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(54) METHOD AND SYSTEM FOR CONTROL OF A CLUTCH

VERFAHREN UND SYSTEM ZUR STEUERUNG EINER KUPPLUNG

PROCÉDÉ ET SYSTÈME DE COMMANDE D'UN EMBRAYAGE

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Description

Field of the invention

[0001] The present invention relates to systems for setting a vehicle in motion, and particularly systems for doing so in unfavourable running surface conditions. In particular, the present invention relates to a method according to the preamble of claim 1. The invention relates also to a system according to claim 12 and a vehicle according to claim 14.

Background to the invention

[0002] It is well known that vehicles in general, and heavy vehicles in particular, may become stuck when trying to move off from stationary in a situation of unfavourable running surface conditions. Such unfavourable running surface conditions may take the form of, for example, snow or other soft running surfaces such as sand, earth etc.

[0003] When a vehicle has to move off in such conditions it is usually in a situation where one or more powered wheels have become stuck in a cavity or a hollow, in which case the engine torque (driving force) applied to set the vehicle in motion again may cause the powered wheels to slip before they have come up out of the cavity/hollow, resulting in the cavity/hollow becoming still deeper and hence still more difficult to drive up out of.

[0004] When such situations arise, one or more "proven" methods for trying to free the vehicle are often used. For example, the vehicle's air suspension system may be used and/or tag axles be raised to increase the load on the powered wheels and thereby make it easier for them to gain a grip on the running surface. Another common method often used in the case of just such cavities/hollows is a rocking procedure whereby the driver tries to rock the vehicle free by increasing the force applied to the powered wheels, preferably with a relatively high gear engaged, until they spin free, whereupon the driver releases the accelerator pedal and disengages the clutch so that the vehicle rolls back, this procedure then being repeated when the ongoing movement in the opposite direction has ceased. Continuing to rock the vehicle in this way may ultimately achieve sufficient force to take the vehicle up out of the cavity/hollow.

[0005] As heavy vehicles have a high available torque even when idling, the rocking function can often be carried out by using only the clutch, whereby driving force is applied to the powered wheels by the driver releasing the clutch pedal and then depressing it quickly when the powered wheels begin to spin, so that the vehicle can roll back down into, and up on the opposite side of, the cavity/hollow. Once the movement in the opposite direction has ceased, the clutch can again be used to apply driving force to the powered wheels when the vehicle again begins to move in the initial direction, in order thereby to try to reach a higher speed than in the previous

attempt to drive up out of the cavity/hollow. The procedure (the rocking) is then repeated until the vehicle has freed itself from the cavity/hollow or a need for further assistance is established.

[0006] It has become increasingly common for heavy vehicles to be fitted with automatically operated gearboxes. These gearboxes do not however usually take the form of automatic gearboxes in the traditional sense, but rather of "manual" gearboxes in which gear changing is controlled by a control system, in part because manual gearboxes are substantially cheaper to produce, but also because they are more efficient.

[0007] In one type the driver uses a clutch pedal to set the vehicle in motion from stationary, but all other gear changing can be effected by the vehicle's control system without involving the clutch at all. Instead the gear changes are carried out "torque-free", i.e. the torque delivered from the engine is adjusted to a suitable level to reduce the torque transmitted at the engagement points of the relevant gears. With power trains of this type, the driver therefore has access to a clutch pedal which he/she can also use to carry out the rocking function as above.

[0008] It is however also common for vehicles with a gearbox of the above type to be equipped with a fully automatically controlled clutch, whereby the driver has access to only an accelerator pedal and a brake pedal. When moving off as normal in a vehicle equipped with an automatically controlled clutch, the vehicle's control system will fully close the clutch when the driver presses the accelerator pedal. Thereafter the clutch will not open until the driver presses the brake and the engine speed drops to idling speed. This has the disadvantage that, in a rocking procedure, the engine's moment of inertia, until the clutch opens, will brake the vehicle's backward roll, thus reducing the effect of the rocking function and, in the worst case, preventing the vehicle from successfully moving off.

[0009] There is therefore, at least in certain situations, a need for an improved method for setting in motion vehicles with automatically controlled clutches in cases where the vehicle has become stuck.

[0010] WO 2004/098940 A1 discloses a method for automated control of a drive train to be executed when ground conditions exist that impede the initiation of continuation of travel of the vehicle. The automated routine induces a rocking action in the vehicle. The actions are controlled via an automated drive train control routine that executes the method.

Summary of the invention

[0011] An object of the present invention is to propose a method for control of a vehicle when moving off which solves the above problem. This object is achieved by a method according to claim 1.

