



(51) International Patent Classification:
E05F 15/42 (2015.01) *B60J 5/04* (2006.01)

(21) International Application Number:
PCT/CN2019/124456

(22) International Filing Date:
11 December 2019 (11.12.2019)

(25) Filing Language: English

(26) Publication Language: English

(30) Priority Data:
19151770.5 15 January 2019 (15.01.2019) EP

(71) Applicant: NINGBO GEELY AUTOMOBILE
RESEARCH & DEVELOPMENT CO., LTD. [CN/CN];
No. 818, Binhai 2nd Road, Hangzhou Bay New District,
Ningbo, Zhejiang 315336 (CN).

(72) Inventors: NILSSON, Magnus; Öryddalsvägen 15, 448 37
Floda (SE). PIHLSGÅRD, Måns; Övre Besvärsgatan 9,
411 29 Göteborg (SE).

(74) Agent: KING & WOOD MALLESONS; 20th Floor,
East Tower, World Financial Centre, No. 1 Dongsanhuan
Zhonglu, Chaoyang District, Beijing 100020 (CN).

(81) Designated States (unless otherwise indicated, for every
kind of national protection available): AE, AG, AL, AM,
AO, AT, AU, AZ, BA, BB, BG, BH, BN, BR, BW, BY, BZ,
CA, CH, CL, CN, CO, CR, CU, CZ, DE, DJ, DK, DM, DO,
DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN,
HR, HU, ID, IL, IN, IR, IS, JO, JP, KE, KG, KH, KN, KP,
KR, KW, KZ, LA, LC, LK, LR, LS, LU, LY, MA, MD, ME,
MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ,
OM, PA, PE, PG, PH, PL, PT, QA, RO, RS, RU, RW, SA,
SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TH, TJ, TM, TN,
TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.

(84) Designated States (unless otherwise indicated, for every
kind of regional protection available): ARIPO (BW, GH,
GM, KE, LR, LS, MW, MZ, NA, RW, SD, SL, ST, SZ, TZ,
UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, RU, TJ,
TM), European (AL, AT, BE, BG, CH, CY, CZ, DE, DK,
EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV,

(54) Title: ANTI FINGER PINCH

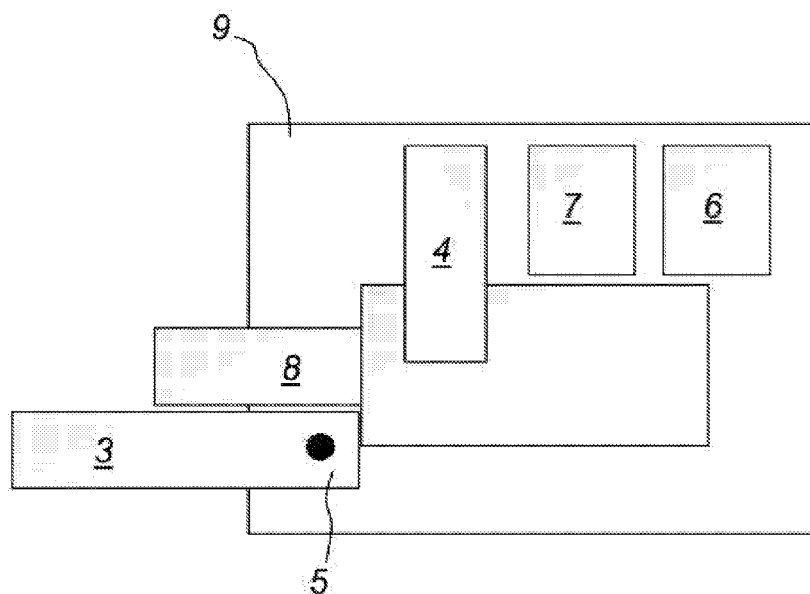


Fig. 3

(57) Abstract: A system for avoiding pinching in vehicle doors (1) comprises capacitive proximity sensors (2) for being mounted at each door (1) along the closing surfaces. It further comprises an accelerometer (6) for being arranged in each door (1), a stopper bar (3), and a release mechanism (4) for the stopper bar (3). The capacitive proximity sensors (2), the accelerometer (6), and the release mechanism (4) are connected to a control unit (7) arranged such that the stopper bar (3) is moved to a blocking position when the capacitive proximity sensor (2) for the same door senses an object and the door (1) has stopped accelerating.



