System for suctioning braking particles with preemptive control

Technical field

The invention relates to systems for suctioning braking particles in friction braking systems. Such friction braking systems can be fitted to road or rail vehicles, without excluding stationary machines such as wind turbines or industrial machines.

Background and Prior Art

In such systems, for example as described in document DE4240873, a suction turbine and a particle collection filter are provided. The particles from abrasion are thus gradually accumulated in the collection filter.

The reasonable conventional solution is to activate the suction turbine only when the friction braking is actually activated, by the driver or by a system of the vehicle.

However, the inventors have noticed that the time required to establish the desired negative pressure in the conduit and suction mouth is not negligible and that, as a result, at the very beginning of the braking phase the negative pressure could still be insufficient for capturing the braking particles correctly.

In other words, if the turbine is activated at the moment friction braking begins, the negative pressure can sometimes take too long to establish and the capture rate is not optimal. Furthermore, continuous controlling of the turbine is not desirable either, considering the electrical consumption of the turbine motor and the noise generated by the operation of the turbine.

The object of the present invention is to propose an improved solution relating to capture performance at the very beginning of the friction braking phase.

Summary

To this end, in an aspect, a system for suctioning braking particles from a friction braking system of a hybrid or electric vehicle is proposed~~, in a hybrid or electric vehicle~~, the suction system comprising:

at least one negative-pressure source (for example a turbine or other means), at least one suction mouth connected by a pneumatic circuit to the negative-pressure source, and a control unit configured to control the negative-pressure source,

characterized in that the suction system further comprises a stream of information originating from a computer that controls a motor-generator of ~~a~~ the friction~~driving/~~ braking system of the vehicle,

and wherein the control unit is configured to control the negative-pressure source preemptively before ~~the~~ an actual activation of the friction braking system, the control unit controlling the negative-pressure source at least as a function of ~~the~~ an activation of electromagnetic braking.

a significant volume of air), the ploy of preemptive anticipation makes it possible to have sufficient negative pressure when friction braking begins.

In another aspect, the present disclosure also relates to a method for controlling a system for suctioning friction braking particles from a friction braking system of ~~a vehicle, in~~ a hybrid or electric vehicle, the suction system comprising:

at least one negative-pressure source (for example a turbine or other means), at least one suction mouth (83), at least one pneumatic circuit connecting the suction mouth to the negative-pressure source, and a control unit (6) configured to implement the steps of:

- receiving one or more items of information from a computer that controls a motor-generator of ~~a~~ the friction ~~driving/~~braking system of the vehicle,
- establishing conditions for preemptive control of the negative-pressure source, as a function of at least one electromagnetic braking signal,
- controlling the negative-pressure source according to the preemptive control conditions.

With these arrangements, in the case of an electric or hybrid vehicle, where generally a phase of electromagnetic braking with energy recovery precedes a phase of dissipative friction braking, the information triggering the electromagnetic braking is advantageously used to initialize the suction phase of the suction system preemptively before the friction braking phase which generally begins later, from several hundred milliseconds to several seconds after the start of electromagnetic braking, depending on the case.

In various examples relating to the method, use may further possibly be made of one or more of the following arrangements, individually or in combination.

According to one option, the control unit is further configured to receive one or more items of information from a friction braking control system of the vehicle. Thus, even if the information corresponding to preemptive anticipation is not received, then the suction system is still started up as soon as the information from activation of the friction braking is present or received. For example, in the case of emergency braking, friction braking is applied as soon as possible and the preemptive anticipation information for electromagnetic braking does not arrive before the information for friction braking.

According to one option, the control unit is further configured to take into account a rapid release of the foot from the accelerator pedal. This makes it possible, for example, to anticipate an emergency braking phase in which friction braking must be applied as soon as possible.

According to one option, the control unit is further configured to take into account control signals controlling the fuel injectors of the combustion engine. As a result, a decrease in the control time of the injectors reflects a substantial probability of subsequent braking, and activation of the system for suctioning braking particles can be anticipated.

CLAIMS

1. System for suctioning braking particles from a friction braking system of a hybrid or electric vehicle~~, in a hybrid or electric vehicle~~, the suction system comprising: at least one negative-pressure source, at least one suction mouth connected by a pneumatic circuit to the negative-pressure source, and a control unit configured to control the negative-pressure source,

characterized in that the suction system further comprises a stream of information originating from a computer that controls a motor-generator of ~~a~~ the ~~driving/~~friction braking system of the vehicle,

and wherein the control unit is configured to control the negative-pressure source preemptively before ~~the~~ an actual activation of the friction braking system, the control unit controlling the negative-pressure source at least as a function of ~~the~~ an activation of electromagnetic braking.

2. System according to claim 1, further comprising at least one filter to collect the suctioned particles.

3. System according to claim 2, wherein the pneumatic circuit comprises a first conduit connecting the suction mouth to the filter, the filter interposed between the first conduit and the negative-pressure source.

~~6~~4. System according to one of claims ~~1~~2 or 3~~ to 5~~, wherein there is provided at least a second conduit connecting the filter to the negative-pressure source, preferably in a centralized configuration, namely a filter and a turbine being connected to at least four suction mouths.

~~4~~5. System according to one of claims 1 to ~~3~~4, wherein the negative-pressure source is formed by a turbine driven by an electric motor.

~~5~~6. System according to one of claims 1 to 45, wherein the suction system further comprises a stream of information originating from an electrodynamic braking computer,

and the control unit is configured to control the negative-pressure source according to activation of an electrodynamic braking.

~~**6.** System according to one of claims 1 to 5, wherein there is provided at least a second conduit connecting the filter to the negative-pressure source, preferably in a centralized configuration, namely a filter and a turbine being connected to at least four suction mouths.~~

7. Method for controlling a system for suctioning friction braking particles from a friction braking system of a hybrid or electric vehicle, the suction system comprising:
at least one negative-pressure source, at least one suction mouth, at least one pneumatic circuit connecting the suction mouth to the negative-pressure source, and a control unit configured to implement the steps of:
- receiving one or more items of information from a computer that controls a motor-generator of ~~a~~ the friction ~~driving/~~braking system of the vehicle,
- establishing conditions for preemptive control of the negative-pressure source, as a function of at least one electromagnetic braking signal,
- controlling the negative-pressure source according to the conditions for preemptive control.

8. Method according to claim 7, wherein the control unit is further configured to receive one or more items of information from a friction braking control system of the vehicle.

9. Method according to one of claims 7 to 8, wherein the control unit is further configured to take into account a rapid release of ~~the~~ a foot from ~~the~~ an accelerator pedal.

10. Method according to one of claims 7 to 9, wherein the control unit is further configured to receive information on ~~the~~ a current speed of the vehicle, so as to be able to reduce or discontinue ~~the~~ a controlling of the negative-pressure source~~turbine~~ in the event that the vehicle is at zero speed.

11. Method according to one of claims 7 to 10, wherein the control unit is further configured to extend ~~the~~ an activation of the suction system by a predetermined time after

one of the following events: release of the friction brake system or stopping of the vehicle speed (zero speed maintained).

12. Method according to one of claims 7 to 11, wherein the control unit is further configured to take into account a map containing areas with a high probability of braking, and/or areas of long descent.