on a side of the upper-side box lid (**116**) where the pair of left and right rear extending portions (**134**) is provided.

According to an embodiment of the present invention, the bag mounting hole is formed on a side of the upper-side box lid (**116**) having an approximate H shape as viewed in a plan view where the pair of left and right rear extending portions is provided. Accordingly, a bag can be supported by the pair of left and right rear extending portions provided to a rear portion the upper-side box lid (**116**) having an approximate H shape at positions close to the outside in a vehicle width direction. Thus, the bag can be supported firmly and, at the same time, the upper-side box lid can be made lightweight.

According to an embodiment of the present invention, a bent portion (**132**) where the upper-side box lid (**116**) is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid (**116**), the bag mounting hole (**136**) is formed in the upper-side box lid (**116**) behind the bent

portion (**132**), and the arm portion (**140**) is formed on the upper-side box lid (**116**) in front of the bent portion (**132**).

According to an embodiment of the present invention, the bent portion where the upper-side box lid is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid, the bag mounting hole is formed in the upper-side box lid behind the bent portion, and the arm portion is formed on the upper-side box lid in front of the bent portion. Accordingly, the external appearance of the upper-side box lid at the time of not mounting the bag can be enhanced by the bent portion, and the bag can ensure a large capacity when the bag is mounted. Further, a distance can be ensured between the bag and the arm portion. Thus, the bag minimally becomes an obstacle whereby the operability of the arm portion can be enhanced.

According to an embodiment of the present invention, a bent portion (**132**) where the upper-side box lid (**116**) is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid (**116**), and the upper-side box lid (**116**) has a flat portion (**131**) which is formed approximately flat at the center in a vehicle width direction at a position in front of the bent portion (**132**) and behind the key cylinder (**107**).

According to an embodiment of the present invention, the upper-side box lid has the flat portion formed approximately flat at the center in a vehicle width direction at the position in front of the bent portion and behind the key cylinder. Accordingly, a smartphone or the like can be arranged on the flat portion formed approximately flat at the center in a vehicle width direction.

The storage part structure of a saddle-ride-type vehicle according to an embodiment of the present invention can improve operability of the key cylinder and operability of opening or closing of the box lid with the simple structure.

The storage part structure can easily form the arm portion on the upper-side box lid.

The storage part structure can easily mount a bag on the box lid.

Even in the configuration where a height of the box lid becomes high due to the provision of the upper-side box lid, it is possible to make air efficiently flow rearwardly whereby the vehicle can ensure an operational performance.

A bag can be supported at a position close to the outside in a vehicle width direction by the rear extending portions. Thus, the bag can be supported firmly and, at the same time, the upper-side box lid can be made lightweight.

The external appearance of the upper-side box lid at the time of not mounting the bag can be enhanced by the bent portion, and the bag can ensure a large capacity when the bag is mounted. Further, the operability of the arm portion can be enhanced even when the bag is mounted.

Further, a smartphone or the like can be arranged on the flat portion of the upper-side box lid.

Further scope of applicability of the present invention will become apparent from the detailed description given hereinafter. However, it should be understood that the detailed description and specific examples, while indicating preferred embodiments of the invention, are given by way of illustration only, since various changes and modifications within the spirit and scope of the invention will become apparent to those skilled in the art from this detailed description.

BRIEF DESCRIPTION OF THE DRAWINGS

The present invention will become more fully understood from the detailed description given hereinbelow and the accompanying drawings which are given by way of illustration only, and thus are not limitative of the present invention, and wherein:

FIG. **1** is a left side view of a motorcycle according to an embodiment of the invention;

FIG. **2** is a right side view of a front portion of the motorcycle;

FIG. **3** is a left side view of an upper portion of the motorcycle in a state where most of a vehicle body cover is removed;

FIG. **4** is a plan view of a box lid and the periphery of the box lid as viewed from above;

FIG. **5** is a cross-sectional view taken along a line V-V in FIG. **4**;

FIG. **6** is a plan view of the box lid with the peripheral portion of the box lid as viewed from above in a state where an upper-side box lid is removed; and

FIG. **7** is a plan view of the upper-side box lid.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Hereinafter, an embodiment of the invention is described with reference to the drawings. In the description, directions of "front," "rear," "left," "right," "up" and "down" are equal to the directions of a vehicle body unless otherwise specified. In the respective drawings, symbol FR indicates a front side of the vehicle body, symbol UP indicates an upper side of the vehicle body, and symbol LH indicates a left side of the vehicle body.

FIG. **1** is a left side view of a motorcycle according to an embodiment of the invention. In FIG. **1**, with respect to each pair of left and right parts, only a left part is illustrated.

The motorcycle **1** is a vehicle wherein an engine **10** which forms a power unit is supported on a vehicle body frame F with a pair of left and right front forks **11**, **11** supports a front wheel **2** on a front end of the vehicle body frame F in a steerable manner. A swing arm **12** supports a rear wheel **3** and is mounted on a rear portion side of the vehicle body frame F. The motorcycle **1** is a saddle-ride-type vehicle where a seat **13** on which an occupant sits in a straddling manner is arranged above a rear portion of the vehicle body frame F.

The vehicle body frame F includes a head pipe **14** which is mounted on a front end of the vehicle body frame F; a pair of left and right main frames **15**, **15** which extends rearwardly and downwardly from a lower portion of the head pipe **14**; a pair of left and right down frames **16**, **16** which extends rearwardly and downwardly from front end portions of the main frames **15**, **15**; a pair of left and right pivot frames **17**, **17** which extends downwardly from rear ends of the main frames **15**, **15**; a pair of left and right seat frames **18**, **18** which extends rearwardly and upwardly to a rear end portion of the vehicle from upper ends of the pivot frames **17**, **17**; and a pair of left and right sub frames **19**, **19** which extends rearwardly and upwardly from upper portions of the pivot frames **17**, **17** and is connected to rear portions of the seat frames **18**, **18**.