MC, MK, MT, NL, NO, PL, PT, RO, RS, SE, SI, SK, SM,
TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW,
KM, ML, MR, NE, SN, TD, TG).

Published:

— *with international search report (Art. 21(3))*

ANTI FINGER PINCH

TECHNICAL FIELD

5 [0001] The present invention relates to a system for avoiding pinching in vehicle doors comprising capacitive proximity sensors for being mounted at each door along the closing surfaces.

BACKGROUND

10 [0002] Anti-pinch technology is a safety system which modern vehicles employ in power windows. The power window is the window which uses an electric motor to operate. As the name suggests, this technology prevents the winding up of the power window if an accident could occur. If the system senses any obstacle in the path of the glass, it prevents the window glass from moving further up. Thus, it prevents possible injuries to the occupants.

15 [0003] Power windows are basically standard in all passenger cars today, even for budget vehicles. With the growing popularity of power windows focus towards safety was increasing due to severe “pinching”. Especially children playing with the windows are subject to pinching incidents. The risk also arises in case of power windows which are programmed to operate without even the need to press the switch. Thus, in order to avoid such mishaps, engineers invented the anti-pinch technology.

20 [0004] Hence, in the case of a power window equipped with anti-pinch technology, the electric motor is fitted with a sensor which can sense the resistive force acting against the motion of the glass. As soon as the motor detects the obstacle, the winding action stops immediately and it starts operating in reverse direction. As a result, the window comes down; avoiding any injury to the occupant. In many countries around the world, it is
25 mandatory to use of anti-pinch technology.

[0005] A similar anti-pinch technology is used for power doors, the most common type being sliding doors of multi-purpose vehicles (MPVs). However, there are anti-pinch systems available also for power doors hinged in a regular way, i.e. that opens by one side swinging away from the vehicle.

SUMMARY

[0006] It is an object of the present disclosure to provide an anti-pinch system for vehicle doors that are opened and closed manually.

[0007] According to a first aspect of the present disclosure, a system for avoiding pinching in vehicle doors, comprising capacitive proximity sensors for being mounted at each door along the closing surfaces is provided. The system further comprises an accelerometer for being arranged in each door, a stopper bar, and a release mechanism for the stopper bar, the capacitive proximity sensors, the accelerometer, and the release mechanism being connected to a control unit arranged such that the stopper bar is moved to a blocking position when the capacitive proximity sensor for the same door senses an object and the door has stopped accelerating.

[0008] Generally, when a door is being closed, the major part of the acceleration happens almost immediately. Thus, in the context of the present disclosure, “stopped accelerating” should be interpreted to comprise small changes in the speed. Typically, a minimum threshold is set for changes in speed. This could be achieved by choosing an accelerometer that is not sensitive to small changes in speed, i.e. not sensitive to low accelerations.

[0009] The door not accelerating anymore indicates that no force is applied to the door, i.e. the door is not pulled or pushed towards the closed position but released and is moving at a more or less constant speed. If at this point there is a hand or finger/s anywhere along the closing surfaces it does most likely not belong to the person closing the door. Also, if an object, i.e. some kind of device, is in a position anywhere along the closing surfaces, the stopper bar is arranged to stop the door, thus saving the device itself, the door or both depending of course on what kind of a device that is detected by the capacitive proximity sensor.

[0010] The accelerometer is according to one aspect of the present disclosure a capacitive accelerometer. Optionally, the accelerometer could be combined with the capacitive proximity sensor.

[0011] According to a further aspect of the present disclosure, the stopper bar is at one end pivotally arranged such that it swings in an arc when moving between a non-triggered and triggered position. In a triggered position, the pivotal arrangement means that the door itself cannot push the stopper bar back into the non-triggered position. In other words, the stopper bar cannot by mistake be pushed back into the non-triggered position. In order to

bring the stopper bar back into the non-triggered position after it has been triggered it thus has to be folded or swung back.

[0012] The stopper bar is spring loaded according to another aspect of the present disclosure. In a non-triggered position, a spring acts with a force to move the stopper bar to the triggered position and in the non-triggered position the stopper bar is held in position by a latch that is controlled by the control unit via the release mechanism.

[0013] According to an alternative aspect of the present disclosure, the stopper bar is held in the non-triggered position by a solenoid. As an alternative to a latch or in combination with a latch, the stopper bar is activated or released utilizing a solenoid.