[0012] The present invention relates to a method for control of an automatically controlled clutch when setting a vehicle in motion on a running surface, which vehicle

has a combustion engine for generating driving force intended for transmission to at least one powered wheel, and a throttle control for demanding driving force from said engine, the magnitude of the driving force demanded from the engine being controlled by a driver of the vehicle by means of said throttle control. The method comprises the step, when a first criterion for a representation of the grip of said powered wheels on said running surface is fulfilled, of opening said automatically controlled clutch if the driver uses said throttle control to reduce the demand for driving force from said engine.

[0013] This has the advantage that the engine can be disconnected from the rest of the power train as soon as the driver reduces the demand for driving force, with the consequent advantage that when for example the driver tries to set the vehicle in motion from a cavity/hollow and the powered wheels lose their grip, the engine's moment of inertia, once the engine has been disconnected from the rest of the power train by opening of the clutch, will not affect the change in direction of rotation of the powered wheels which occurs when the vehicle begins to roll back down into the cavity/hollow, so maximum benefit may also be derived from the backward roll.

[0014] Further characteristics of the present invention and advantages thereof are indicated by the detailed description of examples of embodiments set out below and the attached drawings.

Brief description of the drawings

[0015]

Fig. 1 depicts a power train in a vehicle with which the present invention may with advantage be used.

Fig. 2 illustrates a clutch function according to the state of the art.

Fig. 3 illustrates an example of a clutch function according to the present invention.

Fig. 4 illustrates an example of a method according to the present invention.

Detailed description of examples of embodiments

[0016] As mentioned above, it is difficult for a driver of a vehicle with an automatic clutch to achieve a rocking function precisely as desired, since he/she cannot directly influence the process by means of a clutch pedal.

[0017] The present invention solves this by using a method in which, unlike the state of the art, the driver can influence the opening/closing of the clutch in a desired way despite the lack of a clutch pedal.

[0018] Fig. 1 illustrates an example of a power train in a vehicle 100 according to a first embodiment example of the present invention. The vehicle 100 schematically illustrated in fig. 1 has only one axle with powered wheels

113, 114 but the invention is also applicable in vehicles in which more than one axle is equipped with powered wheels. The power train comprises a combustion engine 101 connected in a conventional way to a gearbox 103 via a clutch 106.

[0019] The vehicle further comprises drive shafts 104, 105 which are connected to the vehicle's powered wheels 113, 114 and are driven by an output shaft 107 from the gearbox 103 via an axle gear 108, e.g. a conventional differential.

The clutch 106 is of disc type whereby a friction element (disc) 110 connected to a first gearbox component, e.g. the input shaft 109 of the gearbox 103, engages selectively with the engine's flywheel 102 to transmit driving force from the combustion engine 101 to the powered wheels 113, 114 via the gearbox 103. The engagement of the clutch disc 110 with the engine's output shaft is controlled by means of a pressure plate 111, which is movable sideways, e.g. by means of a lever 112, the function of which is controlled by a clutch actuator 115. The influence of the clutch actuator 115 upon the lever 112 is controlled by the vehicle's control system.

[0020] Vehicle control systems in modern vehicles usually consist of a communication bus system consisting of one or more communication buses for connecting together a number of electronic control units (ECUs), or controllers, and various components located on the vehicle. A control system of this kind may comprise a large number of control units, and the responsibility for a specific function may be divided amongst two or more control units. For the sake of simplicity, fig. 1 illustrates only one such control unit 116 which controls the clutch (the clutch actuator 115). In reality, the control of the clutch actuator 115 by the control unit 116 will for example probably depend on information which is for example received from one or more further control units.

[0021] The method according to the present invention may with advantage be implemented as a computer programme which contains programme code and which, when said programme code is executed in a control unit, causes said control unit to carry out the method according to the invention. The computer programme may be stored in a computer-readable medium, e.g. any from among the category which comprises ROM (read-only memory), PROM (programmable ROM), EPROM (erasable PROM), flash memory, EEPROM (electrically erasable PROM EPROM) and hard disc unit.

[0022] In the case of a vehicle with manual gear changing, or certain types of automatically operated "manual" gearboxes as above, the clutch actuator is controlled, directly or indirectly, by the driver by means of a clutch pedal (not illustrated) instead of being automatically controlled by the control system as above. These or similar types of gearboxes are often used in heavy vehicles where the clutch need only be used when setting the vehicle in motion, as subsequent gear changing while the vehicle is in motion will take place automatically, without the clutch opening, by adjusting the torque and speed

of the engine output shaft to the torque and speed of the gearbox input shaft. With this type of vehicle, the driver can therefore likewise still use the clutch to achieve the desired rocking function when necessary.

[0023] In contrast, manual rocking is no easy matter with a vehicle of the type illustrated in fig. 1 in which the clutch is controlled entirely automatically and consequently no clutch pedal is available to the driver. Even if it can be passably achieved, e.g. by releasing the accelerator pedal and putting the gear shift into neutral to allow the vehicle to roll in the opposite direction, followed by re-engaging a gear and pressing the accelerator pedal, it will in this case be harder for the driver to achieve the desired rocking function, and the several attempts therefore required to achieve backward rolling will result in less harmonic rocking.