Each main frame **15** has a main frame body portion **15***a* which extends rearwardly and downwardly from a lower portion of the head pipe **14** with a relatively gentle inclination and a reinforcing frame portion **15***b* which connects an upper portion of the head pipe **14** and an intermediate portion of the main frame body portion **15***a* to each other. The vehicle body frame F also includes a pair of left and right connecting frames **20**, **20** which connects the interme-

diate portions of the main frame body portions **15***a*, **15***a* and the down frames **16**, **16** to each other.

A steering shaft (not shown in the drawing) is rotatably and pivotally supported on the head pipe **14**, and a bottom bridge **22** and a top bridge **23** which extend in the vehicle width direction are fixed to a lower end portion and an upper end portion of the steering shaft respectively. The front forks **11**, **11** are supported on the bottom bridge **22** and the top bridge **23**, and the front wheel **2** is pivotally supported on a front wheel axle **24** which is mounted on lower ends of the front forks **11**, **11**. The top bridge **23** has a handle holder **25** which extends upwardly from an upper surface of the top bridge **23**. A handle bar **26** for steering extends in the vehicle width direction and is supported on the handle holder **25**. Knuckle guards **27**, **27** are mounted on the handle bar **26**.

The swing arm **12** has a front end portion thereof pivotally supported on a pivot shaft **28** which connects the left and right pivot frames **17**, **17** to each other. Thus, the swing arm **12** is swingable in the vertical direction about the pivot shaft **28**. The rear wheel **3** is pivotally supported on a rear wheel axle **29** which penetrates a rear end portion of the swing arm **12**.

A rear suspension (not shown in the drawing) is disposed between the swing arm **12** and the vehicle body frame F.

The engine **10** includes a crankcase **31** which supports a crankshaft **30** extending in the vehicle width direction and a cylinder portion **32** which extends frontwardly and upwardly from a front side of a front portion of the crankcase **31**.

The engine **10** is an engine of a type where a cylinder axis C of the cylinder portion **32** is arranged in a frontwardly inclined manner such that the cylinder axis C is closer to the horizontal direction than the vertical direction. A space for arranging parts is secured above the engine **10**.

An output of the engine **10** is transmitted to the rear wheel **3** through a chain **36** provided between an output shaft (not shown in the drawing) of the engine **10** and the rear wheel **3**.

An exhaust pipe **37** of the engine **10** is pulled out downwardly from a cylinder head of the cylinder portion **32**, extends rearwardly after passing through an area below the engine **10**, and is connected to a muffler (not shown in the drawing).

An air cleaner box **38** which purifies air supplied to the engine **10** is arranged above front portions of the main frames **15**, **15** and behind the head pipe **14**. Air which passes through the air cleaner box **38** flows into the cylinder head of the cylinder portion **32** after a flow rate is adjusted by a throttle body (not shown in the drawing). A battery **39** is arranged between the air cleaner box **38** and the main frame body portions **15***a*, **15***a*. A radiator **40** of the engine **10** is arranged below the head pipe **14** and in front of the cylinder portion **32**.

The seat **13** includes a front seat **41** for a rider and a rear seat **42** for a pillion passenger which is one step higher than the front seat **41**. The front seat **41** is arranged above the pivot frames **17**, **17** and the front portions of the seat frames **18**, **18**, and the rear seat **42** is arranged above the seat frames **18**, **18**. Grips **43**, **43** which the pillion passenger seated on the rear seat **42** grips are disposed on left and right sides of the rear seat **42** respectively.

A fuel tank **45** is arranged between the front seat **41**, the rear seat **42**, and the seat frames **18**, **18**.

A pair of left and right step holders **46**, **46** is arranged on outer sides of the pivot frames **17**, **17** respectively with steps **47**, **47** for a rider being fixed to front portions of the respective step holders **46**. Tandem steps **48**, **48** for a pillion passenger are fixed to rear portions of the respective step holders **46**.

A main stand **49** is connected to lower portions of the pivot frames **17**, **17**.

A storage part **50** is provided above rear portions of the main frames **15**, **15** and between the front seat **41** and the head pipe **14**. The storage part **50** includes a storage box **51** which has an upper surface thereof opened and a box lid **52** which closes an opening formed on the upper surface of the storage box **51** in an openable and closeable manner.

The storage part **50** has enough capacity to store one full face type helmet. The air cleaner box **38** and the battery **39** are arranged between the storage box **51** and the head pipe **14**.

The motorcycle **1** includes a resin-made vehicle body cover **53** for covering the vehicle body. The vehicle body cover **53** includes a front cowl **54** positioned in front of the head pipe **14**; a pair of left and right side covers **55**, **55** for covering the head pipe **14** and the front portions of the main frames **15**, **15** from sides; a pair of left and right box side covers **56**, **56** arranged between the side covers **55**, **55** and the front seat **41** for covering an upper portion of the storage box **51** from the sides; a pair of left and right middle covers **57**, **57** disposed above the main frames **15**, **15** for covering a lower portion of the storage box **51** and a lower portion of the front seat **41**; a rear cowl **58** disposed below the rear seat **42** for covering the seat frames **18**, **18** and the sub frames **19**, **19**; an under cover **59** for covering the engine **10** from below; and a beak-shaped cowl **70** projecting frontward and downward in a beak shape from a lower side of the front cowl **54**. The beak-shaped cowl **70** has a shape tapered toward a distal end side thereof in the vertical direction as well as in the vehicle width direction. The box side covers **56**, **56** are also portions which a rider (occupant) grips by his knees.