[0014] According to an aspect of the present disclosure, a spring loaded elongate bar is arranged relative the pivotally arranged stopper bar such that when the spring loaded bar is released it moves longitudinally towards a point on the stopper bar at a distance from said end of the stopper bar such that the stopper bar moves to the triggered position. The spring loaded elongate bar is arranged more or less perpendicular to the stopper bar when the stopper bar is in the non-triggered position. To get the stopper bar into the triggered position the spring loaded elongate bar moves in a longitudinal direction towards a point on the stopper bar at a distance from the pivot point of the stopper bar. Thus, upon further movement of the spring loaded elongate bar, the stopper bar is forced to rotate about 90 degrees around the pivot point. In the triggered position, the spring loaded elongate bar and the stopper bar end up parallel to one another.

[0015] The spring loaded elongate bar is according to a further aspect of the present disclosure held in the non-triggered position by a solenoid.

[0016] According to yet another aspect of the present disclosure the capacitive proximity sensors are arranged on the vehicle body along the closing surfaces for the doors.

[0017] According to an alternative aspect of the present disclosure the capacitive proximity sensors are arranged on the vehicle doors along the closing surfaces.

[0018] The stopper bars are according to an aspect of the present disclosure arranged in the doors.

[0019] According to an alternative aspect of the present disclosure the stopper bars are arranged on the vehicle body.

[0020] According to one aspect of the present disclosure a method for preventing a vehicle door from pinching along the closing surfaces of a door is provided. The vehicle comprises a capacitive proximity sensor arranged at each door along the closing surfaces, an accelerometer arranged in each door, and a stopper bar arranged at each door such that when activated it prevents the door from closing entirely. The method comprises detecting if a door is in an open position, measuring a capacitance of a field extending through the aperture of said door using the capacitive proximity sensor when the door is open, generating a signal from the capacitive proximity sensor based on the capacitance measurements, monitoring the signal from the accelerometer, and activating the stopper bar if the door after accelerating stops accelerating and the signal from the capacitive proximity sensor indicates that an object is detected in the aperture anywhere along the closing surfaces.

[0021] Further features of, and advantages with, the present invention will become apparent when studying the appended claims and the following description. The skilled person realize that different features of the present invention may be combined to create embodiments other than those described in the following, without departing from the scope of the present invention.

BRIEF DESCRIPTION OF THE DRAWINGS

[0022] The above, as well as additional objects, features and advantages of the present invention, will be better understood through the following illustrative and non-limiting detailed description of exemplary embodiments of the present invention, wherein:

[0023] Figure 1 is a perspective of a vehicle with open doors,

[0024] Figure 2 is a schematic view of a stopper bar mechanism according to an embodiment of the present disclosure in a non-triggered position,

[0025] Figure 3 is a schematic view of a stopper bar mechanism according to an embodiment of the present disclosure in a triggered position,

[0026] Figure 4 is a schematic top view of a vehicle door, in part cross-sectional, in a closed position,

[0027] Figure 5 is a schematic top view of a vehicle door, in part cross-sectional, in a position where the stopper bar has been activated, and

[0028] Figure 6 is a schematic top view of a vehicle door, in part cross-sectional, in an open position.

DETAILED DESCRIPTION

5 [0029] The present invention will now be described more fully hereinafter with reference to the accompanying drawings, in which exemplary embodiments of the invention are shown. The invention may, however, be embodied in many different forms and should not be construed as limited to the embodiments set forth herein; rather, these embodiments are provided for thoroughness and completeness. Like reference character refer to like elements
10 throughout the description.

[0030] With reference to figure 1 a vehicle is shown having a system for avoiding pinching in the doors 1. The doors each comprise capacitive proximity sensors 2 along the closing surfaces. The capacitive proximity sensors 2 are arranged on the vehicle doors 1 along the closing surfaces.

15 [0031] Turning to figure 2 and 3, in the shown embodiment the system further comprises an anti-pinching unit 9, the anti-pinching unit 9 comprises an accelerometer 6, a stopper bar 3, and a release mechanism 4 for the stopper bar 3. The capacitive proximity sensors 2, the accelerometer 6, and the release mechanism 4 are connected to a control unit 7 arranged such that the stopper bar 3 is moved to a blocking position when the capacitive proximity
20 sensor 2 for a door senses an object and the door 1 has stopped accelerating.