[0024] The present invention solves this by changing the way in which the clutch is controlled during rocking as compared with the way in which it is controlled during normal driving of the vehicle. Fig. 2 schematically illustrates a normal clutch function for an automatically controlled clutch.

[0025] In fig. 2, a continuous line represents the engine speed, a dotted line the rotation speed of the gearbox input shaft and a broken line the position of the clutch. The y axis denotes rotation speed for the continuous and dotted lines, and also the amount of clutch disc travel. When moving off normally from stationary, the engine will be at idling speed n_i , and the clutch will be in its fully open position p_0 . Position p_0 represents a fully open clutch, position p_1 a fully closed clutch and position p_2 the contact point of the clutch, i.e. the stage at which the clutch disc begins to come into contact with the engine output shaft in order thereby to begin to transmit torque (driving force) via the clutch.

[0026] At time $t=t_1$, setting the vehicle in motion is initiated by the clutch beginning to close. When the clutch disc reaches position p_2 at $t=t_2$, the gearbox input shaft starts to rotate. The clutch thereafter closes to a position p_3 at which it is closed to such an extent as to be able to transmit the maximum torque that the engine is able to deliver at idling speed n_i . This clutch position, which is reached at $t=t_3$, is therefore maintained up to time $t=t_4$, which is when the gearbox input shaft reaches the engine's idling speed n_1 and there is therefore no longer any slippage across the clutch. At time $t=t_4$, the engine speed therefore begins to increase while at the same time the clutch closes completely and the vehicle is accelerated to an engine speed which is equivalent to a driving force demanded by the driver (e.g. by using the accelerator pedal).

[0027] If thereafter, at $t = t_5$, the driver releases the accelerator pedal, the vehicle will be engine-braked, with clutch closed, down to the idling speed n_i , see $t=t_6$. Once the engine speed has reached the idling speed n_1 , this will be maintained, with clutch closed, until otherwise demanded by the driver (heavy vehicles are normally capable of delivering such a high torque at idling speed that

the latter can be maintained even on at least a certain amount of upgrade). Instead of the clutch remaining closed at $t=t_6$, it may alternatively open. The clutch remaining closed does however have the advantage that the engine will continue to provide motive power, which may be preferable, e.g. when the vehicle is in a queue, so that it will move forward without the driver having to keep his/her foot on the accelerator pedal.

[0028] In contrast, according to the present invention, the way in which the clutch is controlled is changed when, for example, a rocking function arises.

[0029] A method 400 according to the present invention is exemplified in fig. 4 and the way the clutch behaves according to the present invention is illustrated in fig. 3, in which the clutch functions precisely as in fig. 2 up to time t_5 . If a rocking situation occurs, step 401, and the driver depresses the accelerator pedal in an attempt to drive up out of a cavity/hollow and continues depressing it until the wheels begin to spin, he/she will then release the accelerator pedal, step 402. Instead of the engine speed being engine-braked down to idling speed as in fig. 2, the clutch will open immediately according to the invention, step 403, when the driver releases the accelerator pedal. The clutch preferably opens as quickly as possible, immediately disconnecting the engine from the rest of the power train, which has the advantage that the engine's moment of inertia will not affect the change in direction of rotation of the powered wheels which occurs when the vehicle begins to roll back down into the cavity/hollow, so maximum benefit may also be derived from the backward roll. This is illustrated in the figure by the speed of the gearbox input shaft dropping rapidly and becoming negative when the vehicle begins to move in the opposite direction.

[0030] Once the vehicle has reached, and comes to a halt against, the opposite side of the cavity/hollow, the driver depresses the accelerator pedal again, whereupon the clutch closes and torque is applied to the powered wheels as above. In this way, according to the present invention, the driver can, despite the lack of a clutch pedal, rock the vehicle by using the accelerator pedal in precisely the same way as was previously possible by means of the clutch pedal.

[0031] Instead of using the accelerator pedal to rock the vehicle, other types of throttle control can be used, e.g. a hand-operated knob or lever mounted on the dashboard.

[0032] The present invention is therefore used in a situation in which there is a need for rocking. Assessing whether there is a need for rocking may be done in various ways. It may, for example, be determined automatically by the control system detecting that the vehicle's powered wheels are rotating but its unpowered wheels are not.

[0033] This assessment may for example be made by means of a sensor 120 on the gearbox output shaft (see fig. 1), in which case the signal provided by the sensor 120 will represent the rotation speed of the output shaft.

Alternatively, one or more wheel speed sensors 122-125 may be used (e.g. all of the vehicle's wheel speed sensors may be involved to ensure that the assessment is as correct as possible).

