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(54) Title: BRAKE BY WIRE BRAKING SYSTEM FOR VEHICLES, PROVIDED WITH ELECTRIC ACTUATION AND ELECTRIC BACK-UP

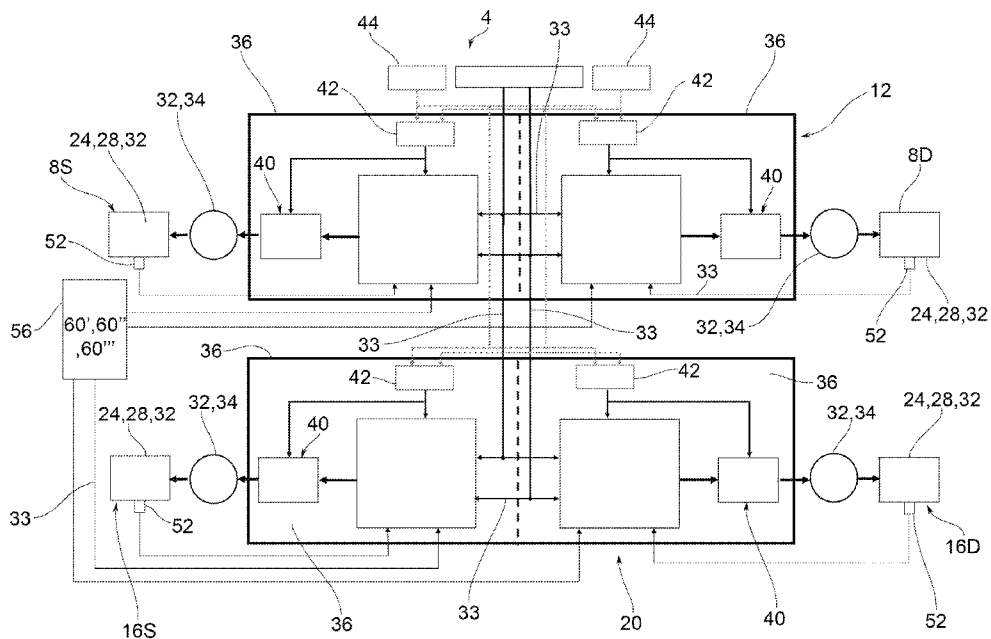


FIG.1

(57) Abstract: A braking system for vehicles (4) comprising: - a right front brake group (8d) and a left front brake group (8s) intended for the front axle (12) of a vehicle, right rear brake group (16d) and a left rear brake group (16s) intended for a rear axle (20) of a vehicle, - each brake group (8d, 8s, 16d, 16s) comprising a brake disc (24), a braking device (28) associated with said brake disc (24), electromechanical actuator means (32) of each braking device (28), - a control unit (36) for each brake group (8d, 8s, 16d, 16s), operatively connected to the electromechanical actuators (32) of each brake group (8d, 8s, 16d, 16s) through a relative piloting device (40), - each control unit (36) being powered by a power source (44) thereof and being galvanically isolated from the other power sources (44), - each control unit (36) being programmed to implement, via said piloting device (40), a standard braking strategy in case of detection of a standard operation of each brake group (8d, 8s, 16d, 16s) and a fault braking strategy, if it detects an electrical fault of



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"Brake by wire braking system for vehicles, provided with
electric actuation and electric back-up"

DESCRIPTION

FIELD OF APPLICATION

5 [0001] The present invention relates to a brake by wire
braking system for vehicles, provided with both electric
actuation and with electric back-up.

PRIOR ART

[0002] The present invention relates to the field of brake
10 by wire braking systems for vehicles.

[0003] In known brake by wire systems, the actuation of the
braking devices does not take place by direct action of
the driver, but the user's request for braking action,
typically acting on a lever or pedal, is converted into
15 drive by electromechanical means which act on the braking
devices, such as for example disc brake calipers.

[0004] Autonomous braking systems are also known in which
the steering system of the vehicle decides the timing and
the amount of braking and consequently actuates said
20 electromechanical means connected to the braking devices.

[0005] For obvious safety reasons, braking systems must
provide a back-up strategy to be implemented in the event
of an electrical fault of at least one device.

[0006] In this regard, brake-by-wire braking systems are
25 known, for example, in which, in the event of an

electrical fault, the braking action is exerted mechanically, conventionally, i.e. by fluidly connecting the lever or pedal operated by the user to request the braking action, directly with said braking devices.

5 [0007] However, these systems have the drawback of requiring both the electrical system to be always operated under standard operating conditions, and the hydraulic system to be operated in the event of an electrical fault. The presence of the hydraulic system
10 involves an increase in costs, masses, the management of highly hygroscopic hydraulic fluid, the management and maintenance of hydraulic fluid seals and so on.

[0008] In addition, hydraulic back-up solutions are not applicable to self-driving vehicles and do not always
15 guarantee maximum braking efficiency in the event of hydraulic back-up.

[0009] There are also full-electric solutions that do without the hydraulic part of the braking system and that, in the event of an electrical fault, put in place
20 back-up strategies to ensure a partial restoration of the braking capacity and therefore the performance of the braking itself, although non-optimal. However, these solutions are not optimal and, in the event of a fault, do not always guarantee optimal braking.

25 DISCLOSURE OF THE INVENTION

[0010] The need to solve the drawbacks and limitations mentioned with reference to the prior art is therefore increasingly felt.

[0011] This requirement is met by a braking system for
5 vehicles according to claim 1.

