



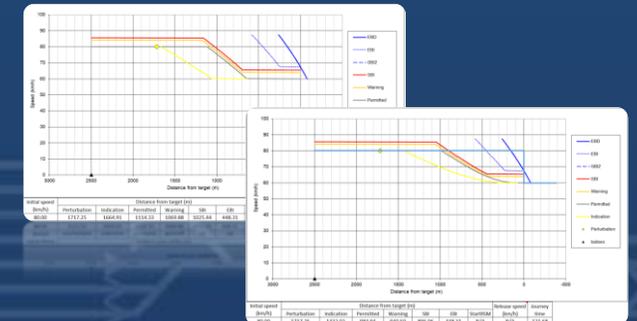
AŽD Praha s.r.o.

How can the braking curves be adapted to a more realistic behaviour of the rolling stock?

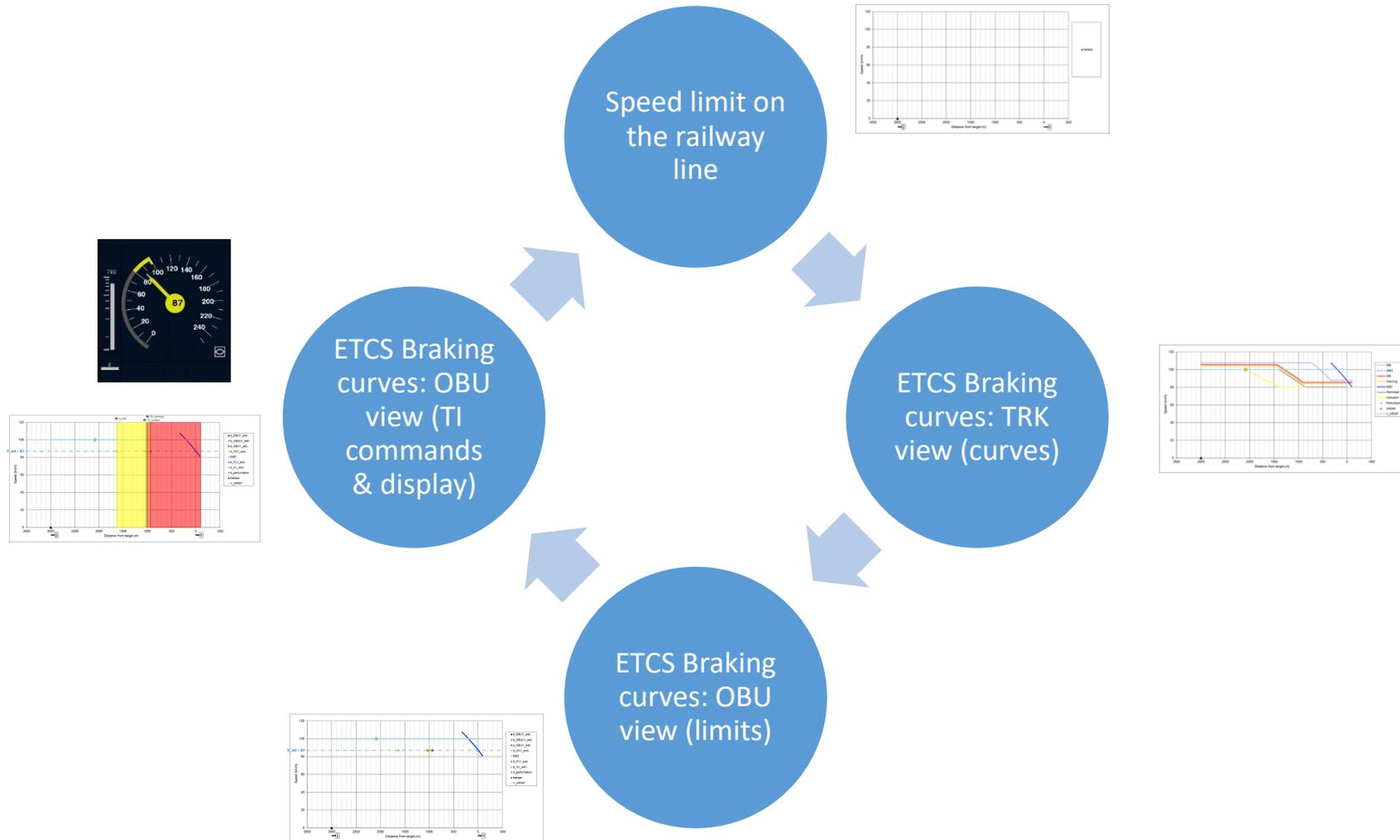
Jakub Marek

UNISIG Braking curves TF Leader, representing the AŽD Praha company

UNISIG Super Group Leader, representing the AŽD Praha company

