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(54) Title: A CAMERA ASSEMBLY FOR AN INDUSTRIAL VEHICLE CAB

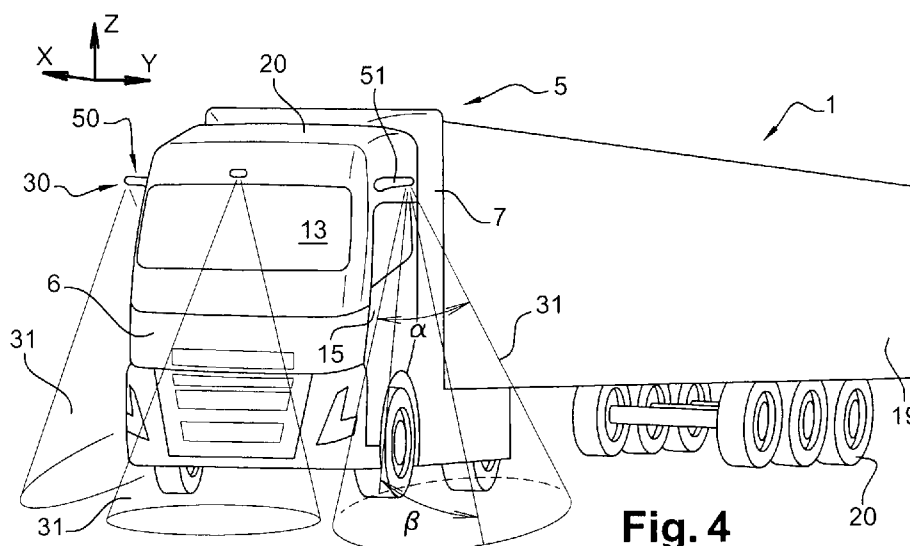


Fig. 4

(57) Abstract: The invention relates to a camera assembly (50) for an industrial vehicle cab (5) comprising a side door (15) and a step, the camera assembly (50) being designed to be mounted on the cab (5) above the door (15) and comprising: - a supporting arm (51) provided, at a first end thereof, with a mounting device for mounting on the cab (5); - a camera arranged on said supporting arm (51), for providing an image of an area located rearwards and/or sideways, in the operative position; - a lighting system (30) including at least one light source, the lighting system (30) being mounted on the supporting arm (51) or housed therein and being arranged to provide a light beam (31) directed downwards for illuminating the step, in the operative position.



A camera assembly for an industrial vehicle cab

TECHNICAL FIELD

The invention relates to a camera assembly designed to be mounted on an industrial
5 vehicle cab, an industrial vehicle cab comprising such a camera assembly, and to an
industrial vehicle comprising such a camera assembly or such a cab. The invention also
relates to process for controlling a camera assembly of a vehicle.

The invention can be applied to several industrial vehicles, such as trucks, buses and
10 construction equipment.

BACKGROUND

An industrial vehicle cab defines a driver compartment the floor of which is generally
15 located fairly high relative to the ground. As a consequence, such a cab generally
comprises a step arranged on a side wall of the cab, for allowing the driver to climb up to /
get down from the driver compartment.

Using the step requires caution from the driver, especially when it's dark, to avoid falls
20 and injuries. To lower the risks, cabs can be equipped with a lighting system for
illuminating the step. However, conventional lighting systems are not fully satisfactory in
terms of lighting efficiency, compactness and cost, among others.

SUMMARY

25 An object of the invention is to provide an improved step lighting system for an industrial
vehicle cab.

To that end, according to a first aspect, the invention relates to a camera assembly for an
industrial vehicle cab comprising a side door and a step, the camera assembly being
30 designed to be mounted on the cab above the door and comprising:

- a supporting arm provided, at a first end thereof, with a mounting device for mounting
on the cab;

- a camera arranged on said supporting arm, for providing an image of an area located rearwards and/or sideways, in the operative position;
wherein the camera assembly further comprises a lighting system including at least one light source, the lighting system being mounted on the supporting arm or housed therein
5 and being arranged to provide a light beam directed downwards for illuminating the step, in the operative position.

The terms defining locations or orientations (such as "front", "side", "rear" and the like) are used relative to the vehicle cab, in the operative position of the camera assembly, i.e.
10 when the camera assembly is mounted on the vehicle cab.

In other words, the invention proposes to incorporate a lighting system – for the step and the ground surrounding area – on or in a camera assembly mounted on the vehicle cab. Such a solution has many advantages.

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Significant advantages derive from the fact that the lighting system is arranged on or in an existing part mounted on the cab. Thus, the lighting system can be fairly easily installed insofar as, for that purpose, existing mechanical components and electrical connections can be used. Besides, because no specific additional supporting member has to be
20 mounted on the cab for the lighting system, no arrangements on the cab structure are required, and the overall cab cost is reduced. Impacts on aerodynamics are also limited or even non-existent.

Another advantage lies in the fact that regulations allow a camera assembly to protrude
25 outwardly from the cab side wall much more than other components. As a result, the lighting system can be located far enough from said cab side wall to provide a satisfactory illumination of the area of the ground at the bottom of the step, in addition to the illumination of the step itself. This further enhances the driver's safety.

30 Because the lighting system is fixed relative to the cab structure, the invention makes it possible to provide a light beam having an appropriate direction whatever the door position, in contrast to a lighting system which would be fastened to a mobile component, such as the door or a component fastened to the door. Thus, the driver can clearly see the entry/exit ground area when the door is closed and the steps when the door is open.

This allows reducing accidents. It also helps the driver prepare the vehicle and access the cab.

For example, the camera assembly can be mounted in an upper front area of a cab side wall. The camera can provide an image of the area along the cab side wall, rearward. Alternatively, the camera assembly can be mounted on the cab roof; in such an implementation, the supporting arm has to sufficiently protrude outwards from the cab side wall to allow a proper illumination of the cab step.