[0012] In particular, this need is met by a braking system for vehicles comprising

[0013] - a right front brake group and a left front brake group intended for the front axle of a vehicle, right
10 rear brake group and a left rear brake group intended for a rear axle of a vehicle,

[0014] - each brake group comprising a brake disc, a braking device associated with said brake disc, electro-hydraulic or electromechanical actuator means of each
15 braking device,

[0015] - a control unit for each brake group, operatively connected to the electromechanical or electro-hydraulic actuators of each brake group through a relative control device,

[0016] - each control unit being powered by an independent
20 power source and being galvanically isolated from the other power sources,

[0017] - each control unit being programmed to implement, via said piloting device, a standard braking strategy in
25 case of malfunctions for each brake group and a fault

braking strategy, if it detects an electrical fault of one or more of the brake groups.

[0018] According to one embodiment, each control device is programmed so as to be able to switch from a standard
5 mode to a degraded one in the event of a fault.

[0019] According to an embodiment, all the control units are operatively connected to each other so that each knows the type of operation, standard or fault, implemented by each of the other control units.

10 [0020] According to an embodiment, each electromechanical or electro-hydraulic actuator is equipped with an operating sensor suitable to monitor the operating condition of the relative electromechanical or electro-hydraulic actuator and/or of the relative braking device
15 and to send the corresponding control unit an indication of standard or fault operation.

[0021] According to an embodiment, the electromechanical actuators comprise a three-phase motor, each three-phase motor being operatively connected to the respective
20 control device and to the respective power source of the corresponding brake group.

[0022] According to an embodiment, the control units are programmed so that in case of fault of a brake group, the actuation of the remaining brake groups is ensured so
25 that:

[0023] if the fault relates to a rear brake group, the two front brake groups are actuated and, progressively, the remaining rear brake group so as to allow the dynamic control of the vehicle,

5 [0024] if the fault relates to a front brake group, the other front brake group is actuated and the corresponding crossover rear brake group, i.e. arranged on the opposite side to the functioning front brake group and, progressively, the remaining rear brake group, on the
10 same side as the functioning front brake group.

[0025] According to an embodiment, the control units are programmed so that in case of fault of a brake group, the actuation of the remaining three brake groups is ensured,

[0026] wherein the braking system is operatively connected
15 to a steering mechanism of the vehicle, so as to coordinate the operation of steering mechanism with the actuation of the functioning brake groups.

[0027] According to an embodiment, the control units are programmed so that in case of fault of a brake group, the
20 actuation of the remaining three brake groups is ensured,

[0028] wherein the braking system is operatively connected to electrical power generation means operatively connected to the brake groups so as to obtain an additional braking action of the vehicle.

25 [0029] According to an embodiment, each control unit of a

brake group of an axle is operatively connected to both a primary control device connected to the brake group thereof and to a secondary control device connected to the other brake group of the same axle, so that, in the case of standard operation, each braking device is actuated by its own primary control device and, in case of electric fault of a brake group, the braking device of the brake group in fault is actuated by the secondary control device controlled by the other control unit of the axle.

[0030] According to a possible embodiment, each control unit of a brake group of a front or rear axle is operatively connected both to a primary piloting device and to a secondary piloting device, wherein each of said primary and secondary piloting devices is operatively connected to the brake groups of the same axle, so that, in the case of standard operation, each braking device is actuated by at least one or both of said primary and secondary piloting devices and, in the event of an electrical fault, the braking device of the faulted brake group is actuated by the other piloting device.

[0031] According to an embodiment, said axle is the front axle or rear axle of the vehicle.

[0032] According to an embodiment, all the control units are operatively connected to each other so that each

knows the type of operation, standard or fault, implemented by each of the other control units.

[0033] According to an embodiment, each electromechanical actuator is equipped with two operating sensors, each
5 suitable to monitor the operating condition of the relative electromechanical actuator and/or of the relative braking device and to send an indication of standard or fault operation to both the control units of the same axle.

10 [0034] According to an embodiment, the electromechanical actuators comprise a six-phase motor, each six-phase motor being operatively connected to the primary control device of its own brake group and to the secondary control device the other brake group of the same axle.

15 [0035] According to an embodiment, the system is equipped with a manually operated device, a lever, foot pedal and/or push button, equipped with at least a relative actuation sensor so as to be able to send each control unit a braking request from a user.

20 [0036] According to an embodiment, the system is managed by a control unit of the vehicle which manages vehicle dynamics and is able to perform guidance and an independent braking action of the same.

DESCRIPTION OF THE DRAWINGS

25 [0037] Further features and advantages of the present

invention will appear more clearly from the following description of preferred non-limiting embodiments thereof, in which:

[0038] figure 1 show schematic views of a braking system
5 for vehicles according to first embodiment of the present invention;

[0039] figures 2-3 show schematic views of a front axle and a rear axle of a vehicle equipped with a braking system according to a further embodiment of the present
10 invention, respectively;

[0040] figure 4 shows a schematic view of a vehicle comprising a braking system according to the present invention.

[0041] Elements or parts of elements in common to the
15 embodiments described below are referred to with the same reference numerals.

[0042] DETAILED DESCRIPTION

[0043] With reference to the above figures, reference numeral 4 globally denotes a braking system for vehicles.

20 [0044] For the purposes of the present invention, vehicles means motor vehicles equipped with at least four wheels.

[0045] In particular, the braking system for vehicles 4 comprises a right front brake group 8d and a left front brake group 8s intended for the front axle 12 of a
25 vehicle, right rear brake group 16d and a left rear brake

group 16s intended for a rear axle 20 of a vehicle.

[0046] Each brake group 8d, 8s, 16d, 16s comprises a brake disc 24, a braking device 28 associated with said brake disc 24, electromechanical actuator means 32 of each
5 braking device 28.

[0047] It should be noted that, for the purposes of the present invention, the braking device 28 may be of various types, preferably comprising a disk brake; however, drum or roller brakes are also included among
10 the applications of the present invention.