The headlight **60** is integrally mounted on a center portion of the front cowl **54** in the vehicle width direction. The beak-shaped cowl **70** projects frontward from the headlight **60**.

A wind screen **61** is mounted on an upper portion of the front cowl **54**. A front fender **62** is fixed to the front forks **11**, **11**.

A rear fender **63** is arranged above the rear wheel **3**, and covers the fuel tank **45** from below. A tail lamp **64** is mounted on a rear end portion of the rear cowl **58** above a rear end portion of the rear fender **63**. A license plate holder **65** is fixed to a rear end of the rear fender **63**.

Front blinkers **66**, **66** are fixed to the front cowl **54**, and rear blinkers **67**, **67** are fixed to the rear fender **63**. Rear mirrors **68**, **68** are fixed to the handle bar **26**. Meters **69** for displaying a speed and the like are arranged behind the wind screen **61** and above the front cowl **54**.

FIG. **2** is a right side view of a front portion of the motorcycle **1**. The side covers **55**, **55** are configured substantially symmetrically in the lateral direction. Thus, the right side cover **55** is explained in this embodiment.

The side cover **55** includes a plate-shaped base side cover (not shown in the drawing) which is mounted on a vehicle body frame F side; and an outer side cover **72** which is mounted on an outer side surface of the base side cover.

The outer side cover **72** includes an upper outer side cover **73** which is contiguously formed with a rear edge portion of the front cowl **54**; and a lower outer side cover **74** which extends downwardly contiguously from the upper outer side cover **73**.

The upper outer side cover **73** is formed into an elongated plate shape in the longitudinal direction rather than in the vertical direction. The upper outer side cover **73** includes a front upper edge **73***a* extending rearwardly and upwardly along a rear edge portion of the front cowl **54**; a rear upper edge **73***b* extending rearwardly and downwardly after being bent at a portion thereof in the vicinity of a rear end of the front cowl **54**; and a lower edge **73***c* extending rearwardly along the front upper edge **73***a* and the rear upper edge **73***b*. A front edge **73***d* of the upper outer side cover **73** is positioned between a front end portion of the front cowl **54** and an upper surface of a rear end portion of the beak-shaped cowl **70**. A rear end of the upper outer side cover **73** is positioned in the vicinity of an intermediate portion of the box lid **52** in the longitudinal direction.

The upper outer side cover **73** has a front portion thereof positioned in front of the head pipe **14** (FIG. **1**) and has a rear portion thereof overlapping with the upper portion of the head pipe **14** as viewed in a side view.

The lower outer side cover **74** extends downward contiguously from the lower edge **73***c* of the upper outer side cover **73**, and as illustrated in FIG. **1**, covers the head pipe **14**, the front portions of the main frames **15**, **15**, the air cleaner box **38**, and the battery **39**. A lower edge **74***a* of the lower outer side cover **74** extends rearwardly and downwardly along the main frame body portion **15***a*, and a rear edge **74***b* of the lower outer side cover **74** is contiguously formed with a front edge of the box side cover **56** and a front edge of the middle cover **57**.

FIG. **3** is a left side view of the upper portion of the motorcycle **1** in a state where most of the vehicle body cover **53** is removed.

The storage box **51** includes a hinge mechanism **100** connected to a rear end portion of the box lid **52** on an upper rear end portion thereof. The box lid **52** includes a locking member **101** projecting downwardly on a front end portion thereof. The box lid **52** is maintained in a closed state as the locking member **101** is engaged with and locked to a box-side locking mechanism **102** which is mounted on a front side of the storage box **51**. The box lid **52** is opened by being rotated rearwardly about the hinge mechanism **100**, and the opening portion **51***a* on the upper surface of the storage box **51** is exposed upwardly when the box lid **52** is opened.

The box-side locking mechanism **102** is mounted on a projecting portion **51***b* projecting upwardly from a front upper portion of the storage box **51**.

The rear seat **42** is connected to a rear end portion of the vehicle body frame F by way of the seat-side hinge mechanism **103** mounted on a rear end portion of the rear seat **42**. The rear seat **42** includes a locking member **104** projecting downwardly on a front end portion of the rear seat **42**. The rear seat **42** is maintained in a closed state as the locking member **104** is engaged with and locked to a seat-side locking mechanism **105** mounted behind the front seat **41**. The rear seat **42** is opened by being rotated rearwardly about the seat-side hinge mechanism **103**, and a fuel supply port (not shown in the drawing) of the fuel tank **45** is exposed upwardly when the rear seat **42** is opened.

The motorcycle **1** includes an unlocking mechanism **106** for releasing (unlocking) a locking state by operating the box-side locking mechanism **102** and the seat-side locking mechanism **105**. The unlocking mechanism **106** includes a key cylinder **107** which is rotationally operated by a key (not shown in the drawing) inserted into the key cylinder **107**; a box-lid-use cable (not shown in the drawing) for connecting the key cylinder **107** and the box-side locking mechanism **102** to each other; and a seat-use cable **108** for connecting the key cylinder **107** and the seat-side locking mechanism **105** to each other.

When the key cylinder **107** is at a rotationally neutral position, the above-mentioned key can be inserted into and removed from the key cylinder **107**, and the box-side locking mechanism **102** and the seat-side locking mechanism **105** are locked.