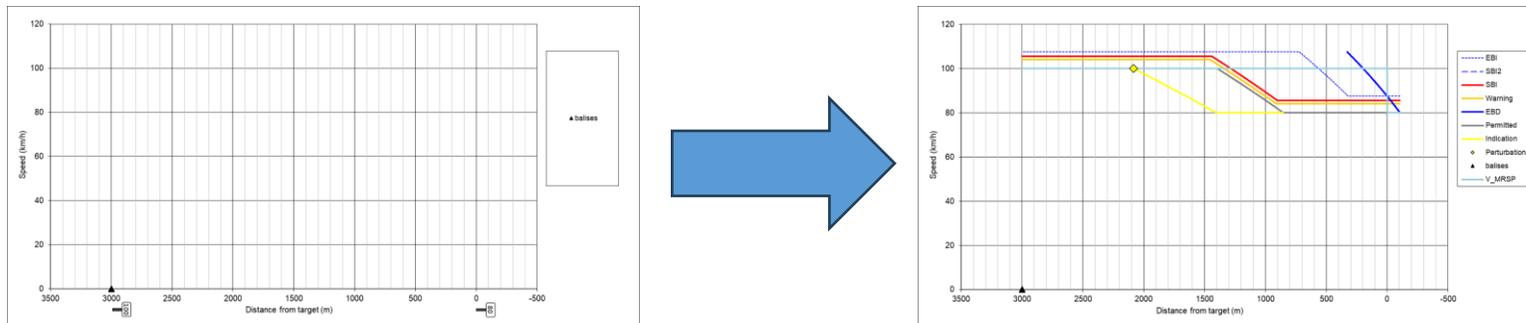


B4R1 (reduced envelope up to SV 2.2/2.1) or B3R2

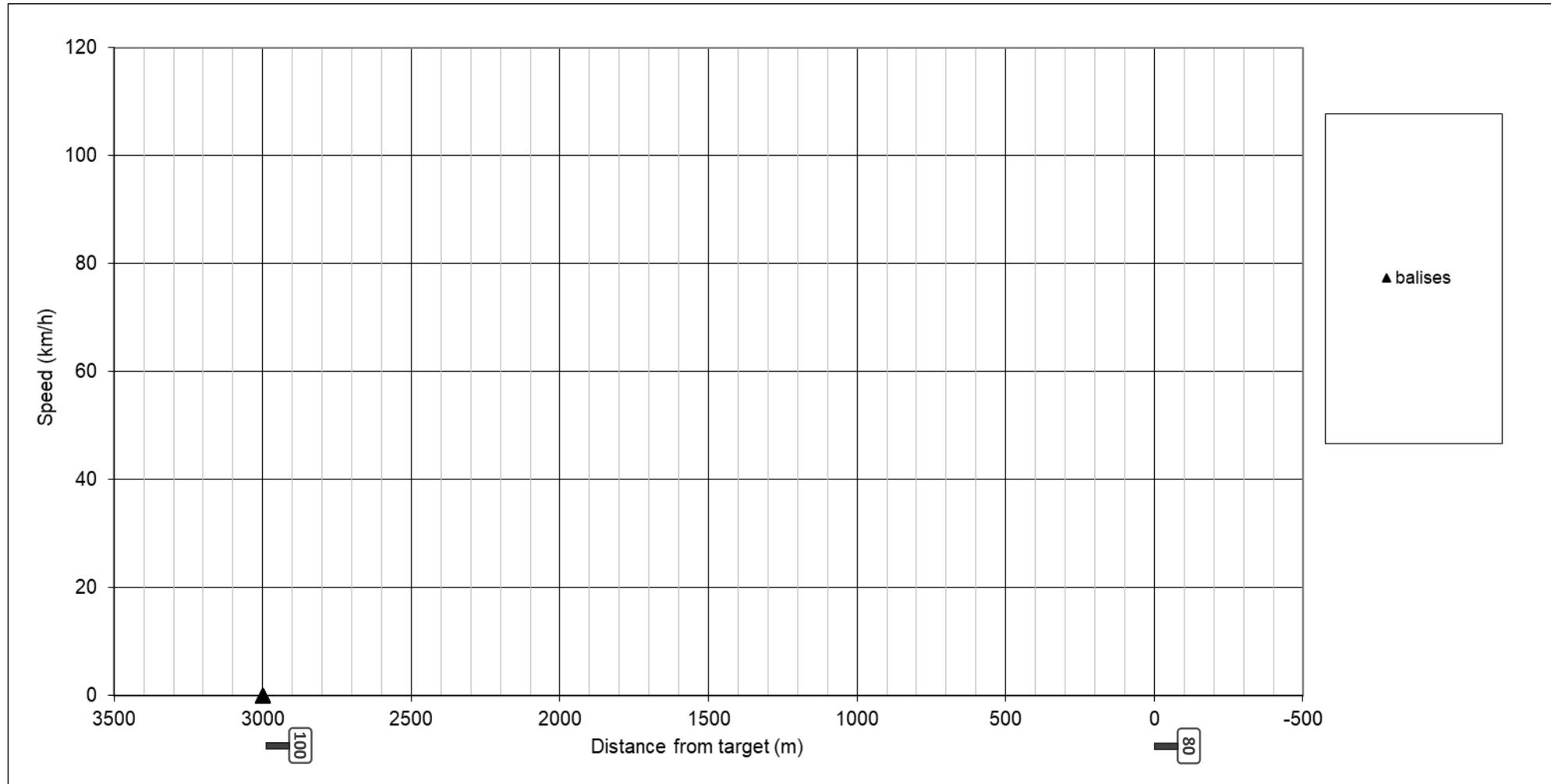