[0032] The stopper bar 3 is at one end 5 pivotally arranged such that it swings in an arc when moving between a non-triggered, figure 2, and triggered position, figure 3.

[0033] Also, in the shown embodiment of figures 2 and 3 a spring loaded elongate bar 8 is arranged relative the stopper bar 3 such that when the spring loaded elongate bar 8 is released it moves longitudinally towards a point on the stopper bar 3 at a distance from said
25 end 5 of the stopper bar 3 such that the stopper bar 3 moves to the triggered position. The spring loaded elongate bar 8 is held in the non-triggered position by a solenoid 4, i.e. the release mechanism is in the shown embodiment a solenoid.

[0034] As can be seen in figures 4-6 the stopper bars 3 are arranged in the doors 1 and
30 arranged in anti-pinching units 9 as schematically shown in figures 2 and 3.

[0035] The method of the anti-pinching system according to the present disclosure is such that capacitive proximity sensors 2 arranged at each door 1 along the closing surfaces together with an accelerometer 6. A stopper bar 3 is arranged at each door 1 such that when activated it prevents the door 1 from closing entirely, see figure 5.

5 [0036] When a vehicle door is closed manually from the outside it is pushed. When being pushed, the door initially accelerates until it reaches the desired speed. The acceleration is generally relatively fast. The desired speed usually corresponds at least to the minimum required for closing a vehicle door. When closed from the outside, the door is most often also released prior to being closed completely, i.e. the acceleration is definitely stopped
10 when released.

[0037] If the vehicle door is closed from the inside of the vehicle it is pulled using a handle on the inside of the door. When the vehicle door 1 is being pulled, the maximum speed is reached relatively fast, i.e. the acceleration is most times immediate. However, since the “hand” pulling the door is moving back to the person pulling it, the hand remains
15 on the handle until the door is closed.

[0038] Thus, the method of the present disclosure detects if a door 1 is in an open position. If open, the capacitance of a field extending through the aperture of said door is measured using the capacitive proximity sensor 2. When the door is open, a signal from the capacitive proximity sensor 2 based on the capacitance measurements is generated. At the same time,
20 the signal from the accelerometer 6 is monitored. The stopper bar 3 is activated if the door 1 is open, if the door 1 after accelerating stops accelerating and the signal from the capacitive proximity sensor 2 indicates that an object is detected in the aperture anywhere along the closing surfaces.

[0039] It is to be understood that the present invention is not limited to the embodiments
25 described above and illustrated in the drawings; rather, the skilled person will recognize that many changes and modifications may be made within the scope of the appended claims. For example, the accelerometer could be any type chosen from the following group: bulk micromachined capacitive, bulk micromachined piezoelectric resistive, capacitive spring mass system base, electromechanical servo (Servo Force Balance), laser accelerometer,
30 magnetic induction, modally tuned impact hammers, null-balance, optical, pendulous integrating gyroscopic accelerometer (PIGA), piezoelectric accelerometer, Quantum (rubidium atom cloud, laser cooled), resonance, seat pad accelerometers, shear mode

accelerometer, strain gauge, surface acoustic wave (SAW), surface micromachined capacitive (MEMS), thermal (submicrometre CMOS process), triaxial, vacuum diode with flexible anode, potentiometric type, and LVDT type accelerometer.

WHAT IS CLAIMED IS:

1. A system for avoiding pinching in vehicle doors (1), comprising capacitive proximity sensors (2) for being mounted at each door (1) along the closing surfaces,

characterized in

5 that it further comprises an accelerometer (6) for being arranged in each door (1), a stopper bar (3) arranged at each door (1) such that when activated it prevents the door (1) from closing entirely, and a release mechanism (4) for the stopper bar (3), the capacitive proximity sensors (2), the accelerometer (6), and the release mechanism (4) being
10 connected to a control unit (7) arranged such that the stopper bar (3) is moved to a blocking position when the capacitive proximity sensor (2) for the same door senses an object and the door (1) has stopped accelerating.

2. The system according to claim 1, wherein the accelerometer is a capacitive accelerometer.

15

3. The system according to any of the preceding claims, wherein the stopper bar (3) at one end (5) is pivotally arranged such that it swings in an arc when moving between a non-triggered and triggered position.