[0034] In this situation, the control system may be adapted to activate the rocking function and, preferably, make the driver of it, e.g. by activating a warning lamp or delivering an audible signal or in some other appropriate way. The driver will then know how the vehicle will behave when the accelerator pedal is released. The vehicle's control system may further be adapted to detect when there is no longer a need for rocking, e.g. by finding that the vehicle's unpowered wheels are rotating at substantially the same speed as its powered wheels, or that the unpowered wheels have reached a certain predetermined speed. Once such is the case, the clutch function may be adapted to return automatically to "normal operation".

[0035] Instead of the control system automatically detecting a need for rocking, the rocking mode may be adapted to be activated by the driver, e.g. by pressing a button or by appropriate input, e.g. via an MMI interface. Automatic detection of the need has the advantage, however, that rocking mode need not be activated manually, since this detection will take place automatically, enabling rocking as necessary, while at the same time the vehicle will behave precisely as usual once there is a normal driving situation.

[0036] Automatic detection of a need for rocking can also be done in other ways than by comparing the rotation speed of unpowered and powered wheels. For example, the increase in rotation speed of the powered wheels over time can be determined (by means of the sensor 120 and/or the sensors 120 and/or 121), and if this increase in speed suddenly rises markedly it may be assumed that the powered wheels have lost contact with the running surface and that there is accordingly a need for rocking. Alternatively, a rocking situation may be considered to exist if a rotation speed for said powered wheels has reached from stationary within a certain time an initial speed which could not otherwise have been achieved in such a short time.

[0037] Instead of the accelerator pedal having to be fully released for the clutch to open according to the present invention, in one embodiment the clutch will open immediately as soon as the driver eases back on the accelerator pedal, with consequent reduction in the driving force demanded.

[0038] According to a further alternative embodiment, it is sufficient to release the accelerator pedal far enough for it to be, for example, within a certain part of its range of movement, e.g. the tenth, fifth, third or quarter of the range of movement, which is nearest to the extreme position at which no driving force is demanded by the driver.

[0039] Furthermore, in one embodiment the clutch will open as quickly as possible in order thereby to reduce as quickly as possible the influence of the engine's moment of inertia upon the backward rolling. The clutch may

however be adapted to opening at a lower vehicle speed than the maximum that can be achieved by the control system, though the clutch will still need to open "quickly".

Claims

1. A method for control of an automatically controlled clutch when setting a vehicle (100) in motion on a running surface, which vehicle (100) comprises a combustion engine for generating driving force intended for transmission to at least one powered wheel, and a throttle control for demanding driving force from said engine, the magnitude of the driving force demanded from the engine being controlled by a driver of the vehicle by means of said throttle control, wherein the method comprises the step, when a first criterion for a representation of the grip of said powered wheels on said running surface is fulfilled, of
 - opening said automatically controlled clutch **characterized in that** the automatically controlled clutch opens if the driver uses said throttle control to reduce the demand for driving force from said engine.
2. A method according to claim 1, in which said first criterion takes the form of determining whether said powered wheels have lost their grip on said running surface.
3. A method according to either of claims 1 and 2, in which said first criterion takes the form of determining whether a rotation speed for said powered wheels has reached an initial speed.
4. A method according to any one of claims 1-3, in which said first criterion takes the form of determining whether a rotation speed difference between said powered wheels and at least one unpowered wheel of the vehicle (100) fulfils a second criterion.
5. A method according to any one of the claims 1-4, in which said representation of the grip on the running surface takes the form of determining a change in rotation speed over time for said powered wheels.
6. A method according to any one of the foregoing claims, in which said throttle control can be operated between a first extreme position and a second extreme position, said demand for driving force being dependent on the position of the throttle control.
7. A method according to claim 6, in which, upon removal of pressure, spring-back means return said throttle control to said first extreme position.

8. A method according to claim 6 or 7, in which said clutch opens when said accelerator pedal's movement towards said first extreme position has reached a point where the throttle control is not more than an initial distance from said first extreme position. 5
9. A method according to any one of the foregoing claims, in which said throttle control takes the form of an accelerator pedal. 10
10. A computer programme comprising programme code, which programme, when said programme code is executed in a computer, causes said computer to carry out the method according to any one of claims 1-9. 15
11. A computer programme product comprising a computer-readable medium and a computer programme according to claim 10, which computer programme is contained in said computer-readable medium. 20
12. A system for control of an automatically controlled clutch when setting a vehicle (100) in motion on a running surface, which vehicle (100) comprises a combustion engine for generating driving force intended for transmission to at least one powered wheel, and a throttle control for demanding driving force from said engine, the magnitude of the driving force demanded from the engine being controlled by a driver of the vehicle by means of said throttle control, 25
wherein the system comprises means, when a first criterion for a representation of the grip of said powered wheels on said running surface is fulfilled, for
- opening said automatically controlled clutch **characterized in that** the automatically controlled clutch opens if the driver uses said throttle control to reduce the demand for driving force from said engine. 30
13. A system according to claim 12, in which said throttle control can be operated between a first extreme position and a second extreme position, said demand for driving force being dependent on the position of the throttle control. 35
14. A vehicle (100), **characterised in that** it comprises a system according to either of claims 12 and 13. 40

