

Title (en)

METHOD AND CONTROLLER FOR DETECTING CRITICAL DRIVING SITUATIONS OF A TWO-WHEELED MOTOR VEHICLE

Title (de)

VERFAHREN UND STEUERGERÄT ZUM ERKENNEN VON KRITISCHEN FAHRSITUATIONEN EINES KRAFTZWEIRADS

Title (fr)

PROCÉDÉ ET APPAREIL DE COMMANDE PERMETTANT DE DÉTECTER DES SITUATIONS DE CONDUITE CRITIQUES D'UN VÉHICULE AUTOMOBILE À DEUX ROUES

Publication

EP 3544868 A1 20191002 (DE)

Application

EP 17781081 A 20171005

Priority

- DE 102016223070 A 20161123
- EP 2017075287 W 20171005

Abstract (en)

[origin: WO2018095634A1] The invention relates to a method and a controller (3) for detecting critical driving situations of a two-wheeled motor vehicle (1). The method has the following steps: ascertaining a current slip angle (α_1) and a current differential slip angle ($d\alpha_1$) of the front wheel (7) and/or the rear wheel (9); ascertaining a current roll angle (Φ); comparing the ascertained slip angle and the differential slip angle (α_1 , α_2 , $d\alpha_1$, $d\alpha_2$) with respective corresponding specified values (α_1 , max, α_2 , max, $d\alpha_1$, max, $d\alpha_2$, max) of a maximally permissible slip angle or maximally permissible differential slip angle; comparing the current roll angle (Φ) with a specified value (Φ_{\max}) of a maximally permissible roll angle; and generating a criticality signal if at least one of the current slip angles (α_1 , α_2) is greater than the corresponding specified value (α_1 , max, α_2 , max) of the maximally permissible slip angle, at least one of the current differential slip angles ($d\alpha_1$, $d\alpha_2$) is greater than the corresponding specified value ($d\alpha_1$, max, $d\alpha_2$, max) of the maximally permissible differential slip angle, and the current roll angle (Φ) is greater than the specified value (Φ_{\max}) of the maximally permissible roll angle. Critical driving situations can be reliably detected by means of the method, and if necessary measures for stabilizing the two-wheeled motor vehicle or other safety-increasing measures are taken. Special driving situations can also be taken into consideration in a suitable manner, such as when driving over low- μ patches or when braking while driving around a curve.

IPC 8 full level

B60T 8/17 (2006.01); **B60T 8/1755** (2006.01)

CPC (source: EP US)

B60T 8/1706 (2013.01 - EP US); **B60T 8/17551** (2013.01 - EP US); **B60T 8/17552** (2013.01 - EP US); **B60T 2201/16** (2013.01 - EP US); **B60T 2210/124** (2013.01 - EP US); **B60T 2230/02** (2013.01 - EP US); **B60T 2230/03** (2013.01 - EP US)

Citation (search report)

See references of WO 2018095634A1

Designated contracting state (EPC)

AL AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC MK MT NL NO PL PT RO RS SE SI SK SM TR

Designated extension state (EPC)

BA ME

DOCDB simple family (publication)

DE 102016223070 A1 20180524; EP 3544868 A1 20191002; JP 2019535594 A 20191212; JP 6770203 B2 20201014; US 10549733 B2 20200204; US 2019283722 A1 20190919; WO 2018095634 A1 20180531

DOCDB simple family (application)

DE 102016223070 A 20161123; EP 17781081 A 20171005; EP 2017075287 W 20171005; JP 2019546976 A 20171005; US 201716348707 A 20171005