[0048] The electromechanical actuator means 32 may comprise electric motors configured in such a way as to enable and disable the braking devices. For example, said electromechanical actuator means 32 may comprise an
15 electric motor connected, by means of a worm screw mechanism, to a pusher for at least one piston acting on a pad of a disk brake caliper.

[0049] Each brake group 8d, 8s, 16d, 16s further comprises a control unit 36 operatively connected to the
20 electromechanical actuators 32 of each brake group 8d, 8s, 16d, 16s through a relative piloting device 40.

[0050] Such a connection may for example take place via an electric line.

[0051] The electromechanical actuator means 32 may comprise
25 a three-phase motor 34; each three-phase motor 34 is

operatively connected to the respective piloting device 40 and to a power supply device 42 connected to at least two separate power sources 44.

[0052] Preferably, each power source is galvanically
5 isolated from the other power sources 44.

[0053] The power source 44 is typically a lead battery, a lithium ion battery and the like.

[0054] Advantageously, each control unit 36 is programmed to implement, via said piloting device 40, a standard
10 braking strategy in case of malfunctions for each brake group 8d, 8s, 16d, 16s and a fault braking strategy, if it detects an electrical fault of one or more of the brake groups 8d, 8s, 16d, 16s.

[0055] Standard operation means a normal operating
15 condition in which there are no anomalies in the braking system that is able to exert the braking action requested by the user or by the autonomous driving system of the vehicle (if provided).

[0056] Electric fault condition means a malfunction of a
20 brake group 8d, 8s, 16d, 16s, for example of the supply devices 42, of the piloting devices 40, of the power supply sources 44, of the electromechanical actuator means 32, 34, 35 that partially or totally prevents the operation thereof.

25 [0057] 'Fault' means a generic condition of malfunction

which may include a problem both to the mechanical components (braking devices 28 and/or electromechanical actuator means 32) and to the electrical/electronic components, but may also comprise a software problem of management of the control unit, reading of the data concerning the operation of the system and the like.

[0058] According to a possible embodiment (figure 4), each piloting device 40 is programmed to switch from a first switch condition, corresponding to the standard braking strategy, to a second switch position corresponding to the fault-braking strategy.

[0059] The standard braking strategy implements the actuation of each brake group 8d, 8s, 16d, 16s according to the standard operating parameters of the system, while the fault strategy can result in a reduced or emergency actuation of a brake group of the system compared to the standard strategy, as better described below.

[0060] It is also possible to contemplate the contribution of external systems, such as regenerative or steering braking systems, which compensate for any anomalies in terms of performance and vehicle stability, in fault conditions.

[0061] The control units 36 of all the brake groups 8d, 8s, 16d, 16s are operatively connected to each other so that each knows the type of operation, standard or fault,

implemented by each of the other control units 36.

[0062] Such a connection may for example take place via an electric line and/or a data transmission line 33, for example of the CAN type. In this way, the control units, 5 having detected a fault condition, can manage the vehicle braking by implementing the fault strategy.

[0063] To this end, according to a possible embodiment, each electromechanical means 32 is equipped with at least one operating sensor 52 suitable to monitor the operating 10 condition of the relative electromechanical or actuator means 32 and/or of the relative braking device 28 and to send the corresponding control unit 36 an indication of standard or fault operation. This information is then sent to the other control units 36.

15 [0064] As mentioned, the control units 36 are programmed so that in case of fault of a brake group, the actuation of the remaining brake groups is ensured.

[0065] In particular, if the fault relates to a rear brake group 16d, 16s, the two front brake groups 8d, 8s are 20 actuated and, progressively, the remaining rear brake group 16s, 16d so as to allow the dynamic control of the vehicle.

[0066] In other words, the overall operation of three brake groups is guaranteed, giving priority to the two front 25 brake groups 8d, 8s which ensure most of the braking

action, guaranteeing better stability of the vehicle and allowing, progressively, even the braking of the third rear brake group 16d, 16s so that this does not compromise the stability of the vehicle. Obviously, the remaining faulted brake group remains deactivated.

[0067] If the fault relates to a front brake group 8d, 8s, the other non-faulted front brake group 8s, 8d is actuated and the corresponding crossover rear brake group 16d, 16s, i.e. arranged on the opposite side to the functioning front brake group 8s, 8d and, progressively, the remaining rear brake group 16s, 16d, on the same side as the functioning front brake group 8s, 8d.

[0068] The initially simultaneous and crossed operation between a front brake group 8d, 8s and a rear brake group 16s, 16d serves to ensure the dynamic stability of the vehicle, especially in yaw, avoiding operating only the braking devices 28 arranged on the same side (right or left) of the vehicle.

[0069] The addition of the third braking device 28 also serves to increase the overall braking action of the system 4, thus limiting the malfunction to a single brake group 8d, 8s, 16d, 16s.

[0070] It is also possible to provide that in the event of a fault in a brake group 8d, 8s, 16d, 16s, the operation of the remaining three brake groups is guaranteed, and

that the braking system is operatively connected to a steering mechanism of the vehicle, so as to coordinate the operation of steering mechanism with the actuation of the functioning brake groups. In other words, a possible
5 instability of the vehicle is corrected either by acting on three wheel groups or by acting automatically on the vehicle steering.

[0071] It is also possible to provide that the control units 36 are programmed so that in the event of a fault
10 in a brake group 8d, 8s, 16d, 16s, the operation of the remaining three brake groups is guaranteed, wherein the braking system is operatively connected to electrical power generation means operatively connected to the brake groups 8d, 8s, 16d, 16s so as to obtain an additional
15 braking action of the vehicle. Furthermore, due to regenerative braking, it is possible to obtain a further braking effect which can compensate for malfunctions of the wheel groups.