Patentansprüche

1. Verfahren zur Steuerung einer automatisch gesteuerten Kupplung, wenn ein Fahrzeug (100) auf einer Fahrbahn in Bewegung gesetzt wird, wobei das Fahrzeug (100) einen Verbrennungsmotor zum Erzeugen einer Antriebskraft aufweist, die an mindes-

tens ein angetriebenes Rad übertragen werden soll, und eine Drosselklappensteuerung zur Anforderung von Antriebskraft vom Verbrennungsmotor, wobei die Größe der vom Verbrennungsmotor angeforderten Antriebskraft von einem Fahrer des Fahrzeugs mittels der Drosselklappensteuerung gesteuert wird, wobei das Verfahren den Schritt aufweist, dass dann, wenn ein erstes Kriterium für die Darstellung der Griffigkeit der angetriebenen Räder auf der Fahrbahn erfüllt ist,

- die automatisch gesteuerte Kupplung öffnet, **dadurch gekennzeichnet, dass** die automatisch gesteuerte Kupplung öffnet, wenn der Fahrer die Drosselklappensteuerung benutzt, um die vom Verbrennungsmotor angeforderte Antriebskraft zu reduzieren.

2. Verfahren nach Anspruch 1, wobei das erste Kriterium die Form der Bestimmung annimmt, ob die angetriebenen Räder ihre Griffigkeit auf der Fahrbahn verloren haben. 20
3. Verfahren nach einem der Ansprüche 1 oder 2, wobei das erste Kriterium die Form der Bestimmung annimmt, ob die Rotationsgeschwindigkeit der angetriebenen Räder eine Anfangsgeschwindigkeit erreicht hat. 25
4. Verfahren nach einem der Ansprüche 1 bis 3, wobei das erste Kriterium die Form der Bestimmung annimmt, ob eine Differenz der Rotationsgeschwindigkeit zwischen den angetriebenen Rädern und mindestens einem nicht angetriebenen Rad des Fahrzeugs (100) ein zweites Kriterium erfüllt. 30
5. Verfahren nach einem der Ansprüche 1 bis 4, wobei die Darstellung der Griffigkeit auf der Fahrbahn die Form der Bestimmung annimmt, ob sich die Rotationsgeschwindigkeit der angetriebenen Räder über der Zeit geändert hat. 35
6. Verfahren nach einem der vorigen Ansprüche, wobei die Drosselklappensteuerung zwischen einer ersten extremen Stellung und einer zweiten extremen Stellung betätigt werden kann, wobei die angeforderte Antriebskraft von der Stellung der Drosselklappensteuerung abhängt. 40
7. Verfahren nach Anspruch 6, wobei nach einem Druckabbau Rückholmittel die Drosselklappensteuerung in die erste extreme Stellung zurückbringen. 45
8. Verfahren nach Anspruch 6 oder 7, wobei die Kupplung öffnet, wenn die Bewegung des Gaspedals zur ersten extremen Stellung einen Punkt erreicht hat, in dem die Drosselklappensteuerung nicht mehr als einen Anfangsabstand zur ersten extremen Stellung

hat.

9. Verfahren nach einem der vorigen Ansprüche, wobei die Drosselklappensteuerung die Form eines Gaspedals annimmt.

10. Computerprogramm, das einen Programmcode aufweist, wobei das Programm bei Ausführung des Programmcodes auf einem Computer den Computer veranlasst, das Verfahren nach einem der Ansprüche 1 bis 9 auszuführen.

11. Computerprogrammprodukt mit einem computerlesbaren Medium und einem Computerprogramm nach Anspruch 10, wobei das Computerprogramm im computerlesbaren Medium enthalten ist.

12. System zur Steuerung einer automatisch gesteuerten Kupplung, wenn ein Fahrzeug (100) auf einer Fahrbahn in Bewegung gesetzt wird, wobei das Fahrzeug (100) einen Verbrennungsmotor zum Erzeugen von Antriebskraft aufweist, die an mindestens ein angetriebenes Rad übertragen werden soll, und eine Drosselklappensteuerung zur Anforderung einer Antriebskraft vom Verbrennungsmotor, wobei die Größe der vom Verbrennungsmotor angeforderten Antriebskraft von einem Fahrer des Fahrzeugs mittels der Drosselklappensteuerung gesteuert wird, wobei das System Mittel aufweist, die dann, wenn ein erstes Kriterium für die Darstellung erfüllt ist, dass die Griffigkeit der angetriebenen Räder auf der Fahrbahn erfüllt ist,

- die automatisch gesteuerte Kupplung öffnet, **dadurch gekennzeichnet, dass** die automatisch gesteuerte Kupplung öffnet, wenn der Fahrer die Drosselklappensteuerung benutzt, um die vom Verbrennungsmotor angeforderte Antriebskraft zu reduzieren.

