- the collision unit (4, 5) and the mount (2) engage with one another in the area of an overlap and they are connected together by the fixing means (8) in the area of the overlap,

and/or

- the vehicle is a rail vehicle.

3. Detection device (1) according to any one of the preceding claims, characterised in that

- the collision unit (4, 5) comprises at least one arm (5), wherein
- the arm (5) connects the collision element (4) via the guide device (7) to the mount (2) and
- the arm (5) is held by the fixing means (8) in the initial position relative to the mount (2).

4. Detection device (1) according to claim 3, characterised in that

- the guide device (7) is designed in the manner of an articulated joint (7)

and/or

- the arm (5) comprises a profile element and/or a hollow profile element.

5. Detection device (1) according to claim 3 or 4, characterised in that

- the mount (2) has an arm support structure (9) assigned to the arm (5), to which the arm (5) is pivotably connected via the articulated joint (7), wherein
- the arm support structure (9) is designed in such a manner that it limits the deflection movement of the arm (5) from the initial position

and/or

- the arm support structure (9) is designed in such a manner that it limits the deflection movement of the arm (5) from the initial position in two opposing pivot directions,