[0072] According to a further embodiment (figure 4), each
20 control unit 36', 36'' of a brake group 8d, 8s, 16d, 16s of a front or rear axle 12, 20 is operatively connected both to a primary piloting device 40' and to a secondary piloting device 40'' connected to the other brake group 8s, 8d, 16s, 16d of the same axle 12, 20.

25 [0073] Such a connection may for example take place via an

electric line and/or a data transmission line 33.

[0074] In this way, in the case of standard operation, each braking device 28 is actuated by its primary piloting device 40' whereas, in the event of an electrical fault
5 of a brake group 8d, 8s, 16d, 16s in fault, the braking device 28 of the braking device 8d, 8s, 16d, 16s in fault is actuated by the secondary piloting device 40'' controlled by the other control unit 36'', 36' of the same axle 12, 20.

10 [0075] The above applies to both the front axle 12 and the rear axle 20 of the vehicle.

[0076] According to a further embodiment, each control unit 36', 36'' of a brake group 8d, 8s, 16d, 16s of a front or rear axle 12, 20 is operatively connected both to a
15 primary piloting device 40' and to a secondary piloting device 40'', wherein each of said primary and secondary piloting devices 40', 40'' is operatively connected to the brake groups 8d, 8s, 16d, 16s of the same axle 12, 20. In this way, in case of standard operation, each
20 braking device 28 is actuated by at least one or both of said primary and secondary piloting devices 40', 40'' and, in case of electric fault of one of said devices, the braking device 28 of the brake group 8d, 8s, 16d, 16s in fault is actuated by the other functioning piloting
25 device 40'', 40'.

[0077] Preferably, all the control units 36 of the two front and rear axle 12, 20 are operatively connected to each other so that each knows the type of operation, standard or fault, implemented by each of the other
5 control units.

[0078] Such a connection may for example take place via an electric line and/or a data transmission line 33, for example of the CAN type.

[0079] Each electromechanical actuator means 32 is provided
10 with at least one operating sensor and preferably two operating sensors 52', 52'', each suitable to monitor the operating condition of the relative electromechanical actuator 32 and/or of the relative braking device 28 and to send an indication of standard or fault operation to
15 both the control units of the same axle 12, 20.

[0080] Preferably, the electromechanical actuator means 32 comprise a six-phase motor 35.

[0081] Each six-phase motor 35 is operatively connected to the primary piloting device 40' of its own brake group
20 8d, 8s, 16d, 16s and to the secondary piloting device 40'' of the other brake group 8s, 8d, 16s, 16d of the same axle 12, 20.

[0082] Such a connection may for example take place via an electric line and/or a data transmission line 33.

25 [0083] The use of a six-phase motor 35 easily allows

connecting the same electromechanical actuator means 32 to separate primary and secondary piloting devices 40', 40'' which can instantaneously guarantee the operation of each brake group 8d, 8s, 16d, 16s.

5 [0084] In this way, the braking system can always count on the simultaneous braking of all the brake groups 8d, 8s, 16d, 16s even in case of electrical fault of one of them.

[0085] The braking systems 4 of the present invention may be equipped with a manually operated device 56, a lever, 10 foot pedal and/or push button, equipped with at least a relative actuation sensor 60 so as to be able to send each control unit 36 a braking request from a user.

[0086] Preferably, there are provided 3 driving sensors 60', 60'', 60''' connected to the same manually operated 15 device 56. In this way, the signal is picked up and sent when the reading of at least two of the three sensors coincides.

[0087] It is also possible to provide that the braking system 4 is managed by a control unit of the vehicle 20 which manages vehicle dynamics and is able to perform guidance and an independent braking action of the same.

[0088] As can be appreciated from the foregoing, the braking system for vehicles according to the invention overcomes the drawbacks of the prior art.

25 [0089] In fact, the braking system allows completely

eliminating the part of hydraulic backup and in general of backup that requires the manual intervention of the operator typical of traditional braking systems without losing in reliability or safety, even in case of fault.

5 [0090] The elimination of the backup part of the system allows reducing overall the system masses, the hydraulic lines and all the sealing problems connected to them. Furthermore, it is not necessary to periodically replace the braking fluid, due to its strong hygroscopicity.

10 [0091] Furthermore, the system of the present invention lends itself well to being integrated into a self-driving full-electric vehicle, in which the braking action can be controlled autonomously by a control unit which is responsible for driving and controlling the vehicle.

15 [0092] Furthermore, the system of the present invention also lends itself well to non-autonomous driving solutions in which the user manually requests the braking action.

[0093] Furthermore, the braking system guarantees the
20 safety of the braking even in the event of an electrical fault.

[0094] In fact, in the case of the embodiment in figure 1, the braking action of at least three brake groups and therefore at least three wheels is always guaranteed. As
25 seen, on the basis of the fault location with respect to

the vehicle, two wheels always brake and the third brakes gradually, so as not to compromise the stability of the vehicle.

[0095] Moreover, as seen, it is possible to compensate for
5 malfunctions of a wheel group either by acting on vehicle steering control systems or by acting on regenerative braking devices.

[0096] In the first case, a vehicle check is carried out, for example to correct yawing phenomena, in the second
10 case an additional braking action is obtained to reduce the speed thereof. Obviously, the two actions may be combined with each other.

[0097] Indeed, in the case of the embodiment in figure 2, all four vehicle wheels may brake, always ensuring the
15 effectiveness of braking and the stability of the vehicle that is not affected.

[0098] Therefore, the system of the present invention has the same level of reliability and safety of a traditional hydraulic braking system, without the drawbacks of
20 hydraulic backups and without the need for manual backup by an operator, with the advantage that it can also be used on a self-driving vehicle.

[0099] A man skilled in the art, in order to meet contingent and specific requirements, may make several
25 modifications and variants to the brake systems for

vehicles described above, all of which fall within the scope of the invention as defined by the following claims.