13. System nach Anspruch 12, wobei die Drosselklappensteuerung zwischen einer ersten extremen Stellung und einer zweiten extremen Stellung betätigt werden kann, wobei die angeforderte Antriebskraft von der Stellung der Drosselklappensteuerung abhängt.

14. Fahrzeug (100), **dadurch gekennzeichnet, dass** es ein System nach einem der Ansprüche 12 oder 13 aufweist.

Revendications

1. Procédé de commande d'un embrayage à commande automatique lors de la mise en mouvement d'un véhicule (100) sur une surface de roulement, lequel véhicule (100) comprend un moteur à combustion

permettant de générer une force motrice destinée à être transmise à au moins une roue motrice, et une commande d'accélérateur permettant de solliciter la force motrice dudit moteur, l'amplitude de la force motrice demandée au moteur étant commandée par un conducteur du véhicule au moyen de ladite commande d'accélérateur, où le procédé comprend l'étape, lorsqu'un premier critère de la représentation de l'adhérence desdites roues motrices sur ladite surface de roulement est rempli, d'ouverture dudit embrayage à commande automatique, **caractérisé en ce que** l'embrayage à commande automatique s'ouvre si le conducteur utilise ladite commande d'accélérateur pour réduire la sollicitation de force motrice dudit moteur.

2. Procédé selon la revendication 1, dans lequel ledit premier critère consiste à déterminer si lesdites roues motrices ont perdu leur adhérence sur ladite surface de roulement.

3. Procédé selon l'une quelconque des revendications 1 et 2, dans lequel ledit premier critère consiste à déterminer si une vitesse de rotation pour lesdites roues motrices a atteint une vitesse initiale.

4. Procédé selon l'une quelconque des revendications 1 à 3, dans lequel ledit premier critère consiste à déterminer si une différence de vitesse de rotation entre lesdites roues motrices et au moins une roue non motrice du véhicule (100) remplit un second critère.

5. Procédé selon l'une quelconque des revendications 1 à 4, dans lequel ladite représentation de l'adhérence sur la surface de roulement consiste à déterminer d'un changement de vitesse de rotation au fil du temps pour lesdites roues motrices.

6. Procédé selon l'une quelconque des revendications précédentes, dans lequel ladite commande d'accélération peut être actionnée entre une première position extrême et une seconde position extrême, ladite sollicitation de force motrice étant dépendante de la position de la commande d'accélération.

7. Procédé selon la revendication 6, dans lequel, lors du retrait de la pression, des moyens de rappel élastique ramènent ladite commande d'accélération dans ladite première position extrême.

8. Procédé selon la revendication 6 ou 7, dans lequel ledit embrayage s'ouvre lorsque le mouvement de ladite pédale d'accélérateur vers ladite première position extrême a atteint un point où la commande d'accélérateur n'est pas à une distance initiale au-delà de ladite première position extrême.

9. Procédé selon l'une quelconque des revendications précédentes, dans lequel ladite commande d'accélération prend la forme d'une pédale d'accélérateur.
10. Programme informatique qui comprend un code de programme, lequel programme, lorsque ledit code de programme est exécuté dans un ordinateur, amène ledit ordinateur à mettre en oeuvre le procédé selon l'une quelconque des revendications 1 à 9. 5
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11. Produit de programme informatique comprenant un support lisible par ordinateur et un programme informatique selon la revendication 10, lequel programme étant installé dans ledit support lisible par ordinateur. 15
12. Système de commande d'un embrayage à commande automatique lors de la mise en mouvement d'un véhicule (100) sur une surface de roulement, lequel véhicule (100) comprend un moteur à combustion permettant de générer une force motrice destinée à être transmise à au moins une roue motrice, et une commande d'accélérateur permettant de solliciter la force motrice dudit moteur, l'amplitude de la force motrice demandée du moteur étant commandée par un conducteur du véhicule au moyen de ladite commande d'accélérateur, où le système comprend des moyens, lorsqu'un premier critère de représentation de la prise lesdites roues motrices sur ladite surface de roulement est rempli, pour l'ouverture dudit embrayage à commande automatique, **caractérisé en ce que** l'embrayage à commande automatique s'ouvre si le conducteur utilise ladite commande d'accélérateur pour réduire la sollicitation de force motrice dudit moteur. 20
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13. Système selon la revendication 12, dans lequel ladite commande d'accélération peut être actionnée entre une première position extrême et une seconde position extrême, ladite sollicitation de force motrice étant dépendante de la position de la commande d'accélération. 40
14. Véhicule (100) **caractérisé en ce qu'**il comprend un système selon l'une des revendications 12 et 13. 45