10 The camera can be arranged near the supporting arm second end, opposite the first end.

According to an embodiment, the supporting arm comprises a lower wall, the lighting system being configured to provide a light beam from or through said lower wall.

15 In a possible implementation, the supporting arm comprises a lower wall, a housing which receives the lighting system and which opens in said lower wall, and a transparent or translucent cover for closing the housing and allowing the light beam emitted by the lighting system to pass through said cover. The cover can be substantially level with the outer face of the supporting arm lower wall.

20

According to an embodiment, the supporting arm comprises a first portion designed to be mounted on the cab and a second portion which is mounted on the first portion so as to be able to pivot relative to the first portion between an operative position and a parking position. For example, in the parking position, the supporting arm does not significantly protrude relative to the cab, being folded against the cab side wall, while in the operative position, the supporting arm protrudes outwardly, so that the camera can provide an image and the lighting system can illuminate the appropriate area.

A lighting system can be mounted on or housed in the supporting arm first portion, and/or mounted on or housed in the supporting arm second portion.

The lighting system can be designed to provide a light beam:

- which substantially forms an angular sector, in a plane which is substantially vertical and longitudinal in the operative position, said angular sector having an angle (α) ranging from 15° to 60°, for example around 40°;

- and/or which substantially forms an angular sector, in a plane which is substantially vertical and transverse in the operative position, said angular sector having an angle (β) ranging from 5° to 40° .
- 5 According to a second aspect, the invention relates to an industrial vehicle cab defining a driver compartment and having a front wall and two side walls, the cab comprising a side door for entering the driver compartment and a step arranged on a side wall for allowing the driver to climb up to / get down from the driver compartment, wherein the cab comprises a camera assembly as previously described, the supporting arm of the camera
- 10 assembly being mounted on the cab above the door and protruding outwardly from one cab side wall, so that the lighting system is arranged to provide a light beam towards at least part of the step and towards an area of the ground at the bottom of the step.

For example, the supporting arm is mounted on one cab side wall, above the door and

15 preferably close to the front wall. Alternatively, the supporting arm can be mounted on the roof, and arranged to protrude outwardly from the cab side wall, for allowing the lighting system to provide a satisfactory illumination of the area concerned.

The cab may further comprise a control unit connected to the lighting system and capable

20 of varying the light intensity of the light source(s), for example according to a signal received from an ambient luminosity sensor provided on the cab. This control unit can be the vehicle electrical control unit (ECU).

According to an embodiment, the lighting system is designed to provide a light beam

25 which, in a longitudinal vertical plane, is defined between:

- a front line extending downwards and forward from the lighting system and forming an angle α_1 with the vertical direction (Z), α_1 ranging from 5° to 25° ;
- a rear line extending downwards and rearward from the lighting system and forming an angle α_2 with the vertical direction (Z), α_2 ranging from 5° to 35° .

30

According to an embodiment, the lighting system is designed to provide a light beam which, in a transverse vertical plane, is defined between:

- an outer line extending outwardly and forming an angle β_1 with the vertical direction (Z), β_1 ranging from 0° to 30° ;

- an inner line extending inwardly and forming an angle β_2 with the vertical direction (Z), β_2 ranging from 5° to 10° .

The term "inwardly" means towards the longitudinal symmetrical axis of the cab.

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According to a third aspect, the invention relates to an industrial vehicle which comprises a camera assembly as previously described, or a cab as previously described.

According to a fourth aspect, the invention relates to a process for controlling a camera
10 assembly of such a vehicle. The process comprises, from a parking state in which the vehicle engine is stopped and the door is locked, automatically switching the light source(s) on upon receipt of a remote vehicle door unlocking command. Such a command can be sent by the driver from the outside of the cab, when he approaches the vehicle, by means of the vehicle key or a similar actuator.

15

The process may further comprise, when applicable, automatically pivoting the supporting arm second portion relative to the supporting arm first portion, to the operative position, before the light source(s) are switched on, upon receipt of a remote vehicle door unlocking command.

20

Besides, the light source(s) can be kept on until the vehicle engine is turned on and, preferably, until the parking brake is released.

Further advantages and advantageous features of the invention are disclosed in the
25 following description and in the dependent claims.

BRIEF DESCRIPTION OF THE DRAWINGS

With reference to the appended drawings, below follows a more detailed description of embodiments of the invention cited as examples.

30

In the drawings:

Fig. 1 is a perspective view of an industrial vehicle according to an embodiment of the invention, the vehicle comprising camera assemblies;

Fig. 2 is a perspective view of a camera assembly according to an embodiment of the invention, comprising a lighting system;

Fig. 3 is a schematic detailed view of the camera assembly of Fig. 2, showing the lighting system and further showing its connection to a control unit;

5 Fig. 4 and 5 are perspective views of two different industrial vehicles according to the invention, showing the areas illuminated by means of the lighting systems;

Fig. 6 is a schematic cross-sectional view of the vehicle cab in a horizontal plane, showing the area illuminated by the lighting system;

Fig. 7 is a schematic side view of the vehicle cab, showing the light beam provided by the
10 lighting system;

Fig. 8 schematically illustrates the process allowing a user to control such a camera assembly of a vehicle.

DETAILED DESCRIPTION OF EXAMPLE EMBODIMENTS OF THE INVENTION

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Figure 1 shows a vehicle 1, more specifically an industrial vehicle. Although the invention will be described with respect to a truck, the invention is not restricted to this particular vehicle, but may also be used in other vehicles, such as a bus.

20 The vehicle 1 comprises a frame 2 supported by front wheels 3 and rear wheels 4 as well as a cab 5. The vehicle 1 can further comprise a cargo body 19 supported by wheels 20. Z is defined as the vertical direction, X is defined as the longitudinal direction of the vehicle 1, and Y is defined as the transversal direction of the vehicle 1.