When the key cylinder **107** is rotationally operated in one direction from the neutral position using the key, only the above-mentioned box-lid-use cable is operated, and the box-side locking mechanism **102** is unlocked so that the box lid **52** is brought into an openable state.

When the key cylinder **107** is rotationally operated in the other direction from the neutral position using the key, only the seat-use cable **108** is operated, and the seat-side locking mechanism **105** is unlocked so that the rear seat **42** is brought into an openable state.

A main key for turning on and off a main power source of the motorcycle **1** can be used. However, the above-mentioned key may be a key different from the main key.

A key cylinder stay **109** for supporting the key cylinder **107** is disposed between a front end of the box lid **52** in a closed state and the handle holder **25**.

A front top cover **110** for covering the key cylinder stay **109** and the air cleaner box **38** from above is disposed between the front end of the box lid **52** in a closed state and the handle holder **25**. The key cylinder stay **109** is supported on the front top cover **110**.

FIG. **4** is a plan view of the box lid **52** and the periphery of the box lid **52** as viewed from above.

The front top cover **110** has an upper surface opening **110***a* (FIG. **4**) at the center thereof in the vehicle width direction. A key insertion port of the key cylinder **107** is exposed upwardly through the upper surface opening **110***a*.

The key cylinder **107** is arranged between the handle holders **25** and a front edge of the box lid **52** in the longitudinal direction. Such a position of the key cylinder **107** is substantially equal to the positions of the grip portions **26***a*, **26***a* on left and right ends of the handle bar **26** which a rider grips in the longitudinal direction, and is the position where the rider seated on the front seat **41** can easily extend his hand to the key cylinder **107** without taking an unusual posture. Accordingly, the rider can easily operate the key cylinder **107**.

Front top side covers **111** for covering areas between the front top cover **110** and the left and right upper outer side covers **73**, **73** respectively are arranged outside the front top cover **110** in the vehicle width direction.

A main key cylinder **112** into which the main key is inserted is arranged in front of the top bridge **23**.

FIG. **5** is a cross-sectional view taken along a line V-V in FIG. **4**.

As shown in FIG. **4** and FIG. **5**, the box lid **52** includes a lower-side box lid **115** for covering the opening portion **51***a* of the storage box **51**; and a plate-like upper-side box lid **116** for covering the lower-side box lid **115** from above.

The lower-side box lid **115** includes a lid base **117** which is brought into contact with an upper edge portion of the storage box **51** and directly covers the opening portion **51***a*; and a lid cover **118** which is mounted on an upper surface of the lid base **117**. The hinge mechanism **100** is mounted on a rear end portion of the lid base **117**.

FIG. **6** is a plan view of the box lid **52** and the periphery of the box lid **52** as viewed from above in a state where the upper-side box lid **116** is removed.

As shown in FIG. **4** to FIG. **6**, the lid base **117** includes a frame-shaped peripheral wall portion **117***a* extending upwardly along the upper edge portion of the opening portion **51***a* of the storage box **51**; an upper wall portion **117***b* which closes an upper surface of the peripheral wall portion **117***a*; and support wall portions **117***c*, **117***c* which extend outwardly in the vehicle width direction from intermediate portions of the peripheral wall portion **117***a* in the vertical direction. A space formed inside the lid base **117** is also used as a storage space.

The upper wall portion **117***b* of the lid base **117** includes a frontwardly extending portion **119** (FIG. **6**) which extends to the front from a front edge **118***d* of the lid cover **118** and the front edge **51***c* of the opening portion **51***a* of the storage box **51**, and a front edge **119***a* of the frontwardly extending portion **119** is contiguously formed with an upper rear edge of the front top cover **110**. The locking member **101** (FIG. **3**) is mounted on a lower surface of the frontwardly extending portion **119**.

The lid cover **118** has a bent shape projecting upwardly in cross section in the longitudinal direction, and is formed such that a height of the lid cover **118** is gradually decreased from a center portion to an outer side in the vehicle width direction.

The lid cover **118** includes an upper surface cover portion **118***a* for covering the upper wall portion **117***b* of the lid base **117**; stepped portions **118***b*, **118***b* which extend downwardly by being bent from left and right side edges of the upper surface cover portion **118***a*; and side cover portions **118***c*, **118***c* which extend outwardly in the vehicle width direction by being bent from lower edges of the stepped portions **118***b*, **118***b*.

The side cover portions **118***c*, **118***c* are supported on the support wall portions **117***c*, **117***c* of the lid base **117**. Outer edges of the side cover portions **118***c*, **118***c* are contiguously formed with upper edges of the box side covers **56**, **56**.

The upper surface cover portion **118***a* of the lid cover **118** is a portion on which the upper-side box lid **116** is mounted.

The upper surface cover portion **118***a* includes a ridge portion **120** which projects upwardly on a center portion thereof in the vehicle width direction. The ridge portion **120** extends from a rear portion to a front portion of the upper surface cover portion **118***a*.

A plurality of lid fixing portions to which the upper-side box lid **116** is fixed are formed on left and right sides of the ridge portion **120** on an upper surface of the upper surface cover portion **118***a*. To be more specific, the lid fixing portions include a pair of front lid fixing portions **121***a*, **121***a* formed on left and right sides of a front portion of the ridge portion **120**; a pair of intermediate lid fixing portions **121***b*, **121***b* formed on left and right sides of an intermediate portion of the ridge portion **120** in the longitudinal direction; and a pair of rear lid fixing portions **121***c*, **121***c* formed on left and right sides of a rear portion of the ridge portion **120**.