Claims

1. Braking system for vehicles (4) comprising
- a right front brake group (8d) and a left front brake group (8s) intended for the front axle (12) of a vehicle,
 - 5 right rear brake group (16d) and a left rear brake group (16s) intended for a rear axle (20) of a vehicle,
 - each brake group (8d, 8s, 16d, 16s) comprising a brake disc (24), a braking device (28) associated with said brake disc (24), electro-hydraulic or electromechanical
 - 10 actuator means (32) of each braking device (28),
 - a control unit (36) for each brake group (8d, 8s, 16d, 16s), operatively connected to the electromechanical actuators (32) of each brake group (8d, 8s, 16d, 16s) through a relative piloting device (40),
 - 15 - each control unit (36) being powered by an independent power source (44) and being galvanically isolated from the other power sources (44),
 - each control unit (36) being programmed to implement, via said piloting device (40), a standard braking
 - 20 strategy in case of malfunctions for each brake group (8d, 8s, 16d, 16s) and a fault braking strategy, if it detects an electrical fault of one or more of the brake groups (8d, 8s, 16d, 16s).
2. Braking system for vehicles (4) according to claim
- 25 1, wherein each control device (40) is programmed to

switch from a first switch position, corresponding to the standard braking strategy, to a second switch position corresponding to the fault-braking strategy.

3. Braking system for vehicles (4) according to any of
5 the preceding claims, wherein all the control units (36) are operatively connected to each other so that each knows the type of operation, standard or fault, implemented by each of the other control units (36).

4. Braking system for vehicles (4) according to any of
10 the preceding claims, wherein each electromechanical actuator (32) is equipped with an operating sensor (52) suitable to monitor the operating condition of the relative electromechanical or electro-hydraulic actuator (32) and/or of the relative braking device (28) and to
15 send the corresponding control unit (36) an indication of standard or fault operation.

5. Braking system for vehicles (4) according to any of the preceding claims, wherein electromechanical actuators (32) comprise a three-phase motor, each three-phase motor
20 (34) being operatively connected to the respective piloting device (40) and to the respective power source (44) of the corresponding brake group (8d, 8s, 16d, 16s).

6. Braking system for vehicles (4) according to any of the preceding claims, wherein the control units (36) are
25 programmed so that in case of fault of a brake group (8d,

8s, 16d, 16s), the actuation of the remaining brake groups is ensured so that:

if the fault relates to a rear brake group (16d, 16s), the two front brake groups (8d, 8s) are actuated and,

5 progressively, the remaining rear brake group (16s, 16d) so as to allow the dynamic control of the vehicle,

if the fault relates to a front brake group (8d, 8s), the other front brake group (8s, 8d) is actuated and the corresponding crossover rear brake group (16d, 16s) i.e.

10 arranged on the opposite side to the functioning front brake group (8s, 8d) and, progressively, the remaining rear brake group (16s, 16d), on the same side as the functioning front brake group (8s, 8d).

7. Braking system for vehicles (4) according to any one
15 of the claims from 1 to 6 wherein the control units (36) are programmed so that in case of fault of a brake group (8d, 8s, 16d, 16s), the actuation of the three remaining brake groups is ensured,

wherein the braking system is operatively connected to a
20 steering mechanism of the vehicle, so as to coordinate the operation of steering mechanism with the actuation of the functioning brake groups.

8. Braking system for vehicles (4) according to any one
of the claims from 1 to 7 wherein the control units (36)
25 are programmed so that in case of fault of a brake group

(8d, 8s, 16d, 16s), the actuation of the three remaining brake groups is ensured,

wherein the braking system is operatively connected to electrical power generation means operatively connected
5 to the brake groups (8d, 8s, 16d, 16s) so as to obtain an additional braking action of the vehicle.

9. Braking system for vehicles (4) according to claim 1, wherein each control unit (36', 36'') of a brake group (8d, 8s, 16d, 16s) of a front or rear axle (12,20) is
10 operatively connected to both a primary piloting device (40') connected to the brake group thereof (8d, 8s, 16d, 16s) and to a secondary piloting device (40'') connected to the other brake group (8s, 8d, 16s, 16d) of the same axle (12,20), so that, in the case of standard operation,
15 each braking device (28) is actuated by its own primary piloting device (40') and, in case of electric fault of a brake group (8d, 8s, 16d, 16s), the braking device (28) of the brake group (8d, 8s, 16d, 16s) in fault is actuated by the secondary control device (40'')
20 controlled by the other control unit (36'',36') of the same axle (12,20).

10. Braking system for vehicles (4) according to claim 1, wherein each control unit (36' ,36'') of a brake group (8d, 8s, 16d, 16s) of a front or rear axle (12,20) is
25 operatively connected both to a primary piloting device

(40') and to a secondary piloting device (40''), wherein each of said primary and secondary piloting devices (40', 40'') is operatively connected to the brake groups (8d, 8s, 16d, 16s) of the same axle (12,20),

5 so that, in case of standard operation, each braking device (28) is actuated by at least one or both of said primary and secondary piloting devices (40', 40'') and, in case of electric fault of one of said devices, the braking device (28) of the brake group (8d, 8s, 16d, 16s)

10 in fault is actuated by the other piloting device (40'', 40').

11. Braking system for vehicles (4) according to claim 9 or 10, wherein said axle is the front axle (12) or rear axle (20) of the vehicle.

15 12. Braking system for vehicles (4) according to claim 9, 10 or 11, wherein all the control units (36) are operatively connected to each other so that each knows the type of operation, standard or fault, implemented by each of the other control units (36).

20 13. Braking system for vehicles (4) according to any of the claims from 9 to 12, wherein each electromechanical actuator (32) is equipped with two operating sensors (52', 52'') each suitable to monitor the operating condition of the relative electromechanical actuator (32)

25 and/or of the relative braking device (28) and to send an

indication of standard or fault operation to both the control units (36).