25 The cab 5 has a front wall 6 on which are located a windshield 13 and headlamps 14. The cab further has two side walls 7 and a roof 20. It defines a driver compartment 8 having a floor 9, and comprises an opening 10 for entering the driver compartment 8, as shown on figure 7. As the floor 9 is located fairly high above the ground, the cab 5 comprises a step 11 arranged on a side wall 7 for allowing the driver to climb up to / get down from the
30 driver compartment 8. In the illustrated embodiment, the step 11 includes three levels 12, but this should not be considered as limitative. The step 11 can be located below the opening 10, forward of the front wheels 3.

The cab 5 comprises a side door 15 which has a substantially vertical hinge axis 16.

35 Thus, the door 15 can pivot between a close position, in which it closes the opening 10

(figure 1), and an open position (figure 7), for allowing a person to enter the driver compartment 8. The door 15 can comprise a main portion 17 for closing said opening 10 and a bottom portion 18 for covering an upper part of the step 11, such as the part of the step 11 extending down to the upper level 12.

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Furthermore, a camera assembly 50 is mounted on the cab 5 above the door 15. Basically, the camera assembly 50 comprises a supporting arm 51 and a camera 52 arranged on said supporting arm 51, for providing an image of an area located rearwards and/or sideways. Such a camera assembly 50 can typically be part of a so-called camera
10 monitor system (CMS) which further includes a monitor (not shown) inside the driver's compartment 8 for displaying the image provided by the camera 52. Thus, the vehicle 1 according to the invention can be devoid of side exterior mirrors, and possibly also devoid of an interior mirror.

15 In the illustrated embodiment, a camera assembly 50 is mounted on each side wall 7 of the cab 5. Preferably, a camera assembly 50 can be mounted in an upper front area of each side wall 7. However, this should not be considered as limitative; for example, the camera assembly 50 could be mounted on the roof 20 of the cab 5.

20 The supporting arm 51 has a first end 53 fastened to the cab 5, by means of a mounting device 54. The supporting arm 51 can have a mounting end face 55 configured to cooperate with a cab side wall 7, i.e. for example substantially parallel to (X,Z) in the operative position. Furthermore, the supporting arm 51 protrudes outwardly from the cab side wall 7, up to its second end 56. The camera 52 can be arranged near the supporting
25 arm second end 56.

In an embodiment, as shown on Fig. 2, the supporting arm 51 can comprise a first portion 57 mounted on the cab 5 and a second portion 58 which is mounted on the first portion 57 so as to be able to pivot relative to the first portion 57 between an operative
30 position, i.e. a protruding position allowing the camera 52 to capture images, and a parking position, in which the supporting arm 51 is folded along the cab side wall 7, to prevent damages.

Preferably, the supporting arm 51, especially the shape of its front face, is designed to form a wind deflector and not to significantly impair aerodynamics. Besides, the supporting arm 51 comprises a lower wall 59 turned substantially downwards.

5 The cab 5 further comprises a lighting system 30 for illuminating the step 11.

According to the invention, said lighting system 30 is mounted on the supporting arm 51 of the camera assembly 50, or housed therein. Arranging the lighting system 30 on / in an existing component of the cab 5 contributes to providing a cost efficient solution.

10

The lighting system 30 is configured to provide a light beam 31 directed downwards, towards at least an area 41 of the step 11 and towards an area 42 of the ground at the bottom of the step 11 (see figure 6). It can further be configured to provide the light beam 31 from or through the lower wall 59 of the supporting arm 51. For that purpose, the supporting arm 51 has to sufficiently protrude outwards from the cab side wall 7 to allow the lighting system 30 to provide a proper illumination of the areas 41 and 42.

15 The lighting system 30 can be mounted on or housed in the supporting arm first portion 57, or second portion 58. Although figure 2 shows a camera assembly 50 provided with a lighting system 30 in both portions 57, 58, only one lighting system 30 can be provided.

As shown in figures 2 and 3, the supporting arm 51 can comprise a housing 60 which receives the lighting system 30 and which opens in the lower wall 59. A transparent or translucent cover 61 allows closing the housing 60 and the light beam 31 emitted by the lighting system 30 to pass through said cover 61. In an embodiment, the cover 61 is substantially level with the outer face of the supporting arm lower wall 59.

Typically, the lighting system 30 can comprise a printed circuit board (PCB) 32 on which at least one light source 33 is mounted, a connector 34 for connecting the PCB 32 to a vehicle electrical control unit (ECU) 62 by wires housed in the supporting arm 51. The lighting system 30 may further comprise a light deflector (not shown) which is arranged on the path of the beam 31 emitted by the light source(s) 33, and which is designed to deviate the light so as to ultimately provide a beam capable of illuminating the desired area. According to an embodiment, the lighting system comprises several light

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sources 33. The vehicle electrical control unit (ECU) 62 can be capable of varying the light intensity of the light source(s) 33, for example according to a signal received from an ambient luminosity sensor 63 provided on the cab 5.

- 5 As the camera assembly 50 protrudes outwardly from the cab side wall 7, arranging the lighting system 30 on or in the camera assembly 50 allows providing a particularly efficient lighting of the step and ground area at the bottom of the step.

Besides, in order to provide a light beam 31 capable of efficiently illuminating the required
10 area, the lighting system 30 can be designed as explained below. In practice, this can be achieved by an appropriate design of a light deflector.

On the one hand, as shown in figures 2 and 7, the light beam 31 can form an angular sector, in a longitudinal vertical plane (X, Z), defined between:

- 15 - a front line 35 extending downwards and forward from the lighting system 30 and forming an angle α_1 with the vertical direction Z, α_1 ranging from 5° to 25° ;
- a rear line 36 extending downwards and rearward from the lighting system 30 and forming an angle α_2 with the vertical direction Z, α_2 ranging from 5° to 35° .