Bolts **122** (symbol indicating the bolt at only one portion) are fastened to a lower surface of the upper-side box lid **116** penetrate the front lid fixing portions **121***a*, **121***a*, the intermediate lid fixing portions **121***b*, **121***b*, and the rear lid fixing portions **121***c*, **121***c* respectively from the back surface side of the respective fixing portions. Accordingly, the bolts **122** are not visually recognized from the outside thus enhancing the external appearance of the motorcycle **1**.

On respective side portions of the ridge portion **120**, a side recessed portion **123** formed by indenting a side portion of the ridge portion **120** inward in the vehicle width direction is formed at a position between the front lid fixing portion **121***a* and the intermediate lid fixing portion **121***b* as well as at a position between the intermediate lid fixing portion **121***b* and the rear lid fixing portion **121***c*, respectively.

A plurality of ribs **124** are formed on the upper surface of the upper surface cover **118***a* in such a manner that the ribs **124** are contiguously with front ends and rear ends of the side recessed portions **123** and extend outwardly in the vehicle width direction toward areas in the vicinity of the stepped portions **118***b*.

Due to the formation of each side recessed portion **123** and a pair of ribs **124**, **124** which is contiguously formed with the side recessed portion **123**, a lower recessed portion **125** which appears to be downwardly indented as viewed in a side view is formed on an upper surface of the upper surface cover portion **118***a* at four positions. Each lower recessed portion **125** (recessed portion) is arranged so as to be inclined such that the lower recessed portion **125** is directed inward in the vehicle width direction and rearwardly with an outer end of the lower recessed portion **125** in the vehicle width direction set as a proximal end as viewed in a plan view.

FIG. **7** is a plan view of the upper-side box lid **116**.

To explain the embodiment with reference to FIG. **2**, and FIG. **4** to FIG. **7**, the upper-side box lid **116** includes a pair of left and right longitudinally extending portions **130**, **130** which extends in the longitudinal direction in a spaced-apart manner in the vehicle width direction; and a center connecting portion **131** (flat portion) which connects the longitudinally extending portions **130**, **130** to each other in the vehicle width direction at a center position in the vehicle width direction. The longitudinally extending portions **130**, **130** and the center connecting portion **131** are formed into an integral body by resin molding.

The upper-side box lid **116** includes bent portions **132**, **132** where the upper-side box lid **116** is bent in the longitudinal direction at an approximately center position thereof in the longitudinal direction. Bent lines of the bent portions **132**, **132** extend in the vehicle width direction. The upper-side box lid **116** is formed in an upwardly projecting manner as viewed in a side view by being bent at the bent portions **132**, **132** so as to conform with a shape of the upper surface of the lid cover **118**.

The longitudinally extending portions **130**, **130** are respectively formed into a gutter shape bent in an upwardly projecting manner in cross section as viewed from a rear side in FIG. **5**. The longitudinally extending portions **130**, **130** respectively include, with each of the left and right bent portions **132**, **132** set as a boundary: a front extending portion **133**, **133** which extends to the front; and a rear extending portion **134**, **134** which extends rearwardly. In the upper-side box lid **116**, as viewed in a side view in FIG. **2**, the bent portions **132** form apex portions, the front extending portions **133**, **133** extend to the front in the frontward and downward direction from the bent portions **132**, **132** respectively, and the rear extending portions **134**, **134** extend rearwardly in the rearward and downward direction from the bent portions **132**, **132** respectively.

The center connecting portion **131** which is formed into an approximately rectangular flat plate shape connects inner edges of the front extending portions **133**, **133** to each other in the vehicle width direction. The center connecting portion **131** is arranged approximately horizontally behind the key cylinder **107**. Thus, an article, for example, equipment such as a plate-like smart phone P (FIG. **4**) can be placed on an upper surface of the center connecting portion **131**.

The front extending portions **133**, **133** include a pair of left and right arm portions **140**, **140** which extends to the front from a front edge **131***a* of the center connecting portion

131. The arm portions **140**, **140** have a tapered shape where a width is gradually decreased toward a front end side.

In the upper-side box lid **116**, the longitudinally extending portions **130**, **130** are connected to each other by the center connecting portion **131** at center portions thereof in the longitudinal direction, and the arm portions **140**, **140** project to the front, and the rear extending portions **134**, **134** project rearwardly. Accordingly, the upper-side box lid **116** has an approximately H shape as viewed in a plan view.

Each rear extending portion **134**, **134** has upper recessed portions **135** (recessed portions) at positions where the rear extending portions **134**, **134** overlap with the lower recessed portions **125** of the lid cover **118** respectively from above as viewed in a plan view. More specifically, the upper recessed portions **135** are formed on four portions corresponding to positions of the respective lower recessed portions **125**. When the upper-side box lid **116** is viewed in a side view, the upper recessed portions **135** are formed by cutting out portions of lower edges of the rear extending portions **134**, **134** upwardly, and penetrate the rear extending portions **134**, **134** in the vehicle width direction respectively. Each upper recessed portion **135** is arranged in an inclined manner such that the upper recessed portion **135** is directed inwardly in the vehicle width direction and rearwardly with an outer end **135***a* of the upper recessed portion **135** in the vehicle width direction set as a proximal end as viewed in a plan view. More specifically, an inner end **135***b* of each upper recessed portion **135** in the vehicle width direction is positioned behind the outer end **135***a* of the upper recessed portion **135**.