14. Braking system for vehicles (4) according to any of the claims from 9 to 13, where the electromechanical
5 actuators (32) comprise a six-phase motor (35), each six-phase motor (35) being operatively connected to the primary piloting device (40') of its own brake group (8d, 8s, 16d, 16s) and to the secondary control device (40'') of the other brake group (8s, 8d, 16s, 16d).

10 15. Braking system for vehicles (4) according to any of the preceding claims, wherein the system (4) is equipped with a manually operated device (56), a lever, foot pedal and/or push button, equipped with a relative actuation sensor (60) so as to be able to send each control unit
15 (36) a braking request from a user.

16. Braking system for vehicles (4) according to any of the preceding claims, wherein the system (4) is managed by a control unit (36) of the vehicle which manages vehicle dynamics and is able to perform guidance and an
20 independent braking action of the same.

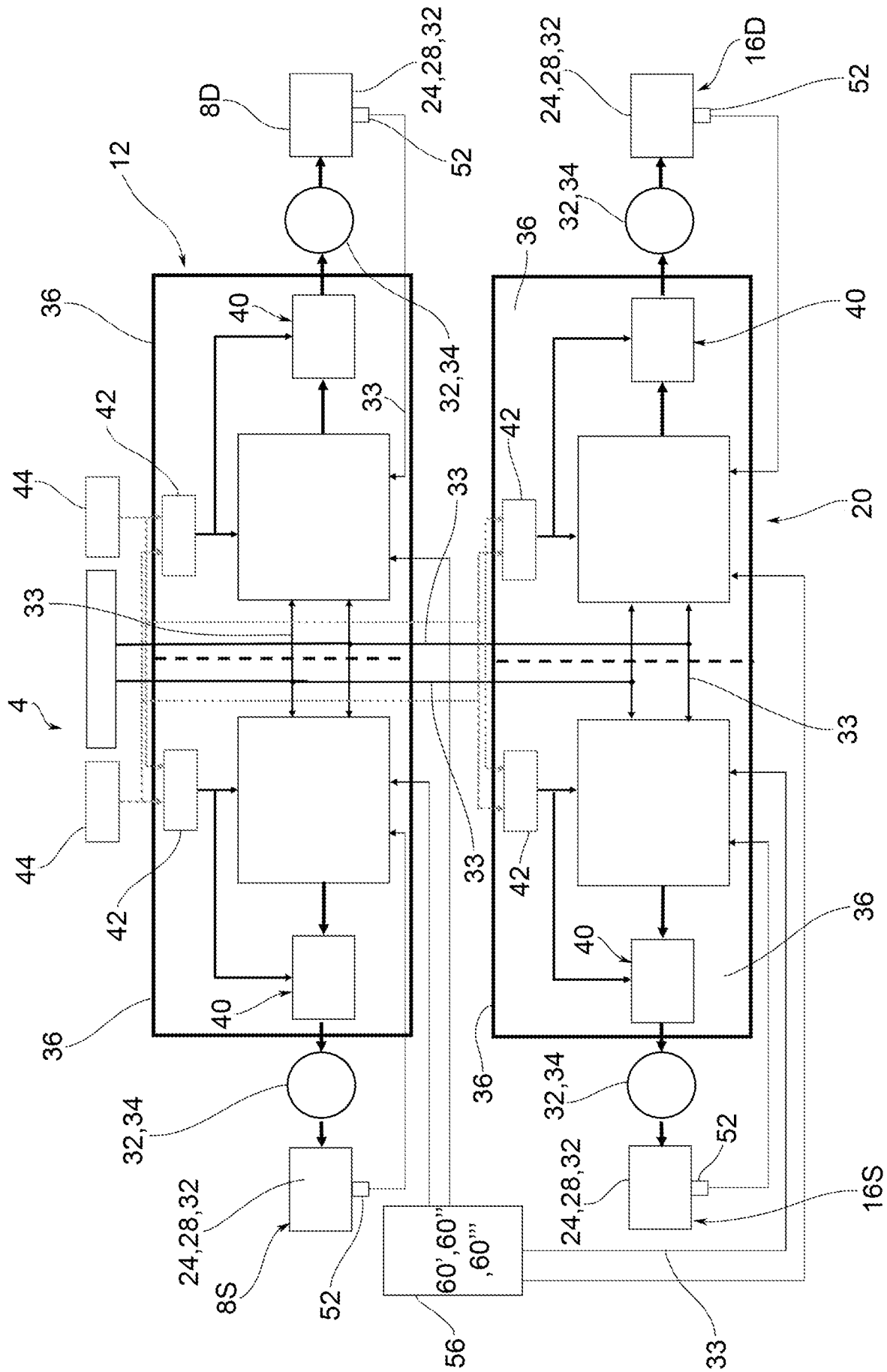


FIG.1

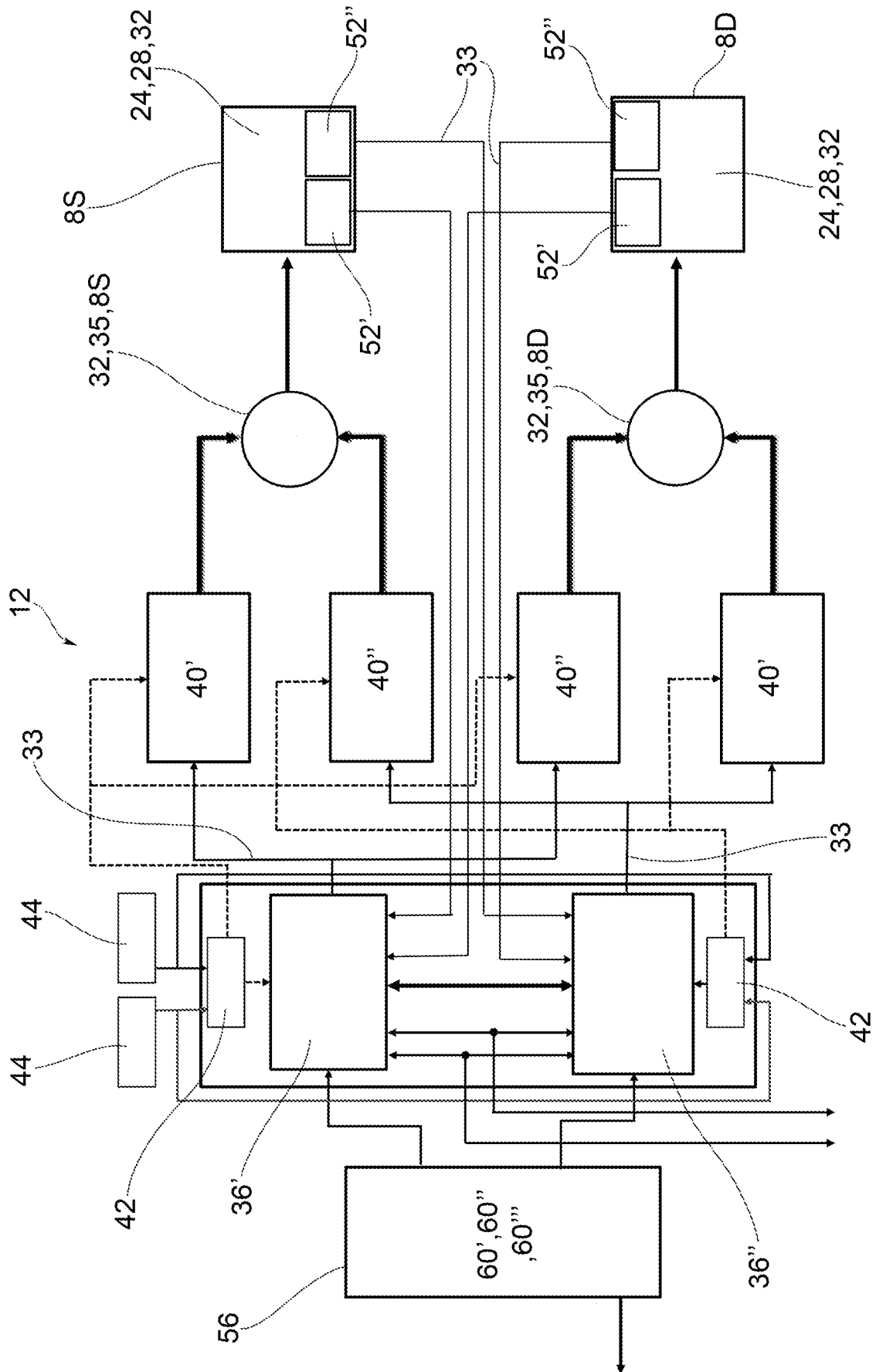


FIG.2

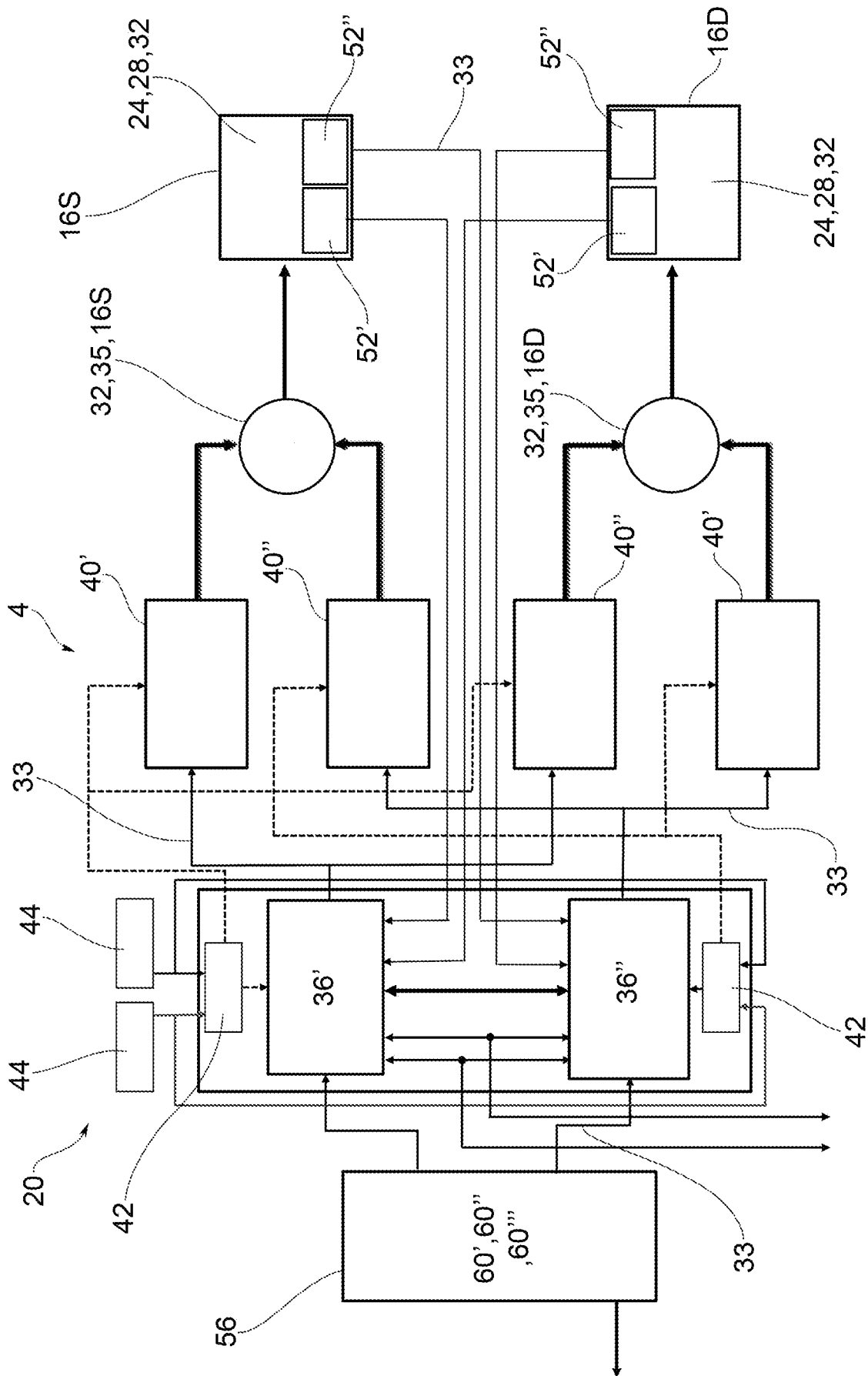


FIG.3

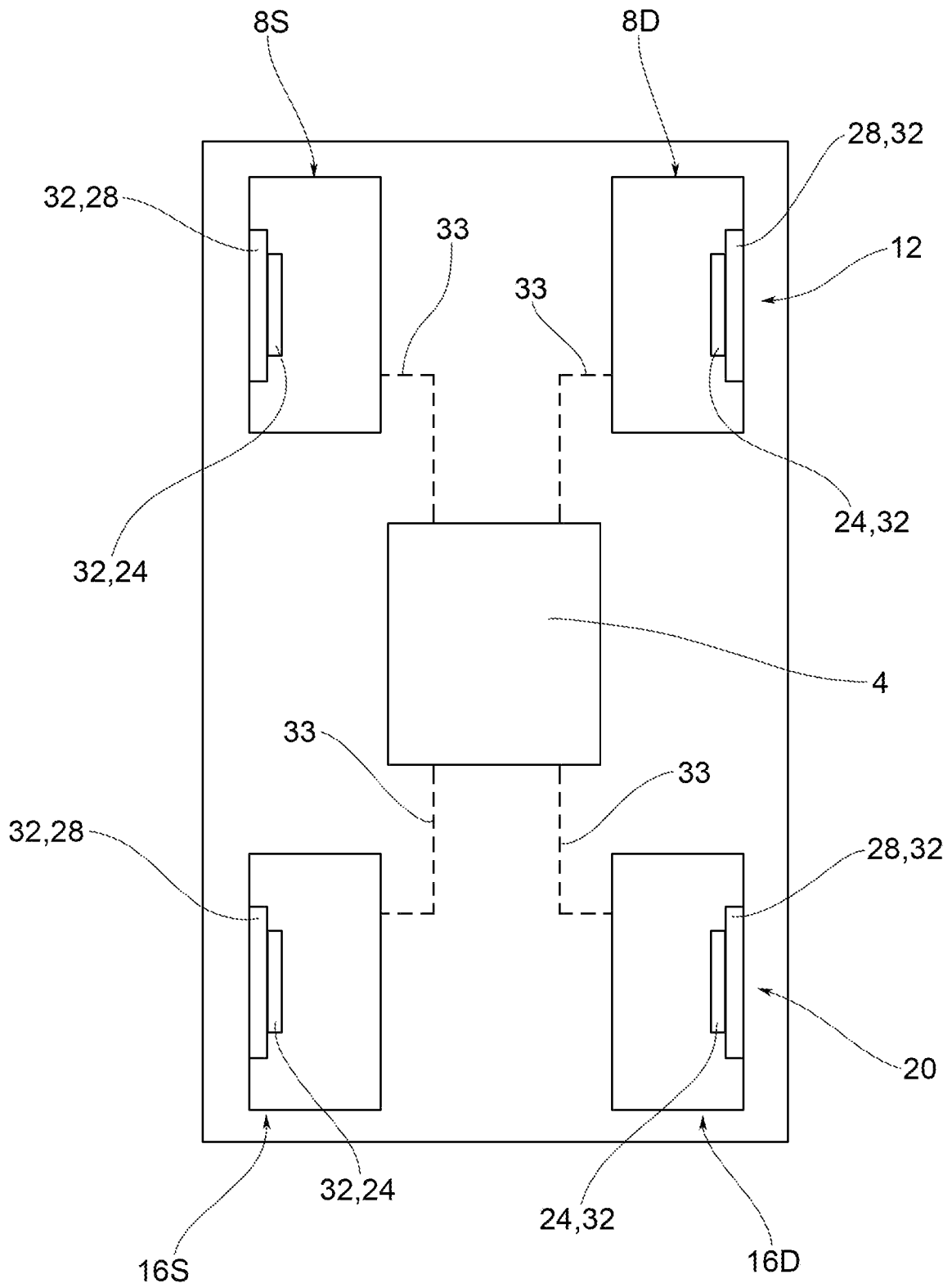


FIG.4

INTERNATIONAL SEARCH REPORT

International application No
PCT/IB2018/056863

A. CLASSIFICATION OF SUBJECT MATTER
INV. B60T8/88 B60T13/66
ADD.
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)
B60T

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)
EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

| Category* | Citation of document, with indication, where appropriate, of the relevant passages | Relevant to claim No. |
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Further documents are listed in the continuation of Box C.

See patent family annex.

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- "&" document member of the same patent family

Date of the actual completion of the international search
20 November 2018

Date of mailing of the international search report
30/11/2018

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INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

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