- 20 In other words, the light beam 31 can form an angular sector, in a plane which is substantially vertical and longitudinal, i.e. parallel to the cab side wall 7, the angular sector having an angle α ranging from 15° to 60° .

On the other hand, as shown in figure 2, in a transverse vertical plane (Y,Z), the light
25 beam 31 can be defined between:

- an outer line 37 extending outwardly and forming an angle β_1 with the vertical direction Z, β_1 ranging from 0° to 30° ;
- an inner line 38 extending inwardly and forming an angle β_2 with the vertical direction Z, β_2 ranging from 5° to 10° .

30

The term "inner" refers to a part located closer to the vehicle longitudinal axis of symmetry, as opposed to the term "outer".

In other words, the light beam 31 can form an angular sector, in a plane which is substantially vertical and transverse, i.e. orthogonal to the cab side wall 7, the angular sector having an angle β ranging from 5° to 40° .

- 5 For example, α_1 can be around 10° , α_2 can be around 10° ; β_1 can be around 10° , β_2 can be around 10° .

The vehicle 1 may further comprise a lighting system 30 mounted on the cab 5 above the windshield 13. Such a front lighting system makes windshield cleaning easier for the
10 driver, and can also be used to make sure the front panel is open when the driver wants to tilt the cab 5.

Reference is now made to figure 8, which shows how a user, generally the driver, can control the camera assembly 50.

15

When the driver 65 approaches his vehicle 1 in a parking state, i.e. with the engine stopped and the door 15 locked, he remotely controls the door opening by means of an actuator 66, such as the vehicle key.

- 20 In an embodiment where the supporting arm 51 is folded along the cab side wall 7 in the parking state, this remote vehicle door unlocking command automatically causes the camera assembly 50 to be put in the operative position (step 1 - S1). In other words, the supporting arm second portion 58 is pivoted relative to the supporting arm first portion 57, to the operative position. Of course, this first step is skipped in case the supporting arm 51
25 is fixedly fastened to the cab 5, i.e. if it always protrudes outwardly and cannot be folded.

Then, the light source(s) 33 are automatically switched on (step 2 - S2). The light source(s) 33 can be kept on until the vehicle engine is turned on and, preferably, until the parking brake is released.

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Thus, there is provided proximity lighting as soon as the driver unlocks the vehicle, and until he is starting to move.

- Of course, the activation of the lighting system 30 can be controlled also when the driver
35 is inside the compartment 8 and the engine is on.

The invention therefore provides a lighting system which is very efficiently integrated in the vehicle architecture, both mechanically and electronically.

- 5 It is to be understood that the present invention is not limited to the embodiments 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.

CLAIMS

1. A camera assembly (50) for an industrial vehicle cab (5) comprising a side door (15) and a step (11), the camera assembly (50) being designed to be mounted on the cab (5) above the door (15) and comprising:
- a supporting arm (51) provided, at a first end (53) thereof, with a mounting device (54) for mounting on the cab (5);
 - a camera (52) arranged on said supporting arm (51), for providing an image of an area located rearwards and/or sideways, in the operative position;
- 10 characterized in that it further comprises a lighting system (30) including at least one light source (33), the lighting system (30) being mounted on the supporting arm (51) or housed therein and being arranged to provide a light beam (31) directed downwards for illuminating the step (11), in the operative position.
- 15 2. The camera assembly according to claim 1, characterized in that the supporting arm (51) comprises a lower wall (59), the lighting system (30) being configured to provide a light beam (31) from or through said lower wall (59).
3. The camera assembly according to claim 1 or claim 2, characterized in that the supporting arm (51) comprises a lower wall (59), a housing (60) which receives the lighting system (30) and which opens in said lower wall (59), and a transparent or translucent cover (61) for closing the housing (60) and allowing the light beam (31) emitted by the lighting system (30) to pass through said cover (61).
- 20 4. The camera assembly according to claim 3, characterized in that the cover (61) is substantially level with the outer face of the supporting arm lower wall (59).
5. The camera assembly according to any one of claims 1 to 4, characterized in that the supporting arm (51) comprises a first portion (57) designed to be mounted on the cab (5) and a second portion (58) which is mounted on the first portion (57) so as to be able to pivot relative to the first portion (57) between an operative position and a parking position.
- 30 6. The camera assembly according to claim 5, characterized in that the lighting system (30) is mounted on or housed in the supporting arm first portion (57).

7. The camera assembly according to claim 5 or claim 6, characterized in that the lighting system (30) is mounted on or housed in the supporting arm second portion (58).
8. The camera assembly according to any one of claims 1 to 7, characterized in that the lighting system (30) is designed to provide a light beam (31) which substantially forms an angular sector, in a plane which is substantially vertical and longitudinal in the operative position, said angular sector having an angle (α) ranging from 15° to 60°.
9. The camera assembly according to any one of claims 1 to 8, characterized in that the lighting system (30) is designed to provide a light beam (31) which substantially forms an angular sector, in a plane which is substantially vertical and transverse in the operative position, said angular sector having an angle (β) ranging from 5° to 40°.
10. An industrial vehicle cab (5) defining a driver compartment (8) and having a front wall (6) and two side walls (7), the cab (5) comprising a side door (15) for entering the driver compartment (8) and a step (11) arranged on a side wall (7) for allowing the driver to climb up to / get down from the driver compartment (8), characterized in that it further comprises a camera assembly (50) according to any one of the preceding claims, the supporting arm (51) of the camera assembly (50) being mounted on the cab (5) above the door (15) and protruding outwardly from one cab side wall (7), so that the lighting system (30) is arranged to provide a light beam (31) towards at least part (41) of the step (11) and towards an area (42) of the ground at the bottom of the step (11).
11. The cab according to claim 10, characterized in that it is devoid of side exterior mirrors.
12. The cab according to claim 10 or claim 11, characterized in that it comprises a control unit (62) connected to the lighting system (30) and capable of varying the light intensity of the light source(s) (33), for example according to a signal received from an ambient luminosity sensor (63) provided on the cab (5).
13. The cab according to any one of claims 10 to 12, characterized in that the lighting system (30) is designed to provide a light beam (31) which, in a longitudinal vertical plane, is defined between:

- a front line (35) extending downwards and forward from the lighting system (30) and forming an angle α_1 with the vertical direction (Z), α_1 ranging from 5° to 25°;
- a rear line (36) extending downwards and rearward from the lighting system (30) and forming an angle α_2 with the vertical direction (Z), α_2 ranging from 5° to 35°.