The upper-side box lid **116** is arranged such that the rear extending portions **134**, **134** are positioned on left and right sides of the ridge portion **120** of the lid cover **118** respectively, and the upper-side box lid **116** is fixed by bolts **122** (FIG. **6**). The rear extending portions **134**, **134** are positioned outside the respective side recessed portions **123** of the lid cover **118** in the vehicle width direction. Accordingly, the respective side recessed portions **123** are exposed upwardly.

When the upper-side box lid **116** is mounted on the lid cover **118**, the upper recessed portions **135** and the lower recessed portions **125** are combined with each other so that a plurality of bag mounting holes **136** which penetrate lower portions of the respective rear extending portions **134**, **134** in the vehicle width direction are formed. In this embodiment, a pair of bag mounting holes **136** is formed in each rear extending portion **134** in the longitudinal direction of the vehicle. More specifically, the bag mounting hole **136** are formed in four portions in total. The bag mounting hole **136** is formed in an inclined manner such that the bag mounting hole **136** is directed inwardly in the vehicle width direction and rearwardly with an outer end thereof in the vehicle width direction set as a proximal end.

Further, when the upper-side box lid **116** is mounted on the lid cover **118**, the front extending portion **119** (FIG. **6**) of the lid base **117** is covered by a front portion of the upper-side box lid **116** from above.

As shown in FIG. **4**, in a state where the box lid **52** is closed, the front edge **131***a* of the center connecting portion **131** of the upper-side box lid **116** is contiguously formed with an upper rear edge of the front top cover **110**, and the arm portions **140**, **140** are positioned on left and right sides of the key cylinder **107** respectively.

To be more specific, the arm portions **140**, **140** are arranged at positions substantially equal to the position of the key cylinder **107** in the longitudinal direction of the vehicle, and are positioned outside the key cylinder **107** respectively in the vehicle width direction. More specifically, the arm portions **140**, **140** are arranged so as to surround the key cylinder **107** from left and right sides.

In a state where the box lid **52** is closed, the arm portions **140**, **140** cover an upper portion of the front top side cover **111** (FIG. **6**).

An operator seated on the front seat **41** can easily and quickly open the box lid **52** in such a manner that the rider unlocks the box-side locking mechanism **102** by manually operating the key cylinder **107**. Thereafter, the operator directly moves his/her hand sideward so as to grip at least either one of the arm portions **140**, **140**, and rotates the box lid **52** rearwardly while gripping the arm portion **140**. The key cylinder **107** is arranged at the position where the rider can easily extend his hand to the key cylinder **107**, and the side of the key cylinder **107** is also arranged at the position where the rider can easily extend his hand to the side in the same manner as the key cylinder **107**. Thus, the rider can easily grip the arm portions **140**, **140** and can perform opening and closing of the box lid **52**.

Further, when the box-side locking mechanism **102** is unlocked, the box lid **52** slightly moves in the opening direction due to a biasing force of a spring (not shown in the drawing) mounted on the box lid **52**, the box-side locking mechanism **102** or the like. Accordingly, a rider can easily grip the arm portions **140**, **140**.

As shown in FIG. **5**, a bag **145** which can store an article therein may be mounted on the box lid **52**. The bag **145** includes a box-shaped bag body **146** and a connecting member **147** which connects the bag body **146** to the box lid **52**. In this embodiment, the connecting member **147** is formed of a left-and-right pair of strings disposed on a front portion of a lower portion of the bag body **146**; and a left-and-right pair of strings disposed on a rear portion of the lower portion of the bag body **146**. These strings are connected to each other by buckles, for example. However, a connection state of the connecting members **147** is not particularly limited.

The bag **145** is arranged on a rear portion of the upper-side box lid **116**, and is connected to the rear extending portions **134**, **134**. To be more specific, the respective connecting members **147** are made to pass through the respective bag mounting holes **136** in the vehicle width direction, and are connected to the rear extending portions **134**, **134** in a binding manner.

In this embodiment, the respective connecting members **147** are connected to the pair of left and right rear extending portions **134**, **134** which are away from each other in the vehicle width direction. More specifically, it is possible to increase a distance between the positions where the bag **145** is connected so that the bag **145** can be firmly connected to the box lid **52**.

Further, a space is formed between the left and right rear extending portions **134**, **134**. Thus, it is possible to make the upper-side box lid **116** lightweight. Even when the upper-side box lid **116** is made lightweight, the bag **145** can be firmly connected.

The rear extending portions **134**, **134** extend rearwardly and downwardly. Thus, the bag **145** that has a large height can be mounted on the box lid **52** without becoming an obstacle to a rider. Thus, the capacity of the bag **145** can be increased. Since the bag **145** minimally becomes an obstacle, even in a state where the bag **145** is mounted on the box lid **52**, the rider can grip the arm portions **140**, **140** and can easily perform an opening and closing of the box lid **52**.

A portion of a flow of air W (FIG. **6**) from a front side which flows along the periphery of the box lid **52** enters the inside of the bag mounting holes **136** from outer ends of the

respective bag mounting holes **136** in the vehicle width direction, and is discharged toward an upper side of the ridge portion **120** from inner ends of the respective bag mounting holes **136** in the vehicle width direction. More specifically, the respective bag mounting holes **136** are formed so as to allow a flow of air (wind) to flow toward the inside in the vehicle width direction from the outside in the vehicle width direction and rearwardly. Accordingly, even in the configuration where a height of the box lid **52** becomes high due to the provision of the upper-side box lid **116**, the flow of air W can be made to efficiently flow rearwardly. Thus, the motorcycle **1** can ensure operational performance.