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FIG. 2

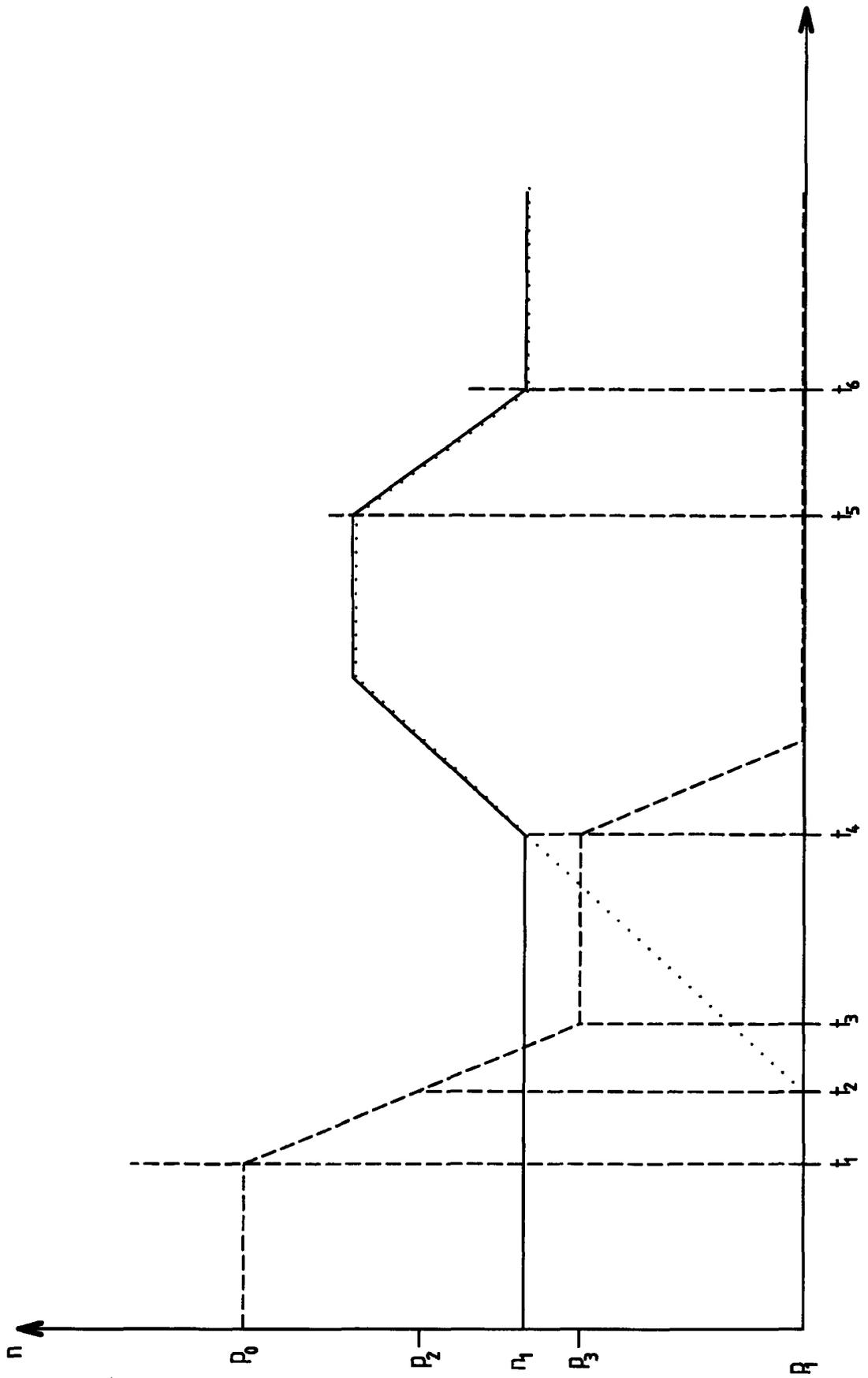


FIG. 3

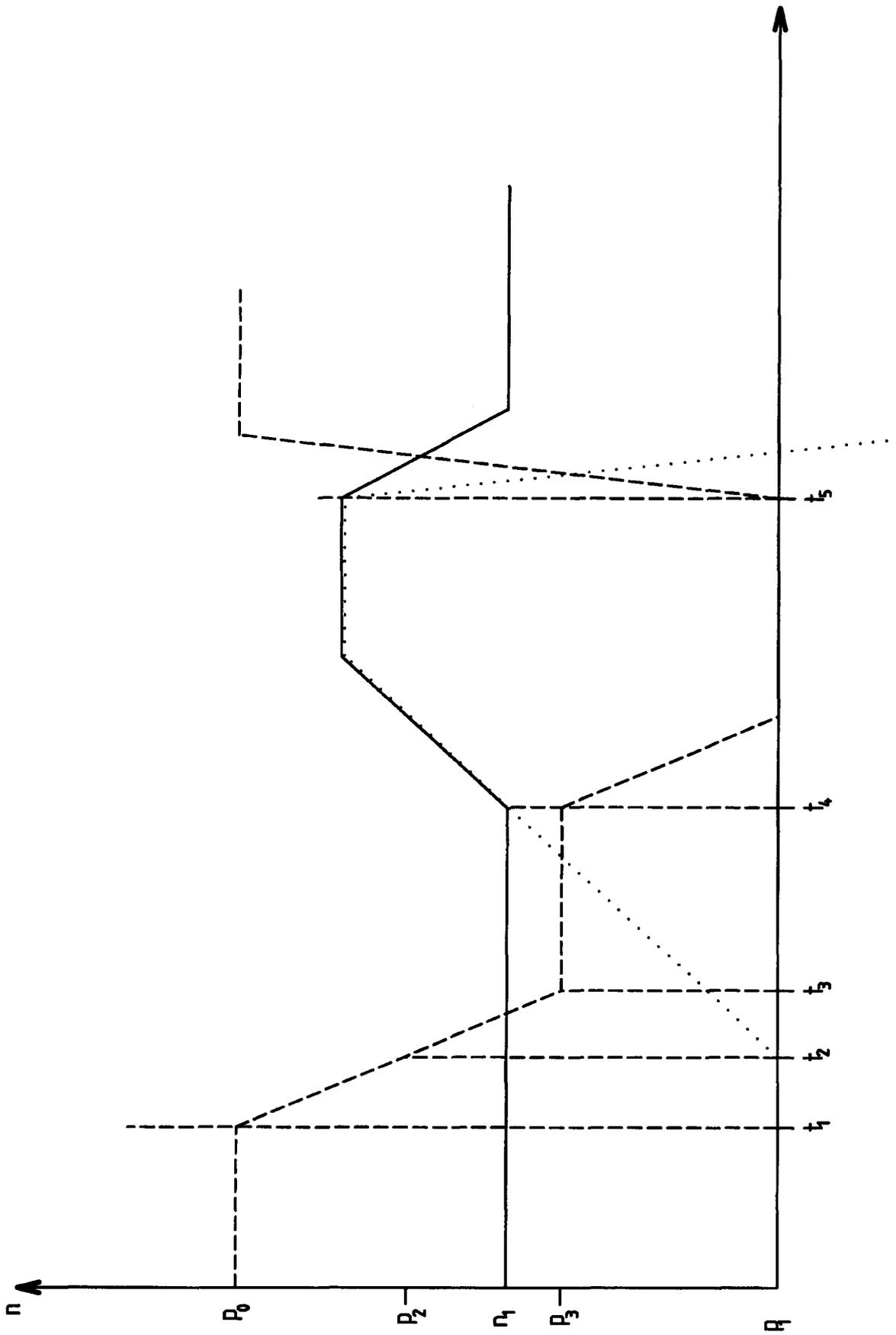
