
www.continental-automotive.com
Electronic brake systems for motorcycles

Electronic brake systems prevent wheels locking - and can thus avoid a fall.

Anyone can accelerate fast. Only a few know how to brake properly. Yet for motorcycles in particular, every meter counts during speed reduction, in order to prevent a crash or quite simply to get round the next curve safely. The crux of the matter is that short stopping distances are mainly achieved by high braking pressure. And this is exactly what leads to wheels locking at some point. This will almost inevitably lead to a fall if the driver does not release the pressure. And this is exactly how the equipment version, other functions which make driving much more comfortable can also be realized.

Would you like to be able to tighten your glove fasteners or use the sat nav while waiting at the traffic lights? This quickly becomes a balancing act, particularly with a heavy motorcycle. It’s no problem with the Hold & Go function, however. The system holds the brakes without the driver having to do anything. And releases them automatically as soon as the motorcycle starts off.

In the case of motorcycles, anti-locking brake systems have been reserved for high-end models for many years. Now, effective systems are available for all vehicle classes. From scooters to luxury touring cycles or even super sports versions.

For all motorcycles over 125 cubic centimeters, ABS will become mandatory in the European Union over the next few years. This applies to all new type-approved model series from 2016 and for all new motorcycles from 2017. A step towards more stability, more control and thus significantly more safety for drivers.

More safety. More comfort. The electronics of modern brake systems don’t only offer motorcyclists considerably more safety, however. Depending on the equipment version, other functions which make driving much more comfortable can also be realized.

Electronic brake systems with the anti-blocking system ABS remedy the situation. These have already been in use in passenger cars for years. The driver retains control of the vehicle; obstacles can be safely driven around at a significantly reduced speed.

In the case of motorcycles, anti-locking brake systems have been reserved for high-end models for many years. Now, effective systems are available for all vehicle classes. From scooters to luxury touring cycles or even super sports versions.

Know-how from decades of braking expertise

Continental has been developing and producing anti-lock brake systems for motorcycles for ten years. Thanks to decades of experience in the development of state-of-the-art brake systems for passenger cars and commercial vehicles, our engineers’ passion for driving motorcycles and excellent knowledge of their special driving dynamics, there is a solution available for motorcycle manufacturers which serves all vehicle classes: from simple one-channel ABS for scooters and small motorcycles through to the motorcycle integral brake system, which includes enhanced control functions such as sport and off-road ABS, optimized curve braking or the holding function Hold & Go.

Anyone can accelerate fast. Only a few know how to brake properly. Yet for motorcycles in particular, every meter counts during speed reduction, in order to prevent a crash or quite simply to get round the next curve safely. The crux of the matter is that short stopping distances are mainly achieved by high braking pressure. And this is exactly what leads to wheels locking at some point. This will almost inevitably lead to a fall if the driver does not release the pressure. And this is exactly how the equipment version, other functions which make driving much more comfortable can also be realized.

Would you like to be able to tighten your glove fasteners or use the sat nav while waiting at the traffic lights? This quickly becomes a balancing act, particularly with a heavy motorcycle. It’s no problem with the Hold & Go function, however. The system holds the brakes without the driver having to do anything. And releases them automatically as soon as the motorcycle starts off.

In the case of motorcycles, anti-locking brake systems have been reserved for high-end models for many years. Now, effective systems are available for all vehicle classes. From scooters to luxury touring cycles or even super sports versions.

For all motorcycles over 125 cubic centimeters, ABS will become mandatory in the European Union over the next few years. This applies to all new type-approved model series from 2016 and for all new motorcycles from 2017. A step towards more stability, more control and thus significantly more safety for drivers.

More safety. More comfort. The electronics of modern brake systems don’t only offer motorcyclists considerably more safety, however. Depending on the equipment version, other functions which make driving much more comfortable can also be realized.

Electronic brake systems with the anti-blocking system ABS remedy the situation. These have already been in use in passenger cars for years. The driver retains control of the vehicle; obstacles can be safely driven around at a significantly reduced speed.

In the case of motorcycles, anti-locking brake systems have been reserved for high-end models for many years. Now, effective systems are available for all vehicle classes. From scooters to luxury touring cycles or even super sports versions.

Know-how from decades of braking expertise

Continental has been developing and producing anti-lock brake systems for motorcycles for ten years. Thanks to decades of experience in the development of state-of-the-art brake systems for passenger cars and commercial vehicles, our engineers’ passion for driving motorcycles and excellent knowledge of their special driving dynamics, there is a solution available for motorcycle manufacturers which serves all vehicle classes: from simple one-channel ABS for scooters and small motorcycles through to the motorcycle integral brake system, which includes enhanced control functions such as sport and off-road ABS, optimized curve braking or the holding function Hold & Go.
Enhanced functions
Driving pleasure on two wheels: enhanced functions. The increased safety provided by an anti-locking function is quite enough to justify investing in an electronic brake system. Manufacturers can use optional functions to additionally characterize their vehicles, offering drivers more comfort and increasing driving pleasure even further.

Enhanced functions in action: Mode settings, "Hold & Go" and oCB

*Lean Angle Sensor (optional)*

Motorcycle Hold & Go (MHG)
“Motorcycle Hold & Go” is a particularly convenient function. During a stop, drivers can put the brake in hold mode by briefly pulling the hand-brake lever, giving them time to program the navigation system, adjust air vents on clothing or simply lean back and relax at the traffic lights. The brake holds the vehicle without the driver having to actuate the hand or foot brake.

When “Hold & Go” is actuated, the electronics permanently record the position of the accelerator handle, the engine speed and which gear is engaged, thus detecting when the motorcycle drives off - automatically releasing the brakes and clearing the way for more driving pleasure.

Optimized Curve Braking (oCB)
Drivers need to be particularly careful when applying the brakes in curves or their ride will end abruptly with a fall. With optimized curve braking, the brake system takes the angled position of the motorcycle into account.

Depending on the incline, the ABS control becomes more sensitive and the pressure modulation more flexible in order to improve vehicle handling in curves. The Motorcycle Integral Brake system actively ensures that there is always an optimum ratio between the braking pressures on the front and rear wheels. The motorcycle becomes more stable overall and implements the driver’s braking requirements without any great changes in load.

Offroad, racing, rain settings...
The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.

The different mode settings allow drivers to adapt the braking behavior of their vehicles even further. Depending on the weather, terrain, or the tires fitted, a mode can be chosen which is even better adapted to the respective circumstances. A wide range of parameters can be preset, such as brake force distribution of the integral brake, more sensitive control in wet conditions, deactivation of the lift-off detection function for racing, or special attunement to studded tires for off-road driving.
Legal notice

The information provided in this brochure contains only general descriptions or performance characteristics, which do not always apply as described in case of actual use or which may change as a result of further development of the products. This information is merely a technical description of the product. This information is not meant or intended to be a special guarantee for a particular quality or particular durability. An obligation to provide the respective characteristics shall only exist if expressly agreed in the terms of contract. We reserve the right to make changes in availability as well as technical changes without prior notice.