As has been explained heretofore, according to the embodiment to which the invention is applied, the motorcycle **1** includes the head pipe **14**; the main frames **15**, **15** which extends rearwardly from the head pipe **14**; the storage box **51** which is arranged in the vicinity of the main frames **15**, **15** in a state where the storage box **51** opens upwardly; and the box lid **52** which covers the opening portion **51***a* of the upwardly openable storage box **51** in an openable and closable manner, wherein the key cylinder **107** which operates the box-side locking mechanism **102** for locking the box lid **52** is arranged behind the handle holder **25** and in front of the storage box **51**, and the box lid **52** includes the arm portions **140**, **140** positioned on sides of the key cylinder **107**. Due to such a configuration, a rider can operate the key cylinder **107** which is positioned behind the handle holder **25** and in front of the storage box **51** thus not being positioned excessively close to the occupant. Thus, the occupant can easily operate the key cylinder **107** and, at the same time, can easily perform an opening or closing operation of the box lid **52** by gripping the arm portions **140**, **140** of the box lid **52** being arranged on sides of the key cylinder **107** and not being positioned excessively close to the rider. Accordingly, operability of the key cylinder **107** and operability of opening or closing of the box lid **52** can be enhanced with the simple structure.

The box lid **52** includes the lower-side box lid **115** and the upper-side box lid **116** for covering the lower-side box lid **115** from above, wherein the arm portions **140**, **140** are formed on the upper-side box lid **116**. Accordingly, the degree of freedom in setting the shape of the upper-side box lid **116** can be increased. Thus, the arm portions **140**, **140** can be easily formed.

The upper recessed portions **135** and the lower recessed portions **125** are formed in the upper-side box lid **116** and the lower-side box lid **115** respectively thus forming the bag mounting holes **136**. Accordingly, the bag **145** can be easily mounted on the box lid **52** without providing a dedicated part or the like for mounting the bag **145**.

The bag mounting holes **136** are formed so as to allow a flow of air to flow toward the inside in the vehicle width direction from the outside in the vehicle width direction and rearwardly. Thus, even in the configuration where a height of the box lid **52** becomes high due to the provision of the upper-side box lid **116**, it is possible to make the flow of air W efficiently flow rearwardly whereby the motorcycle **1** can ensure an operational performance.

The upper-side box lid **116** is formed into an approximately H-shape as viewed in a plan view by including a pair of left and right rear extending portions **134**,**134** which extends rearwardly, and the bag mounting hole **136** is formed on a side of the upper-side box lid **116** where the pair of left and right rear extending portions **134**,**134** is provided. With such a configuration, the bag **145** can be supported by the pair of left and right rear extending portions **134**,**134** provided to a rear portion of the upper-side box lid **116** having an approximately H shape at positions close to the outside in a vehicle width direction. Thus, the bag **145** can be supported firmly and, at the same time, the upper-side box lid **116** can be made lightweight.

The bent portions **132**,**132** where the upper-side box lid **116** is bent in a longitudinal direction of the vehicle **1** is formed on the upper-side box lid **116**, the bag mounting holes **136** are formed in the upper-side box lid **116** behind the bent portions **132**, **132**, and the arm portions **140**, **140** are formed on the upper-side box lid **116** in front of the bent portions **132**, **132**. Accordingly, the external appearance of the upper-side box lid **116** at the time of not mounting the bag **145** can be enhanced by the bent portions **132**, **132**, and the bag **145** can ensure a large capacity when the bag **145** is mounted. Further, a distance can be ensured between the bag **145** and the arm portions **140**, **140**. Thus, the bag **145** minimally becomes an obstacle whereby the operability of the arm portions **140**, **140** can be enhanced.

Further, the bent portions **132**, **132** where the upper-side box lid **116** is bent in a longitudinal direction of the vehicle **1** is formed on the upper-side box lid **116**, and the upper-side box lid **116** has the center connecting portion **131** which is formed approximately flat at the center in a vehicle width direction at a position in front of the bent portions **132**, **132** and behind the key cylinder **107**. Accordingly, the smartphone P or the like can be arranged on the center connecting portion **131** formed approximately flat at the center in the vehicle width direction.

The above-mentioned embodiment merely shows one mode to which the invention is applied, and the invention is not limited to the above-mentioned embodiment.

An explanation has been made with respect to the case where the bag mounting holes **136** are formed by forming the upper recessed portions **135** and the lower recessed portions **125** on the upper-side box lid **116** and the lower-side box lid **115** respectively. However, the invention is not limited to such a configuration. The bag mounting holes may be formed by forming recessed portions on at least one of the upper-side box lid **116** and the lower-side box lid **115**.

An explanation has been made with respect to the case where the pair of arm portions **140**, **140** is arranged so as to surround the key cylinder **107** from left and right sides. However, the invention is not limited to such a configuration, and the arm portion **140** may be formed only either on a left side or on a right side.

In the above embodiment, the storage part **50** is disposed above the rear portions of the main frames **15**, **15**. However, the invention is not limited to such a configuration, and the storage part **50** may be disposed between the left and right main frames **15**, **15** or above a main frame when the main frame is formed of a single frame.

A motorcycle is used as an example of a saddle-ride-type vehicle. However, the saddle-ride-type vehicle may be a vehicle having three or more wheels, for example.

The invention being thus described, it will be obvious that the same may be varied in many ways. Such variations are not to be regarded as a departure from the spirit and scope of the invention, and all such modifications as would be obvious to one skilled in the art are intended to be included within the scope of the following claims.