20

4. The system according to any of the preceding claims, wherein the stopper bar (3) is spring loaded.

5. The system according to claim 4, wherein the stopper bar (3) is held in the non-triggered position by a solenoid.

25

6. The system according to claim 3, wherein a spring loaded elongate bar (8) is arranged relative the stopper bar (3) such that when the spring loaded elongate bar (8) is released it moves longitudinally towards a point on the stopper bar (3) at a distance from

said end (5) of the stopper bar (3) such that the stopper bar (3) moves to the triggered position.

7. The system according to claim 6, wherein the spring loaded elongate bar (8) is
5 held in the non-triggered position by a solenoid (4).

8. A vehicle with a system according to any of the preceding claims, wherein the capacitive proximity sensors are arranged on the vehicle body along the closing surfaces for the doors.

10

9. A vehicle with a system according to any of the claims 1 to 2, wherein the capacitive proximity sensors (2) are arranged on the vehicle doors (1) along the closing surfaces.

15 10. The vehicle according to any of the claims 8 and 9, wherein the stopper bars (3) are arranged in the doors (1).

11. The vehicle according to any of the claims 8 and 9, wherein the stopper bars are arranged on the vehicle body.

20

12. A method for preventing a vehicle door (1) from pinching along the closing surfaces of a door (1), the vehicle comprising a capacitive proximity sensor (2) arranged at each door (1) along the closing surfaces, an accelerometer (6) arranged in each door (1), and a stopper bar (3) arranged at each door (1) such that when activated it prevents the door
25 (1) from closing entirely, the method comprising detecting if a door (1) is in an open position, measuring a capacitance of a field extending through the aperture of said door using the capacitive proximity sensor (2) when the door is open, generating a signal from the capacitive proximity sensor (2) based on the capacitance measurements, monitoring the signal from the accelerometer (6), activating the stopper bar (3) if the door (1) after

accelerating stops accelerating and the signal from the capacitive proximity sensor (2) indicates that an object is detected in the aperture anywhere along the closing surfaces.