5

14. The cab according to any one of claims 10 to 13, characterized in that the lighting system (30) is designed to provide a light beam (31) which, in a transverse vertical plane, is defined between:

- an outer line (37) extending outwardly and forming an angle β_1 with the vertical direction (Z), β_1 ranging from 0° to 30°;
- an inner line (38) extending inwardly and forming an angle β_2 with the vertical direction (Z), β_2 ranging from 5° to 10°.

15. An industrial vehicle (1), characterized in that it comprises a camera assembly (50) according to any one of claims 1 to 9, or a cab (5) according to any one of claims 10 to 15.

16. A process for controlling a camera assembly (50) of a vehicle (1) according to claim 15, characterized in that it comprises, from a parking state in which the vehicle engine is stopped and the door (15) is locked, automatically switching the light source(s) (33) on upon receipt of a remote vehicle door unlocking command.

17. The process according to claim 16, wherein the camera assembly (50) is according to claims 5 and 7, characterized in that it comprises automatically pivoting the supporting arm second portion (58) relative to the supporting arm first portion (57), to the operative position, before the light source(s) (33) are switched on, upon receipt of a remote vehicle door unlocking command.

18. The process according to claim 16 or claim 17, characterized in that the light source(s) (33) are kept on until the vehicle engine is turned on and, preferably, until the parking brake is released.