What is claimed is:

1. A storage part structure of a saddle-ride vehicle comprising:

a head pipe;

a main frame extending rearwardly from the head pipe;

a storage box arranged adjacent to the main frame wherein the storage box opens upwardly; and

a box lid for covering an opening portion of the upwardly openable storage box in an openable and closable manner;

wherein a key cylinder for operating a box-side locking mechanism for locking the box lid is arranged behind a handle holder and in front of the storage box; and

the box lid includes:

an arm portion positioned on a side of the key cylinder;

a lower-side box lid; and

an upper-side box lid for covering the lower-side box lid from above; wherein the arm portion is formed on the upper-side box lid.

2. The storage part structure of a saddle-ride vehicle according to claim **1**, wherein a recessed portion is formed in at least one of the upper-side box lid and the lower-side box lid thus forming a bag mounting hole.

3. The storage part structure of a saddle-ride vehicle according to claim **2**, wherein the bag mounting hole is formed so as to allow air to flow toward an inside in a vehicle width direction from an outside in a vehicle width direction and rearwardly.

4. The storage part structure of a saddle-ride vehicle according to claim **2**, wherein the upper-side box lid is formed into an approximately H-shape as viewed in a plan view by including a pair of left and right rear extending portions extending rearwardly, and the bag mounting hole is formed on a side of the upper-side box lid where the pair of left and right rear extending portions is provided.

5. The storage part structure of a saddle-ride vehicle according to claim **3**, wherein the upper-side box lid is formed into an approximately H-shape as viewed in a plan view by including a pair of left and right rear extending portions extending rearwardly, and the bag mounting hole is formed on a side of the upper-side box lid where the pair of left and right rear extending portions is provided.

6. The storage part structure of a saddle-ride vehicle according to claim **1**, wherein a bent portion where the upper-side box lid is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid, the bag mounting hole is formed in the upper-side box lid behind the bent portion, and the arm portion is formed on the upper-side box lid in front of the bent portion.

7. The storage part structure of a saddle-ride vehicle according to claim **2**, wherein a bent portion where the upper-side box lid is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid, the bag mounting hole is formed in the upper-side box lid behind the bent portion, and the arm portion is formed on the upper-side box lid in front of the bent portion.

8. The storage part structure of a saddle-ride vehicle according to claim **3**, wherein a bent portion where the upper-side box lid is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid, the bag mounting hole is formed in the upper-side box lid behind the bent portion, and the arm portion is formed on the upper-side box lid in front of the bent portion.

9. The storage part structure of a saddle-ride vehicle according to claim **4**, wherein a bent portion where the upper-side box lid is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid, the bag mounting hole is formed in the upper-side box lid behind the bent portion, and the arm portion is formed on the upper-side box lid in front of the bent portion.

10. The storage part structure of a saddle-ride vehicle according to claim **1**, wherein a bent portion where the upper-side box lid is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid, and the upper-side box lid has a flat portion formed approximately flat at the center in a vehicle width direction at a position in front of the bent portion and behind the key cylinder.

11. The storage part structure of a saddle-ride vehicle according to claim **2**, wherein a bent portion where the upper-side box lid is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid, and the upper-side box lid has a flat portion formed approximately flat at the center in a vehicle width direction at a position in front of the bent portion and behind the key cylinder.

12. The storage part structure of a saddle-ride vehicle according to claim **3**, wherein a bent portion where the upper-side box lid is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid, and the upper-side box lid has a flat portion formed approximately flat at the center in a vehicle width direction at a position in front of the bent portion and behind the key cylinder.

13. The storage part structure of a saddle-ride vehicle according to claim **4**, wherein a bent portion where the upper-side box lid is bent in a longitudinal direction of the vehicle is formed on the upper-side box lid, and the upper-side box lid has a flat portion formed approximately flat at the center in a vehicle width direction at a position in front of the bent portion and behind the key cylinder.

14. A storage part structure of a saddle-ride vehicle comprising:

a head pipe;

a main frame extending rearwardly from the head pipe;

a storage box operatively connected to the main frame wherein the storage box opens upwardly; and

a storage box lid for covering an opening portion of the upwardly openable storage box in an openable and closable manner;

a box-side locking mechanism for locking the storage box lid;

a key cylinder for operating the box-side locking mechanism for locking and unlocking the box lid, said key cylinder being arranged behind a handle holder and in front of the storage box; and

the storage box lid includes:

an arm portion positioned on a side of the key cylinder;

a lower-side box lid; and

an upper-side box lid for covering the lower-side box lid from above; wherein the arm portion is formed on the upper-side box lid.

15. The storage part structure of a saddle-ride vehicle according to claim **14**, wherein a recessed portion is formed in at least one of the upper-side box lid and the lower-side box lid thus forming a bag mounting hole.

16. The storage part structure of a saddle-ride vehicle according to claim **14**, wherein the bag mounting hole is formed for allowing air to flow toward an inside in a vehicle width direction from an outside in a vehicle width direction and rearwardly.

17. The storage part structure of a saddle-ride vehicle according to claim **16**, wherein the upper-side box lid is formed into an approximately H-shape as viewed in a plan view by including a pair of left and right rear extending portions extending rearwardly, and the bag mounting hole is formed on a side of the upper-side box lid where the pair of left and right rear extending portions is provided.

18. The storage part structure of a saddle-ride vehicle according to claim **14**, wherein the upper-side box lid is formed into an approximately H-shape as viewed in a plan view by including a pair of left and right rear extending portions extending rearwardly, and the bag mounting hole is

formed on a side of the upper-side box lid where the pair of left and right rear extending portions is provided.

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