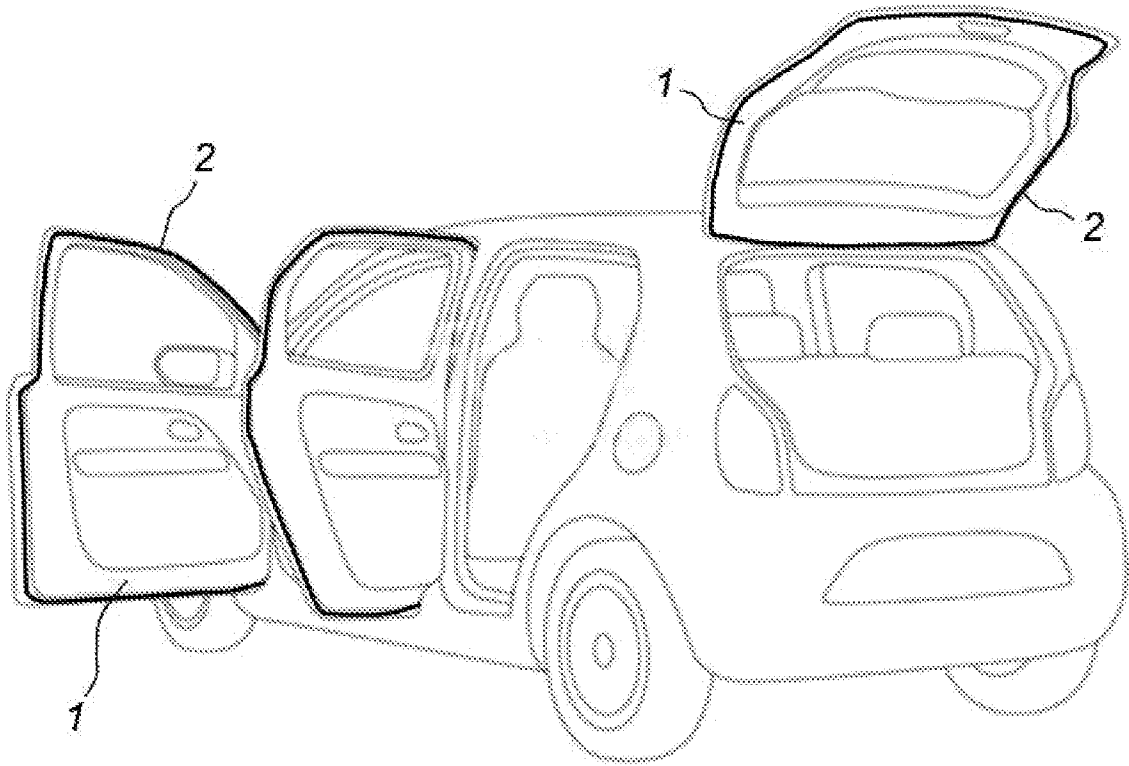


Fig. 1

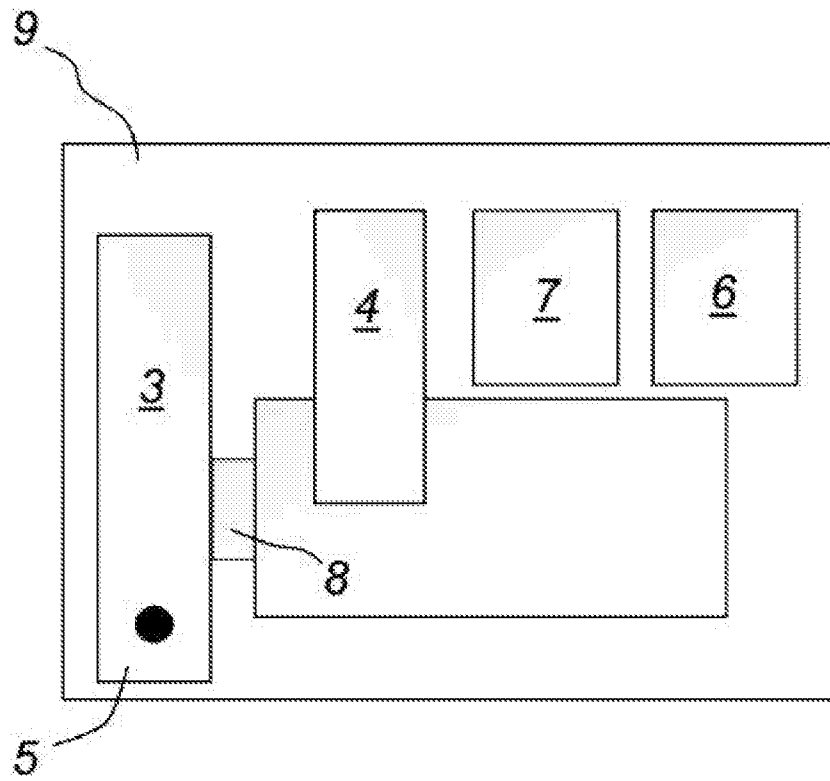


Fig. 2

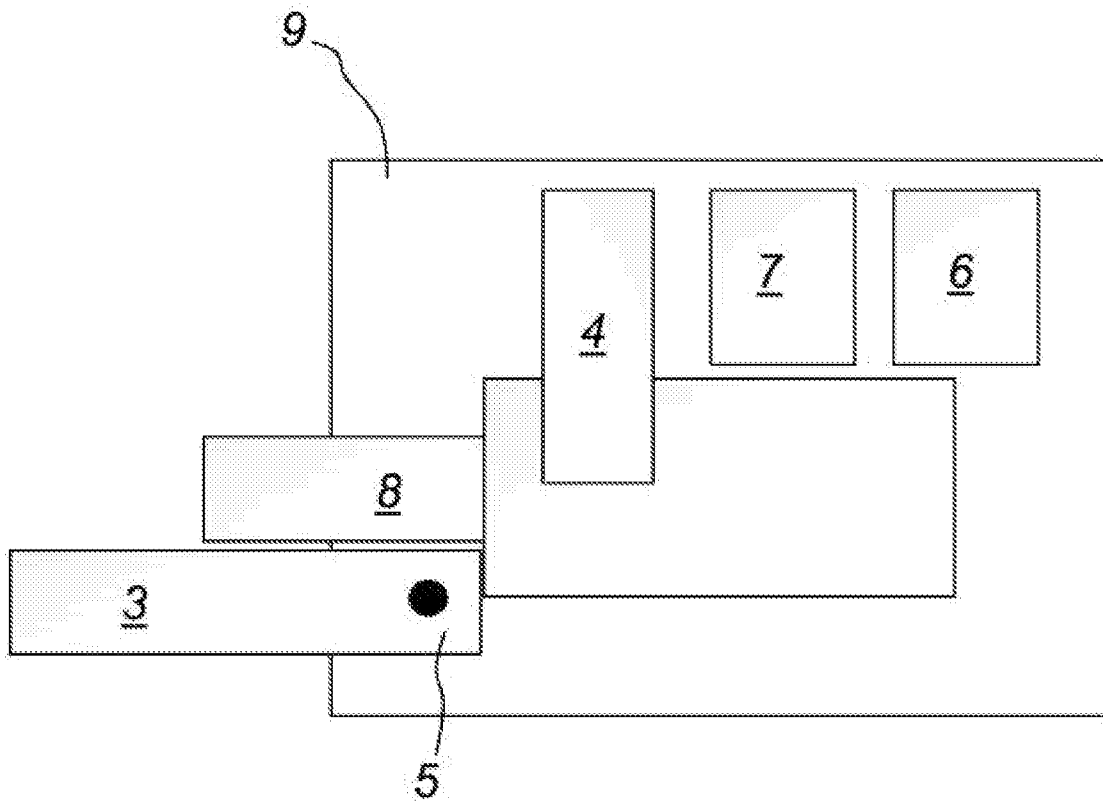


Fig. 3

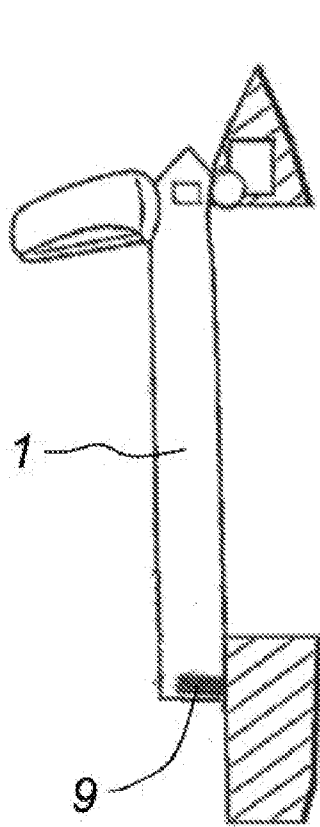