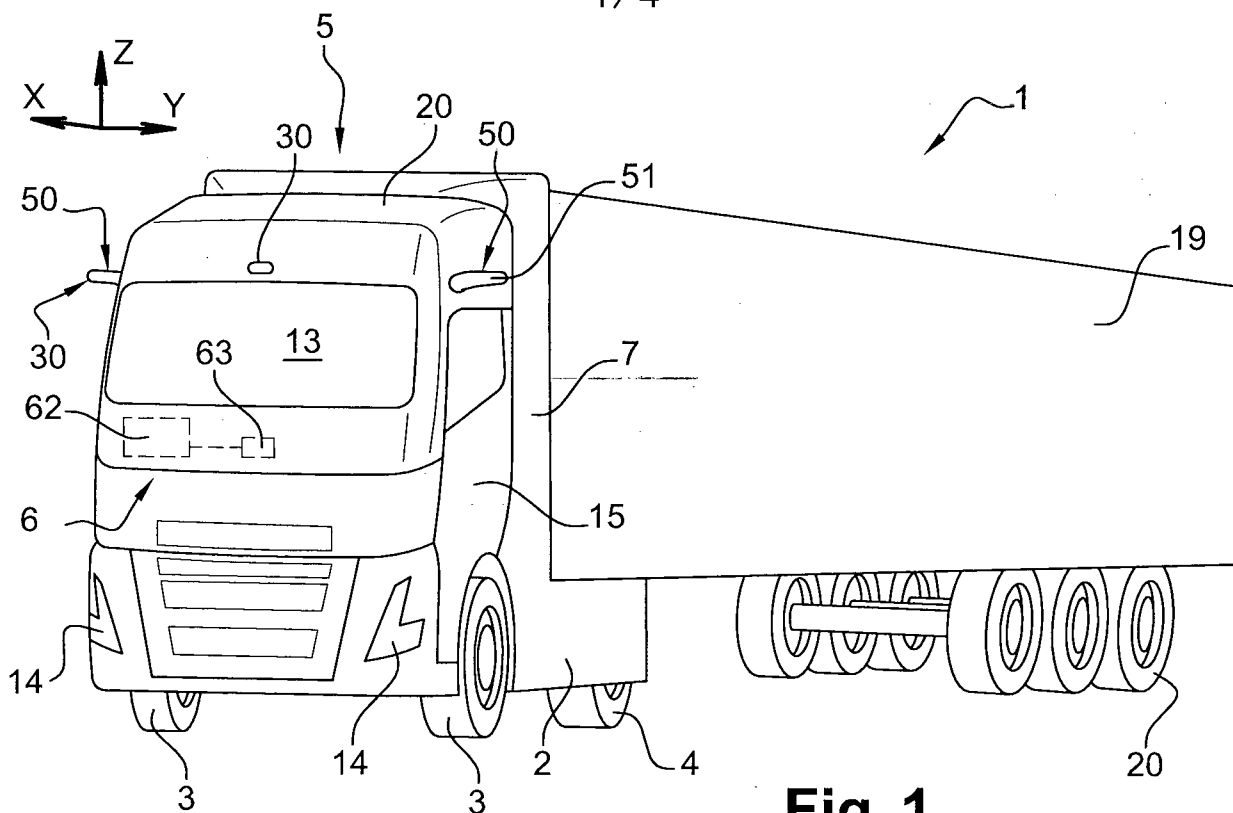


Fig. 1

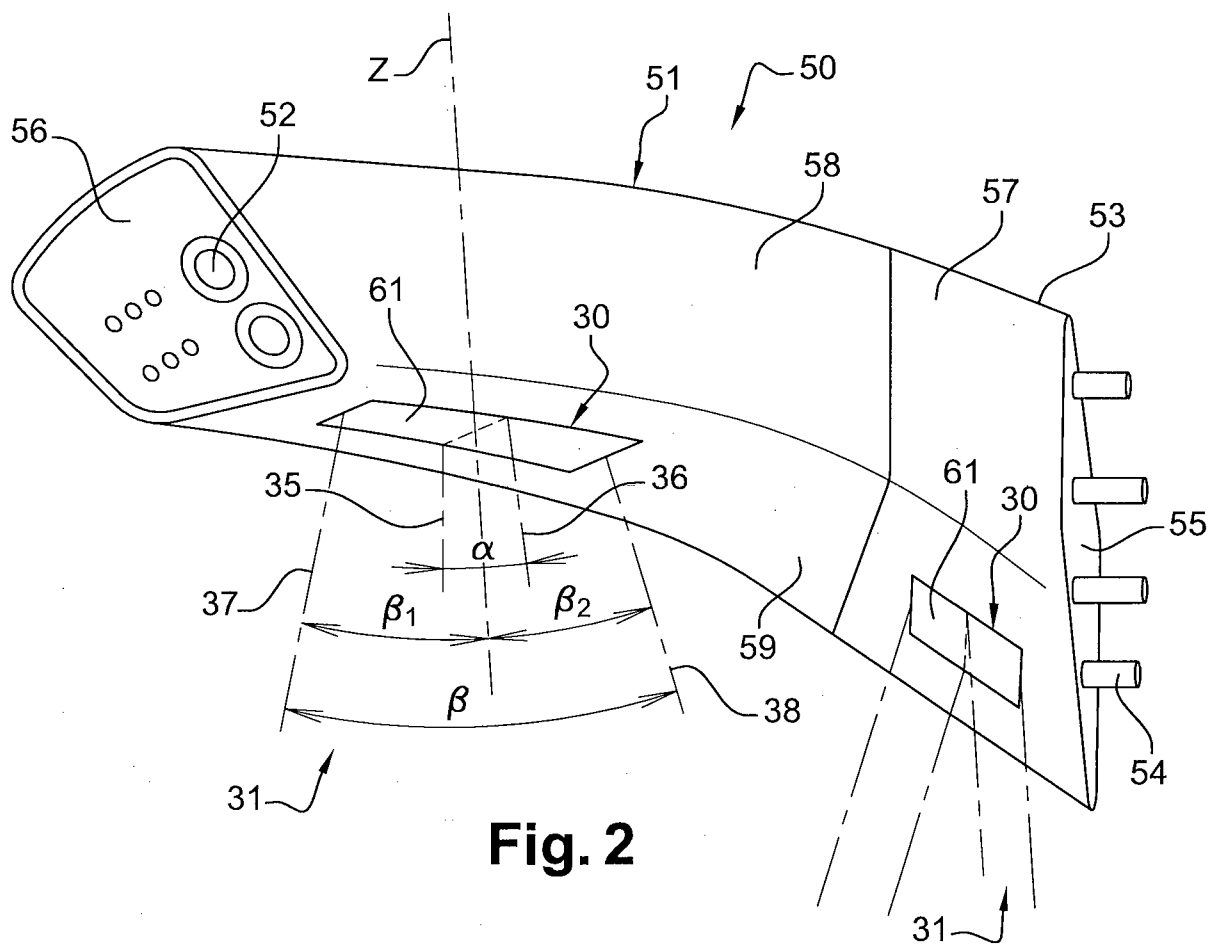


Fig. 2

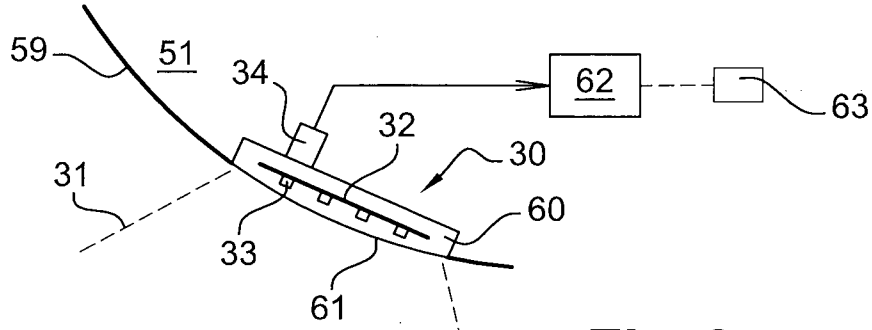


Fig. 3

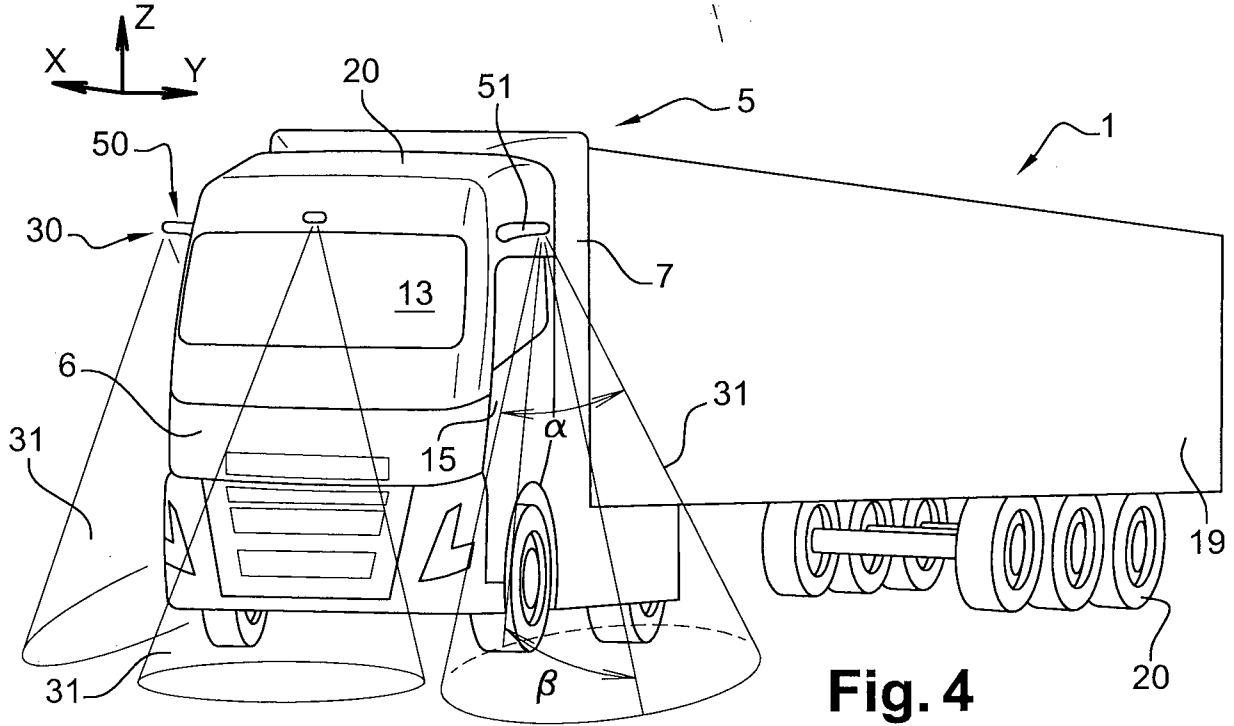


Fig. 4

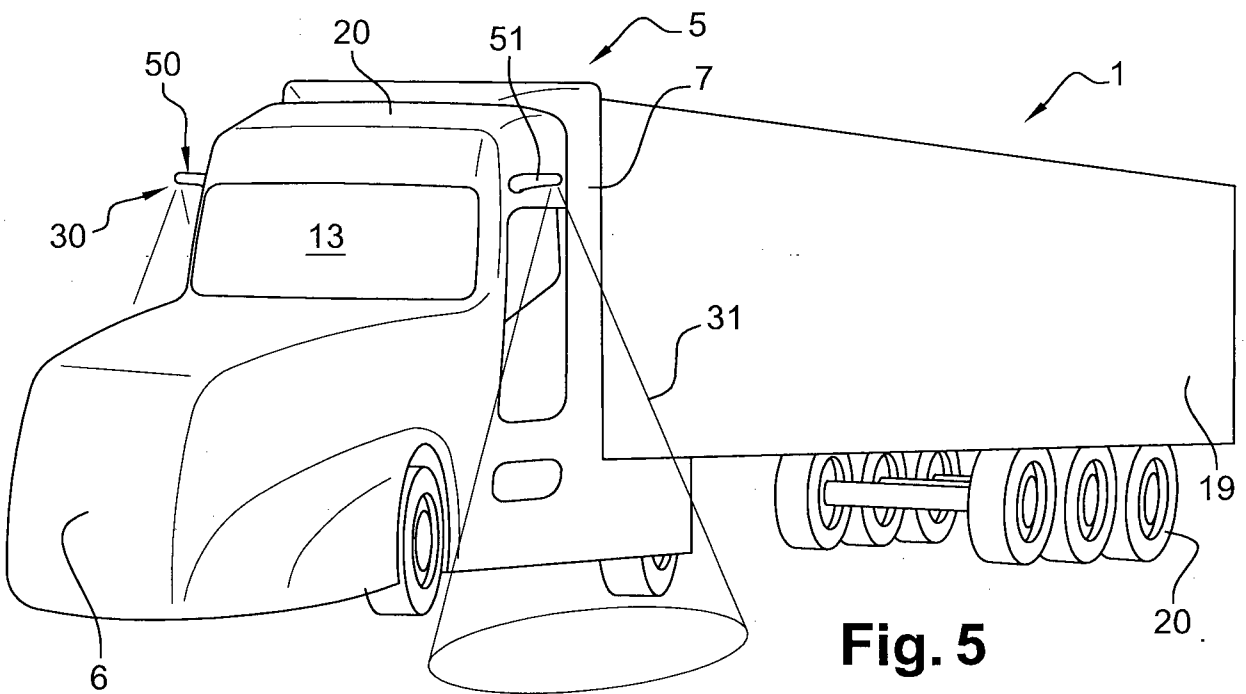


Fig. 5

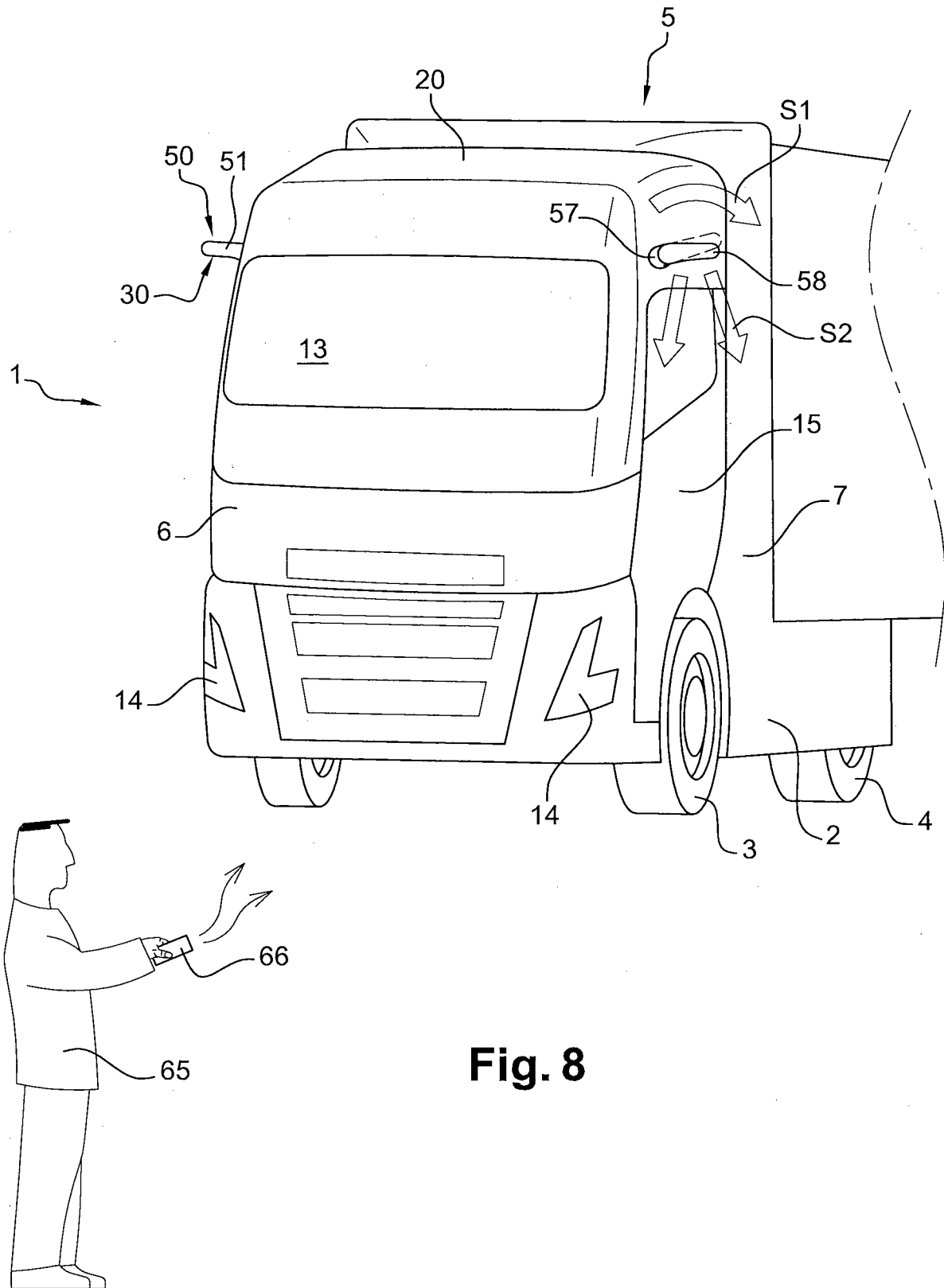


Fig. 8

INTERNATIONAL SEARCH REPORT

International application No
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A. CLASSIFICATION OF SUBJECT MATTER INV. B60Q1/24 B60Q1/32 B60R1/00 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) B60Q B60R		
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.
X	EP 0 945 306 A1 (RENAULT VEHICULES IND [FR]) 29 September 1999 (1999-09-29) figure 9	1-15
A	----- US 2009/273941 A1 (ENGLANDER BENJAMIN [US] ET AL) 5 November 2009 (2009-11-05) figure 17	1-15
A	----- JP H10 59077 A (FUKUSHIMA ISOJI) 3 March 1998 (1998-03-03) figure 3 -----	1-15
<input type="checkbox"/> Further documents are listed in the continuation of Box C. <input checked="" type="checkbox"/> 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 5 February 2018		Date of mailing of the international search report 06/04/2018
Name and mailing address of the ISA/ European Patent Office, P.B. 5818 Patentlaan 2 NL - 2280 HV Rijswijk Tel. (+31-70) 340-2040, Fax: (+31-70) 340-3016		Authorized officer Kyriakides, Leonidas

INTERNATIONAL SEARCH REPORT