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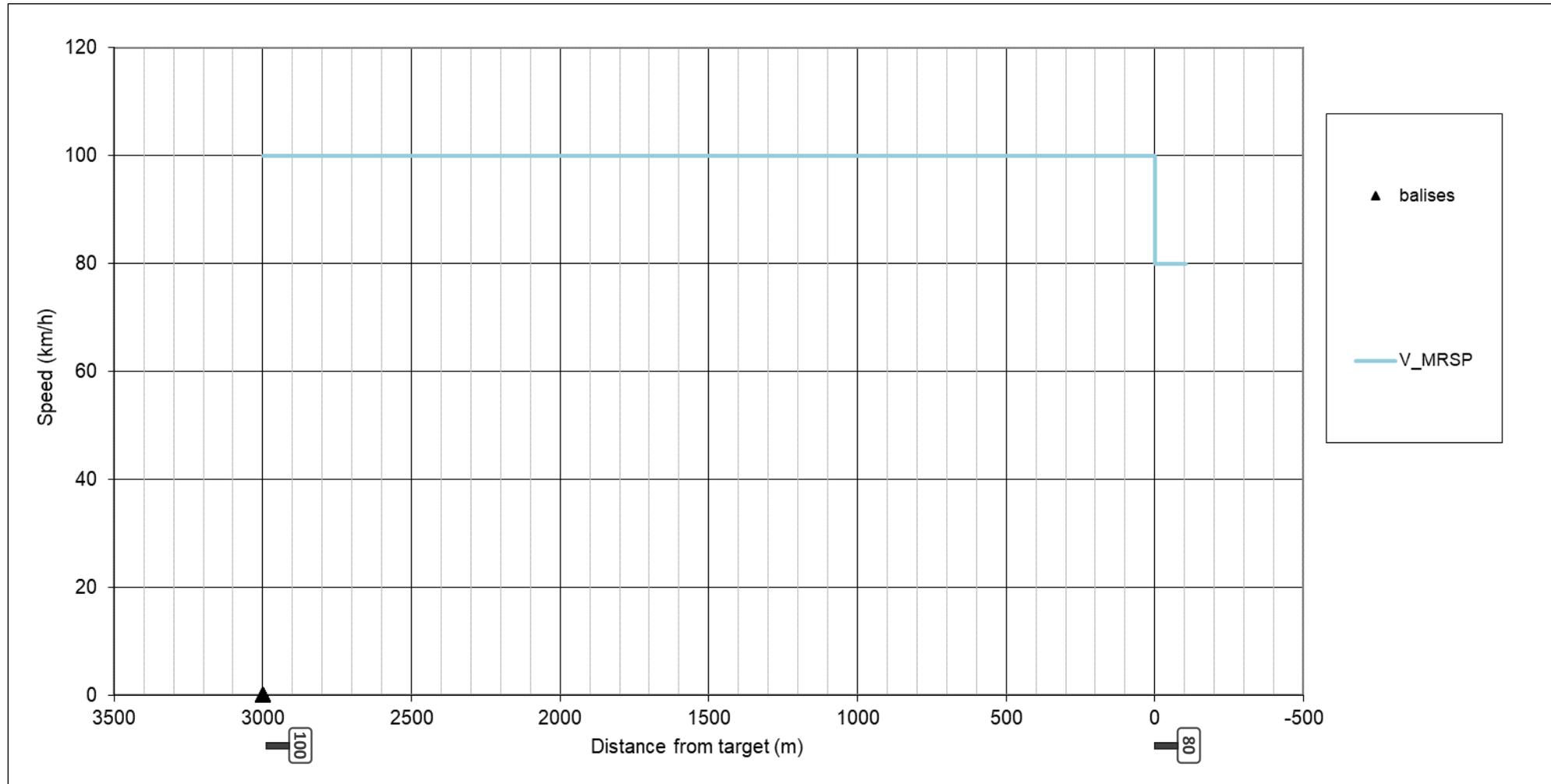
- From the speed limits on the line (track) to the ETCS Braking curves (i.e., to the ETCS TRK view)