Fig. 4

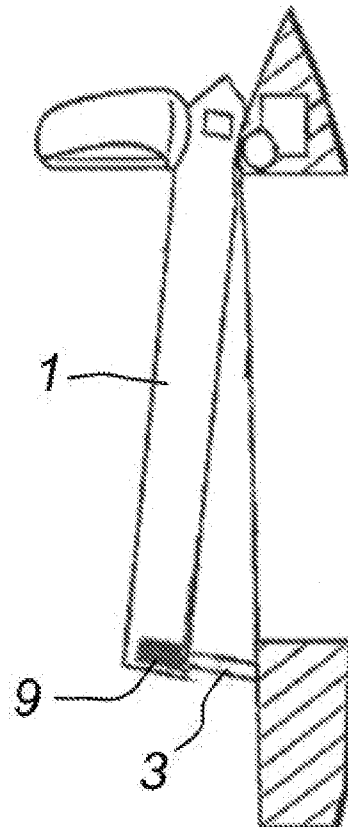


Fig. 5

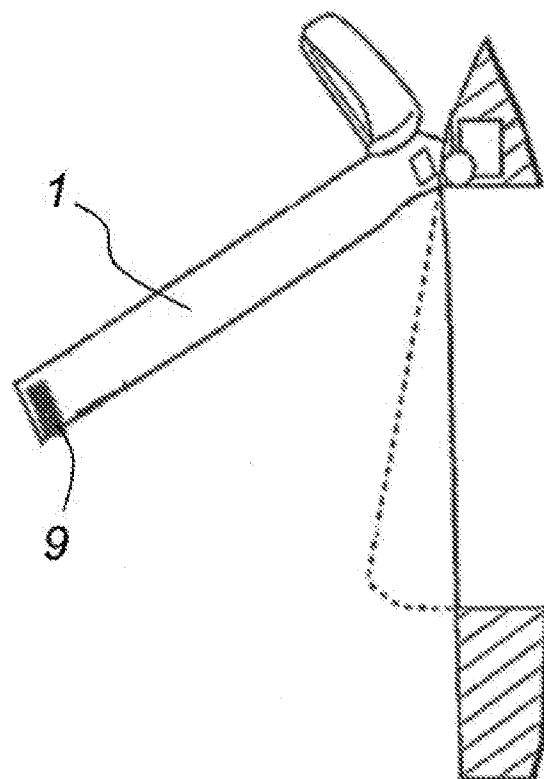


Fig. 6

INTERNATIONAL SEARCH REPORT

International application No.

