Electronic developments spotlighted

At a press preview held in recognition of the 100th anniversary of Robert Bosch Gmbl, the worldwide automotive supplier, Bosch executives unveiled some of the electronic products that will play a crucial role at the company's second century.

According to Dr. Hermann Scholl, a member of Bosch's board of manyagement, who is responsible for electronic automotive products and systems in motor vehicles of all types will increase considerably in the float several course.

will increase considerably in the juext several years.

Scholl said Bosch is applying elec-dronies throughout the vehicle—not body to make components smaller and lighter, but to improve safety, reliability, performance, and cost-ef-Jectiveness.

cellability, performance, and cost-efIcetiveness.

For example, in connection with
Posch's anti-skid braking (AIS) technology, electronics are key to the deperformance of Bosch's traction control (ASR) aystem.

This system, which will go into
production soon, prevents drivewheel silppage by applying controlled engine torque reduction,
which is independent of the accelerafor pedal position. Included in this
suphisticated system is an "electronIce accelator pedal" developed by
Bosch, which replaces the conventional rigid link between the accelerafor pedal and the throttle valve.

For safety and efficiency, Bosch's
ASR system is interconnected with
Its AIS system, sharing electronic
conventional production of the conventiloss of the conventihard conventional production of the conventihard conventional production of the conventional production of th

weloped and will be available by mid-1987.
Bosch has also applied electronics to develop a suspension control system for passenger cars and commercial whicks. This system improves driving safety and comfort by measuring the dynamic behavior of the yehicle's axies and body through sensors, electronically processing the sensors' signals, and sending actual-ring signals to the springs and shock absorbers to adjust the suspension accordingly.
Although adjustable shock absorbers have been available for some time, the shock absorbers in the

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Bosch system do more than simply switch to a different constant—they adjust the undercarriage instantaneously and continuously for any driving conditions.

For passenger restraint systems, Bosch has developed a new generation of electronic control units used with air bags and seat belt tensioners. This new version offers continuous acceleration measurement, digitation of electronic control units used with air bags and seat belt tensioners. This new version offers continuous acceleration measurement, digitation of electronic continuous acceleration measurement, digitation of electronic continuous acceleration measurement, digitation of electronic continuous acceleration measurement, described in a single cligaretic-box-sized module.

Other new products and systems under development at Bosch include:

Gas discharge headlamps, which require less electrical power, yet offer greater efficiency and life expectancy. Because this lamp enables reflector height to be reduced, it can also provide for improved body aerodynamics.

Headlight for coming traffer.

Headlight for coming traffer without bilding on-coming drivers.

This lamp, designed for use on straight roads or on left curves, would illuminate the right-hand area shead of the vehicle and provide up to 50 percent greater visual range. This lamp could be an auxiliary lamp or may be integrated in the low beam light. Initially, the system would be manually controlled by the driver, but lare versions may be equipped with sensors for automatic control.

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Because of the control of the contro

troubles over almost two years of use in Mexico (where lean-out problems are serious because of the available grades of tuel).

• The EV 14 fuel injector, which offers short switching times. Particularly suitable for turbo applications, this injector has a range that is 75 percent greater than Bosch's standard injectors. In its small version, it can be used for single-point injection applications.

• Windshield wiper systems that feature radially controlled wiper arms and speed-dependently controlled arm tension. These Bosch systems are developed to increase viewing area and ensure optimizer and controlled arm tension.

cleaning action — especially as driving speed increases. In the Bosch system, arm leads, it is reased in proportion with vehicle reased in the reason is reduced in park position, to prevent deformation and damage to the sensitive wiper blade lip.

• Electronic Diesel Control (EDC) injection systems for passenger car and commercial vehicle applications. These Bosch developments, which are nearing mass production, provide for more precise and efficient fuel injection in diesel engines.

Bosch is the development of a Multi-plex System. This system is designed to provide an integrated, simplified channel within the vehicle to transmit control and information signals. Inicoded to replace the con-ventional wiring harmess, the Bosch Multiplex System would reduce component space and cost require-ments.

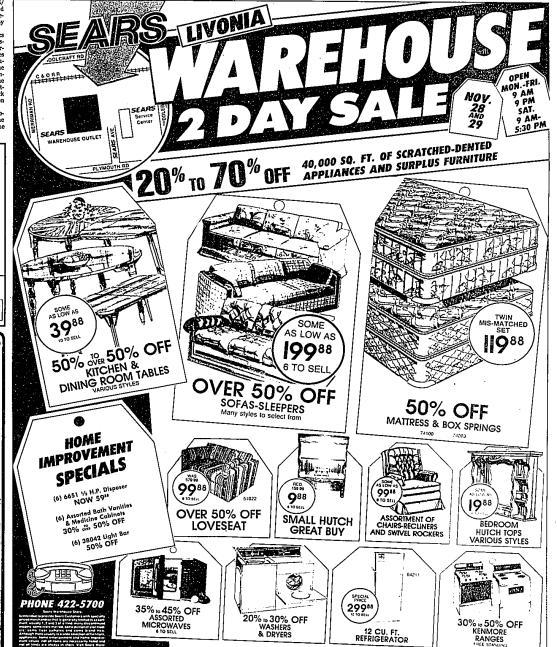
component space and cost require-ments. Robert Bosch Corp., a wholly owned U.S. subsidiary of Robert Bosch GmbH, Stuttgart, West Ger-many, is headquartered in Broad-view, Ill. Bosch maintains a research

and development facility in Farmington Hills, as well as manufacturing centers in Charleston, S.C.; Broadview, Ill; and Atlanta, Ga. Robert Bosch GmbH, a supplier of gasoline and diesol fuel injector systems, produces a variety of components and systems for the automotive industry.

Bosch is also involved in various industries, including computers industries. Including computers

industries, including communica-tions, medical equipment, power tools, household appliances, film and video equipment and thermotechnol-





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