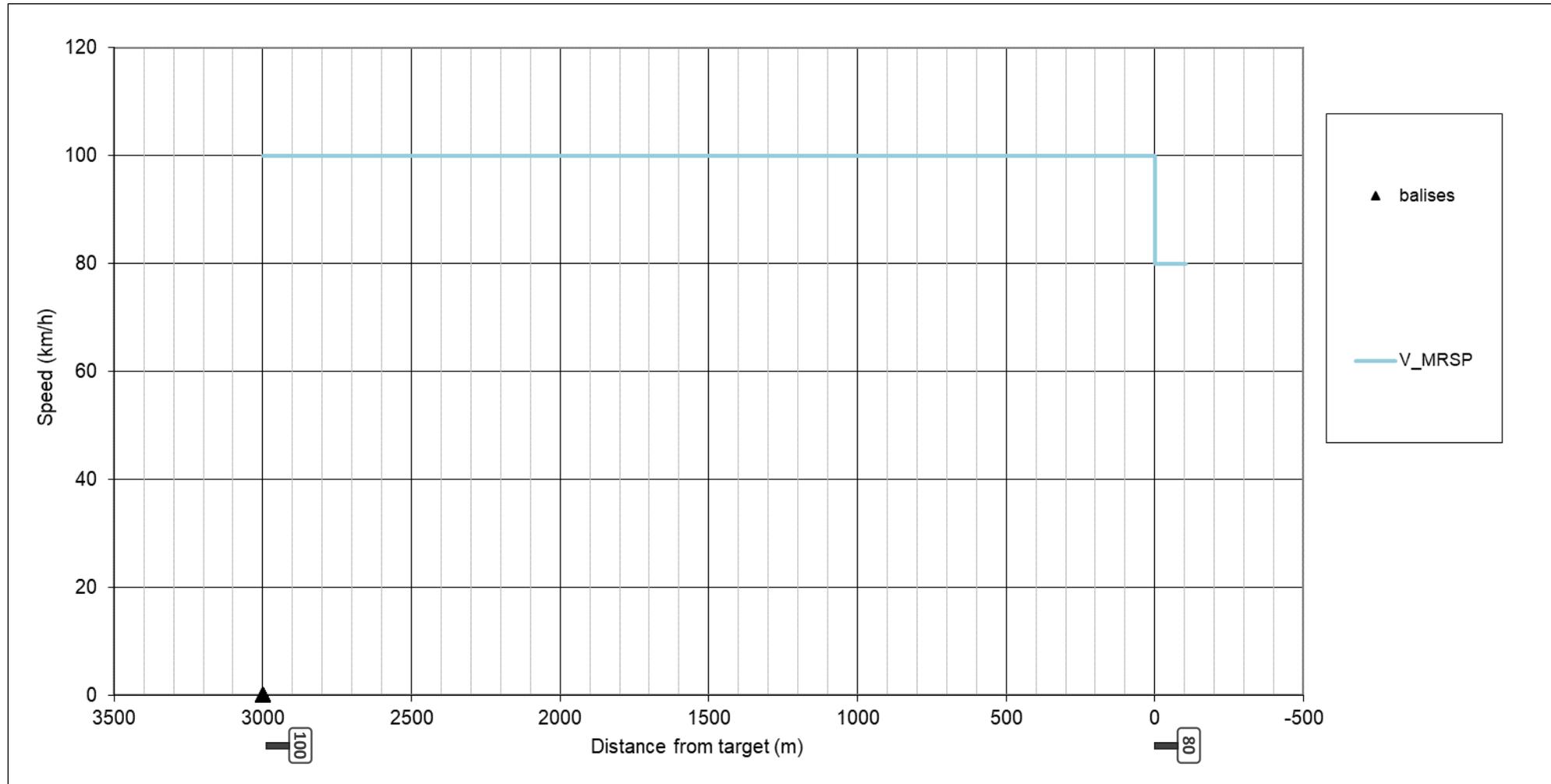
Track speed limits as they appear on the track



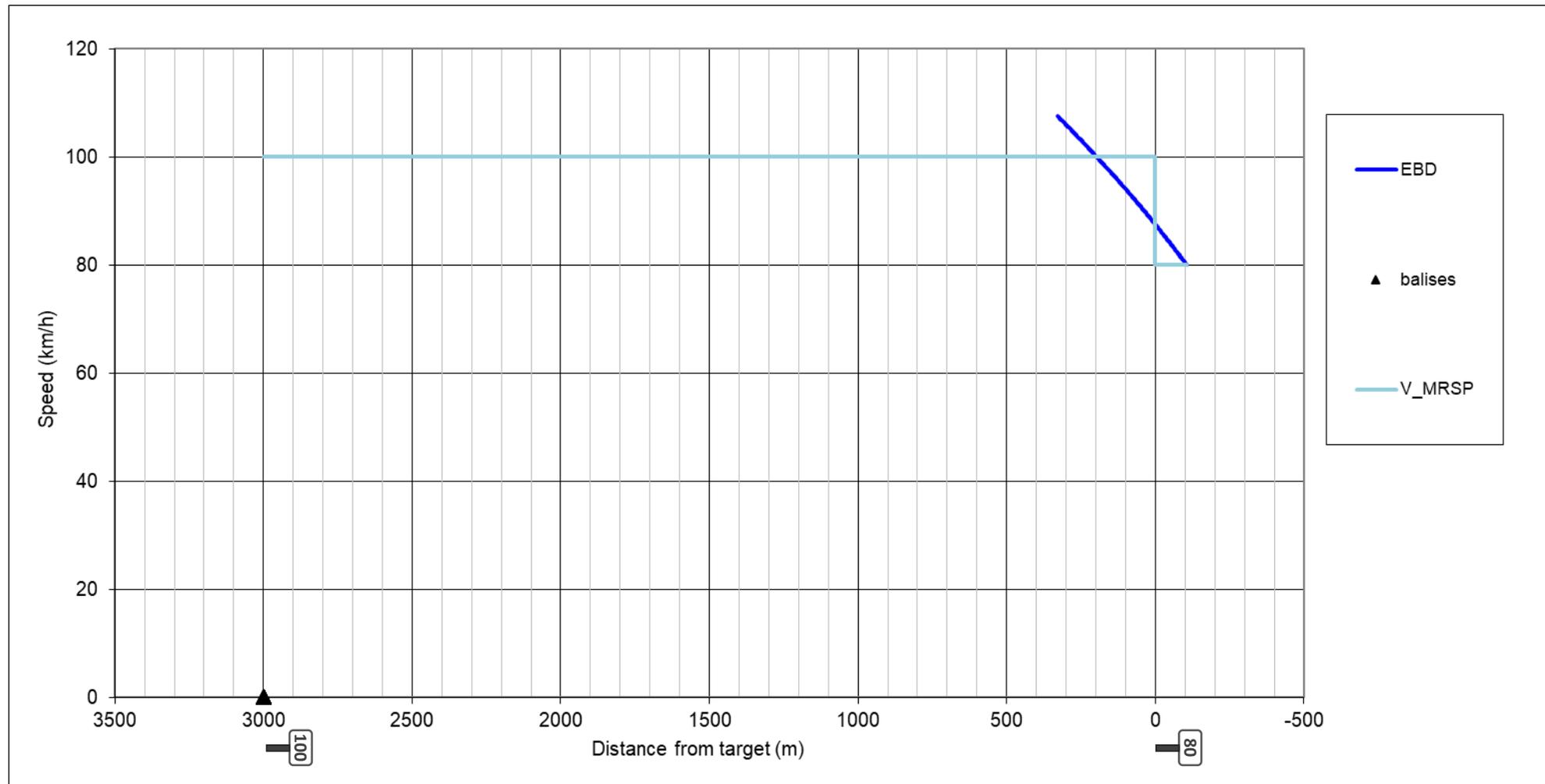