PCT/CN2019/124456

A. CLASSIFICATION OF SUBJECT MATTER

E05F 15/42(2015.01)i; B60J 5/04(2006.01)i

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

E05F; B60J; E06B

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

CNABS,CNTXT,DWPL,SIPOABS,USTXT,EPTXT: NINGBO GEELY, avoid+, prevent+, pinch+, clip+, clamp+, door?, hand, capacitive proximity sensors, sensor?, induct+, clos+, accelerometer, acceler+, bar, rod, pole, block+, barrier+,trigger+,activat+, stop+

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 2018058128 A1 (FORD GLOBAL TECH. LLC.) 01 March 2018 (2018-03-01) see paragraph 3-paragraph 5, paragraph 26-paragraph 34, figures 1-8	1-12
A	CN 102071860 A (FUJIAN YONGTAI CONSTR ENG CO., LTD. et.al) 25 May 2011 (2011-05-25) the whole document	1-12
A	CN 108118987 A (LUO, Zhilian) 05 June 2018 (2018-06-05) the whole document	1-12
A	DE 102016212447 A1 (OSE BAMBERG AUTO PARTS GMBH & CO.KG.) 11 January 2018 (2018-01-11) the whole document	1-12
A	JP 2006283412 A (SAKIYAMA, Kunihiro) 19 October 2006 (2006-10-19) the whole document	1-12
A	JP 2013086665 A (TOYOTA JIDOSHA K.K.) 13 May 2013 (2013-05-13) the whole document	1-12



Further documents are listed in the continuation of Box C.



See patent family annex.

* Special categories of cited documents:

“A” document defining the general state of the art which is not considered to be of particular relevance

“E” earlier application or patent but published on or after the international filing date

“L” document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

“O” document referring to an oral disclosure, use, exhibition or other means

“P” document published prior to the international filing date but later than the priority date claimed

“T” later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

“X” document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

“Y” document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

“&” document member of the same patent family

Date of the actual completion of the international search

24 February 2020

Date of mailing of the international search report

11 March 2020

Name and mailing address of the ISA/CN

National Intellectual Property Administration, PRC
6, Xitucheng Rd., Jimen Bridge, Haidian District, Beijing
100088
China

Authorized officer

YAN,Lei

Facsimile No. (86-10)62019451

Telephone No. 86-(10)-53962925

INTERNATIONAL SEARCH REPORT

International application No.

PCT/CN2019/124456**C. DOCUMENTS CONSIDERED TO BE RELEVANT**

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	CN 206256801 U (ZHEJIANG AGRICULTURAL BUSINESS COLLEGE) 16 June 2017 (2017-06-16) the whole document	1-12
A	CN 106394204 A (BEIJING GOLDENANT DECHUANG TECHNOLOGY CO., LTD.) 15 February 2017 (2017-02-15) the whole document	1-12

INTERNATIONAL SEARCH REPORT
Information on patent family members

International application No.

PCT/CN2019/124456

Patent document cited in search report			Publication date (day/month/year)	Patent family member(s)			Publication date (day/month/year)
US	2018058128	A1	01 March 2018	US	10329823	B2	25 June 2019
				DE	202017105041	U1	18 September 2017
				MX	2017010847	A	20 September 2018
				CN	107780749	A	09 March 2018
				US	2019249475	A1	15 August 2019
CN	102071860	A	25 May 2011	CN	102071860	B	18 September 2013
CN	108118987	A	05 June 2018	None			
DE	102016212447	A1	11 January 2018	WO	2018007510	A1	11 January 2018
				CN	109563722	A	02 April 2019
				KR	20190022852	A	06 March 2019
				JP	2019522130	A	08 August 2019
				US	2019249476	A1	15 August 2019
JP	2006283412	A	19 October 2006	None			
JP	2013086665	A	13 May 2013	JP	5737132	B2	17 June 2015
CN	206256801	U	16 June 2017	None			
CN	106394204	A	15 February 2017	CN	106394204	B	19 February 2019