International application No.
PCT/IB2017/000823

Box No. II Observations where certain claims were found unsearchable (Continuation of item 2 of first sheet)

This international search report has not been established in respect of certain claims under Article 17(2)(a) for the following reasons:

1. Claims Nos.:
because they relate to subject matter not required to be searched by this Authority, namely:

2. Claims Nos.:
because they relate to parts of the international application that do not comply with the prescribed requirements to such an extent that no meaningful international search can be carried out, specifically:

3. Claims Nos.:
because they are dependent claims and are not drafted in accordance with the second and third sentences of Rule 6.4(a).

Box No. III Observations where unity of invention is lacking (Continuation of item 3 of first sheet)

This International Searching Authority found multiple inventions in this international application, as follows:

see additional sheet

1. As all required additional search fees were timely paid by the applicant, this international search report covers all searchable claims.

2. As all searchable claims could be searched without effort justifying an additional fees, this Authority did not invite payment of additional fees.

3. As only some of the required additional search fees were timely paid by the applicant, this international search report covers only those claims for which fees were paid, specifically claims Nos.:

4. No required additional search fees were timely paid by the applicant. Consequently, this international search report is restricted to the invention first mentioned in the claims; it is covered by claims Nos.:

1-15

Remark on Protest

- The additional search fees were accompanied by the applicant's protest and, where applicable, the payment of a protest fee.
- The additional search fees were accompanied by the applicant's protest but the applicable protest fee was not paid within the time limit specified in the invitation.
- No protest accompanied the payment of additional search fees.

FURTHER INFORMATION CONTINUED FROM PCT/ISA/ 210

This International Searching Authority found multiple (groups of) inventions in this international application, as follows:

1. claims: 1-15

Avoiding moisture and debris to enter into the light source carrier.

2. claims: 16-18

Aid for entering into a vehicle

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

PCT/IB2017/000823

Patent document cited in search report	Publication date	Patent family member(s)	Publication date	
EP 0945306	A1	29-09-1999	EP 0945306 A1	29-09-1999
			FR 2776597 A1	01-10-1999

US 2009273941	A1	05-11-2009	NONE	

JP H1059077	A	03-03-1998	NONE	