Track speed limits as sent to ETCS OBU (SSP)



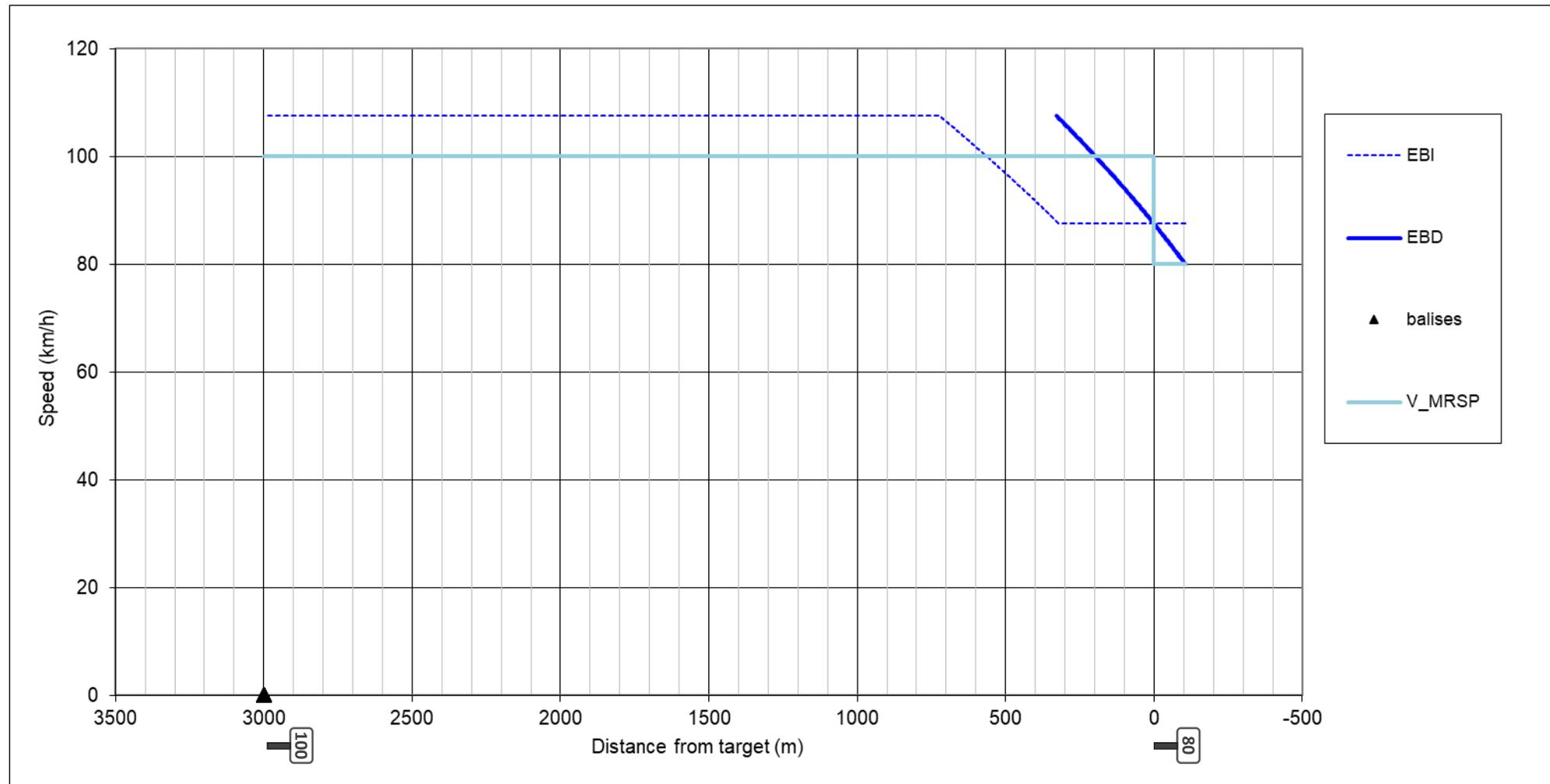
Track speed limits as sent to ETCS OBU (SSP)



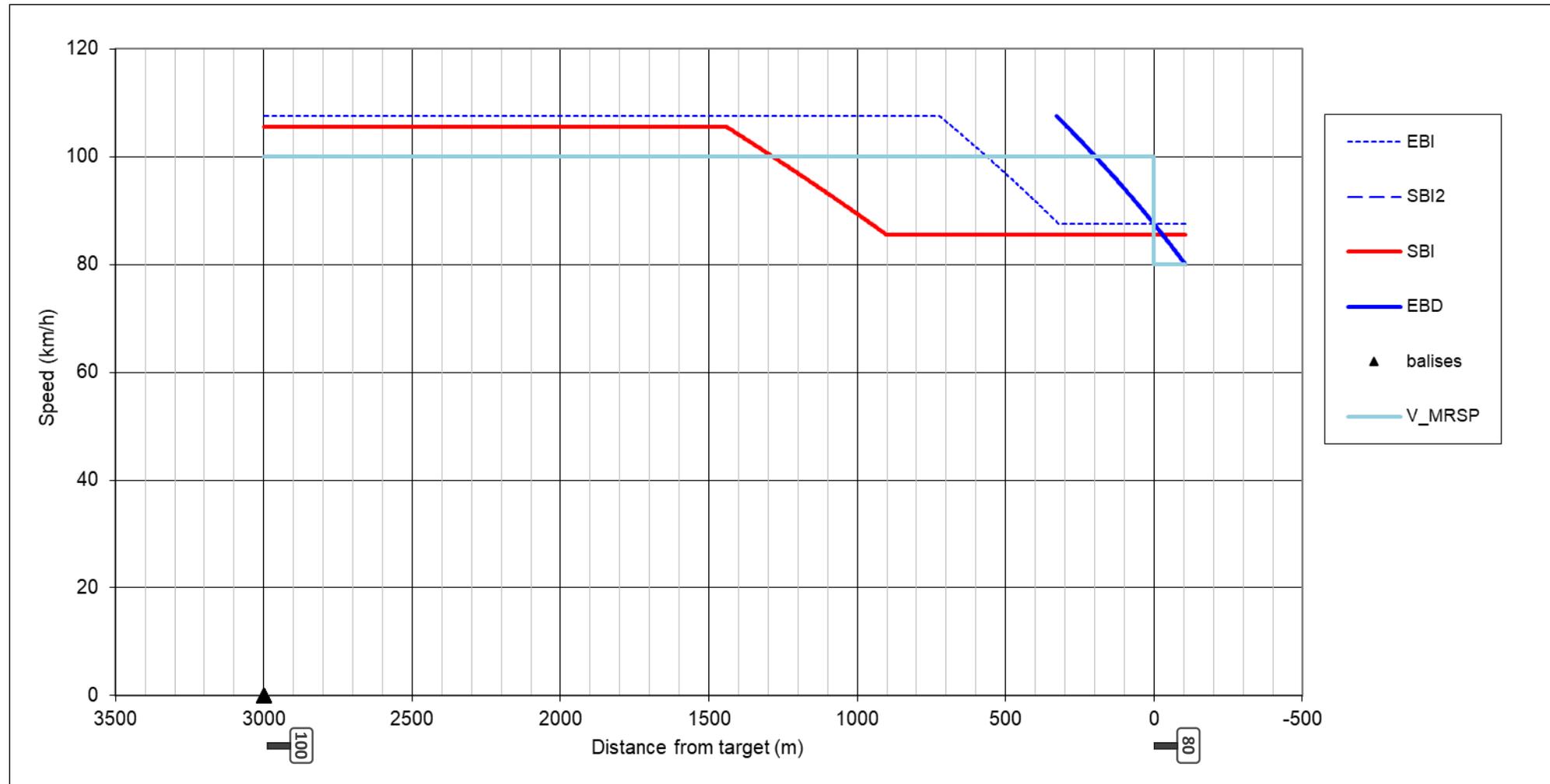