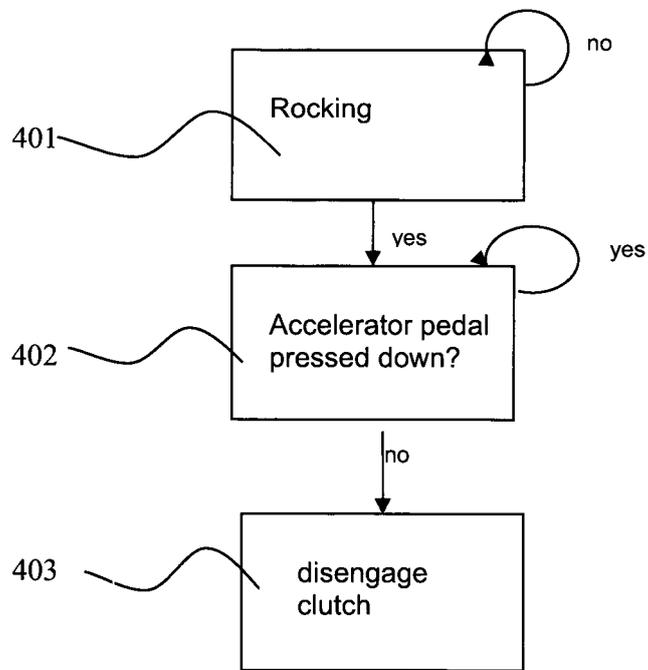


FIG. 4

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REFERENCES CITED IN THE DESCRIPTION

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