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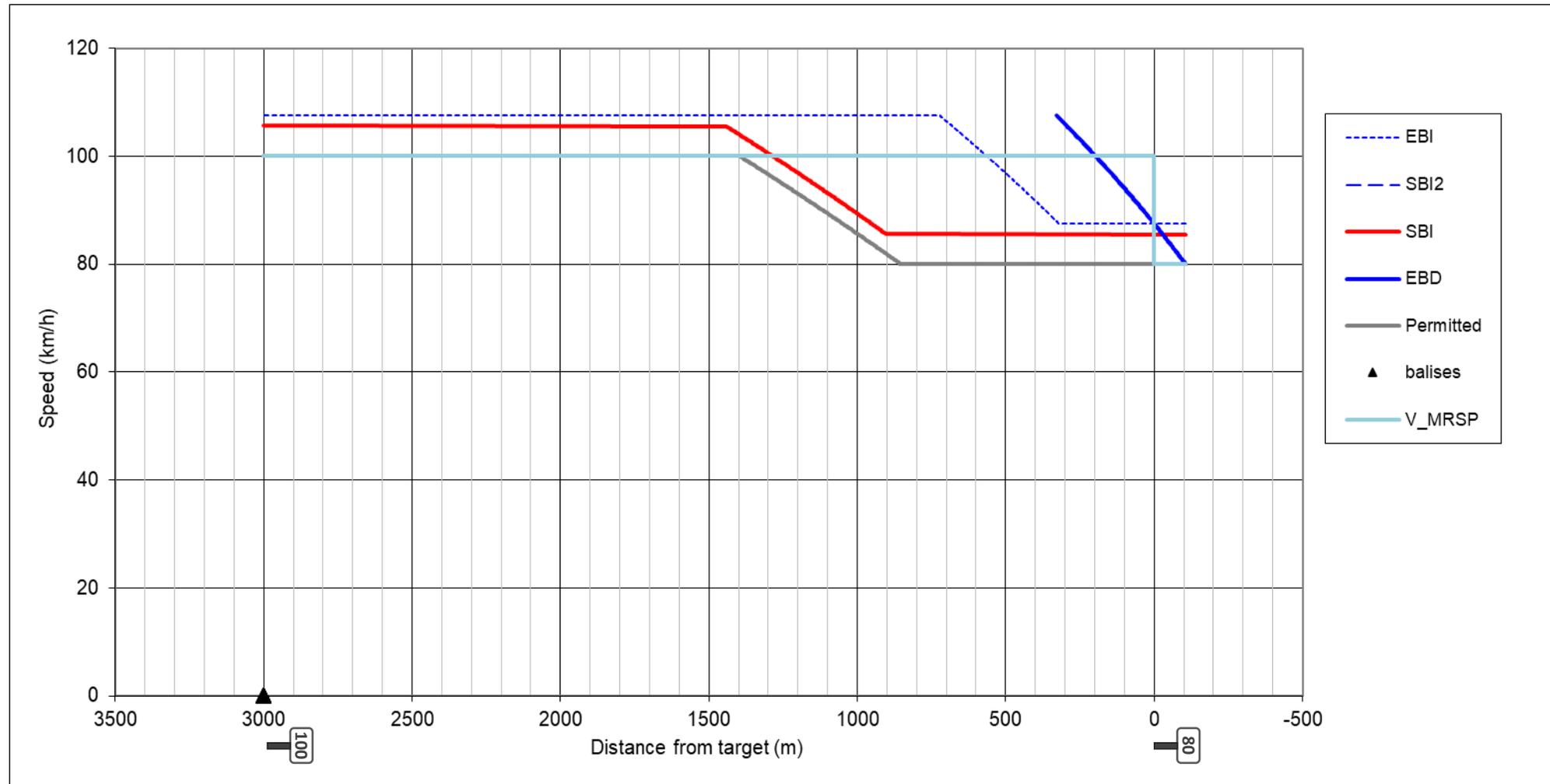
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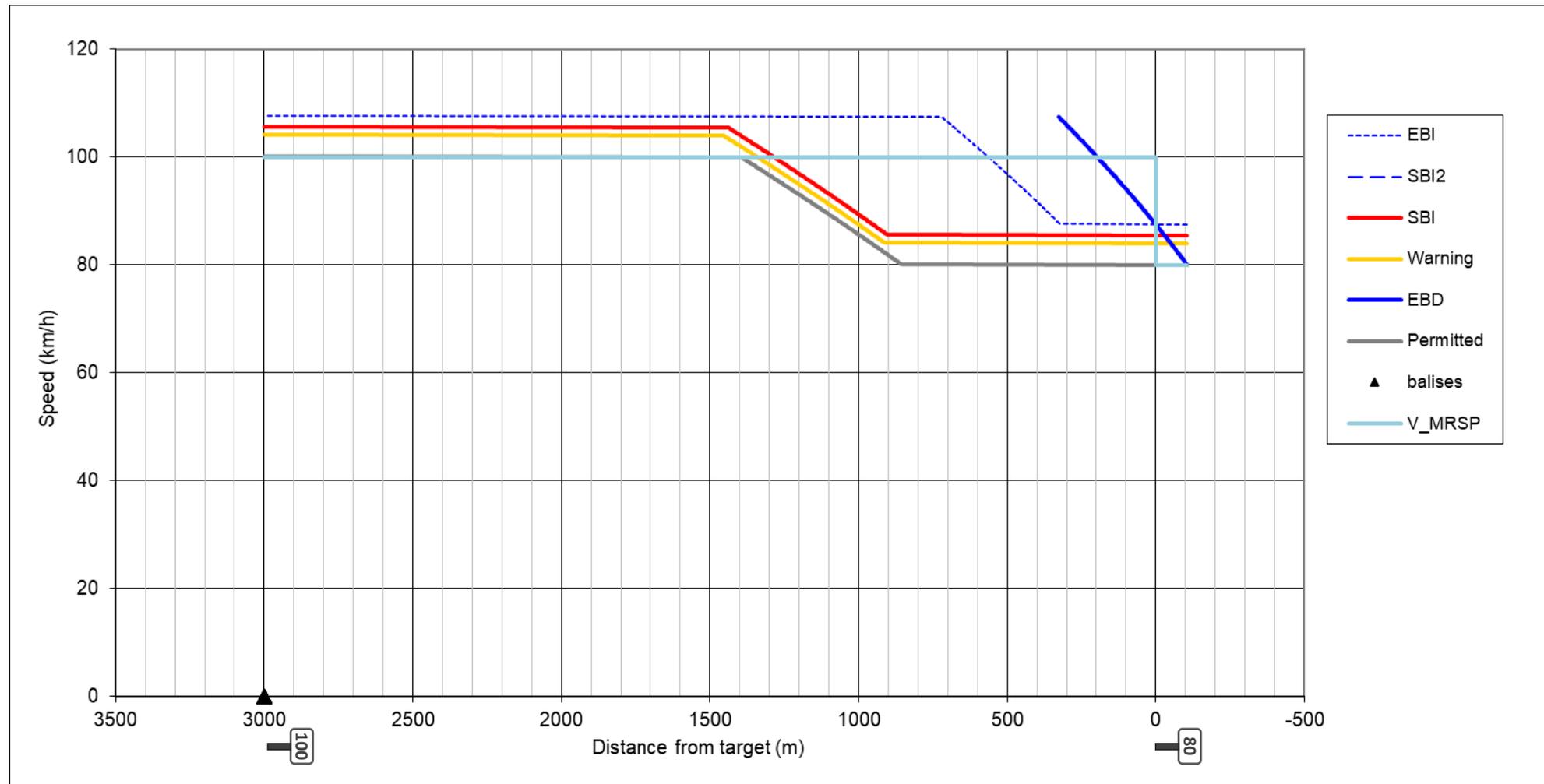
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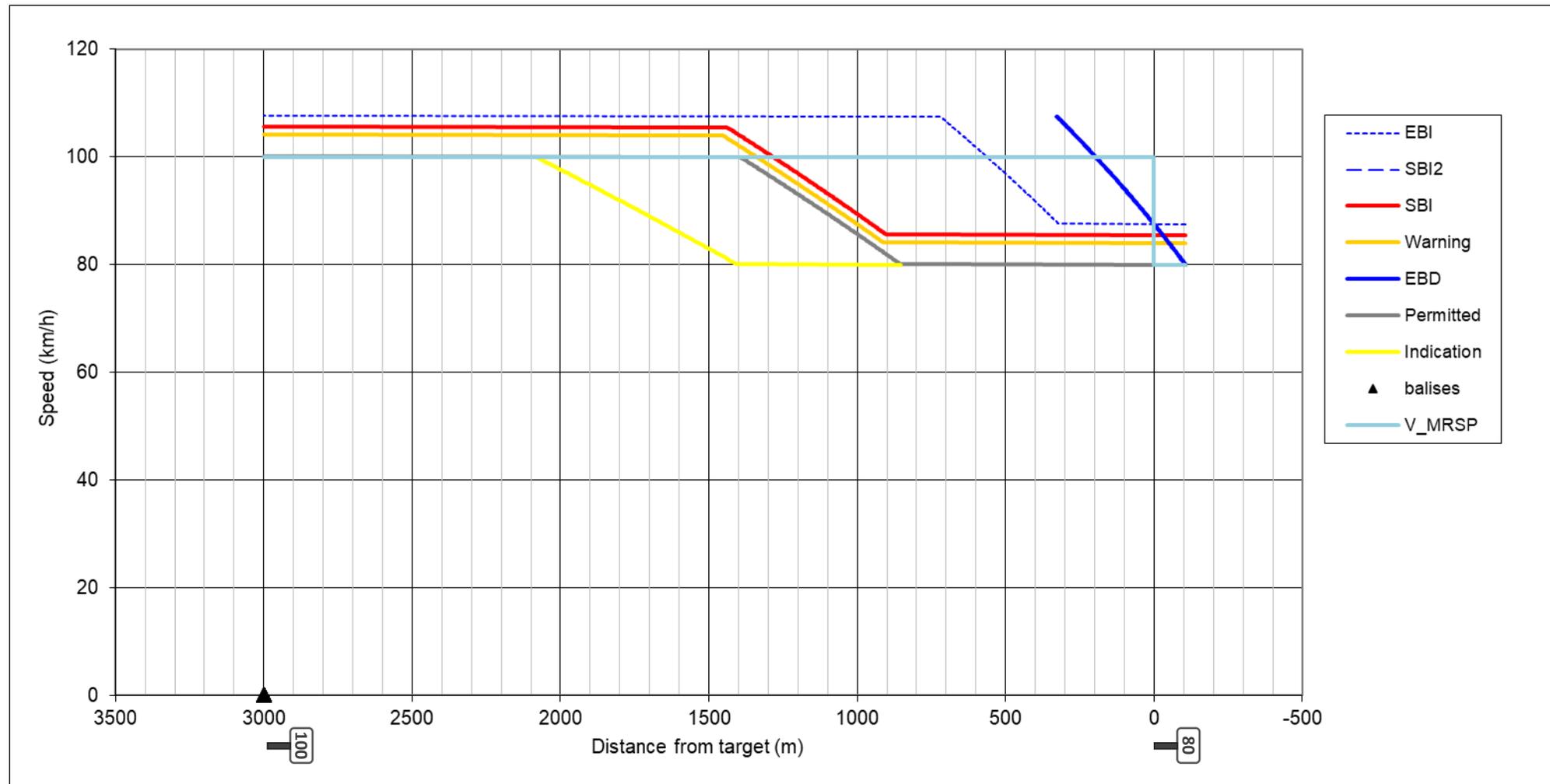
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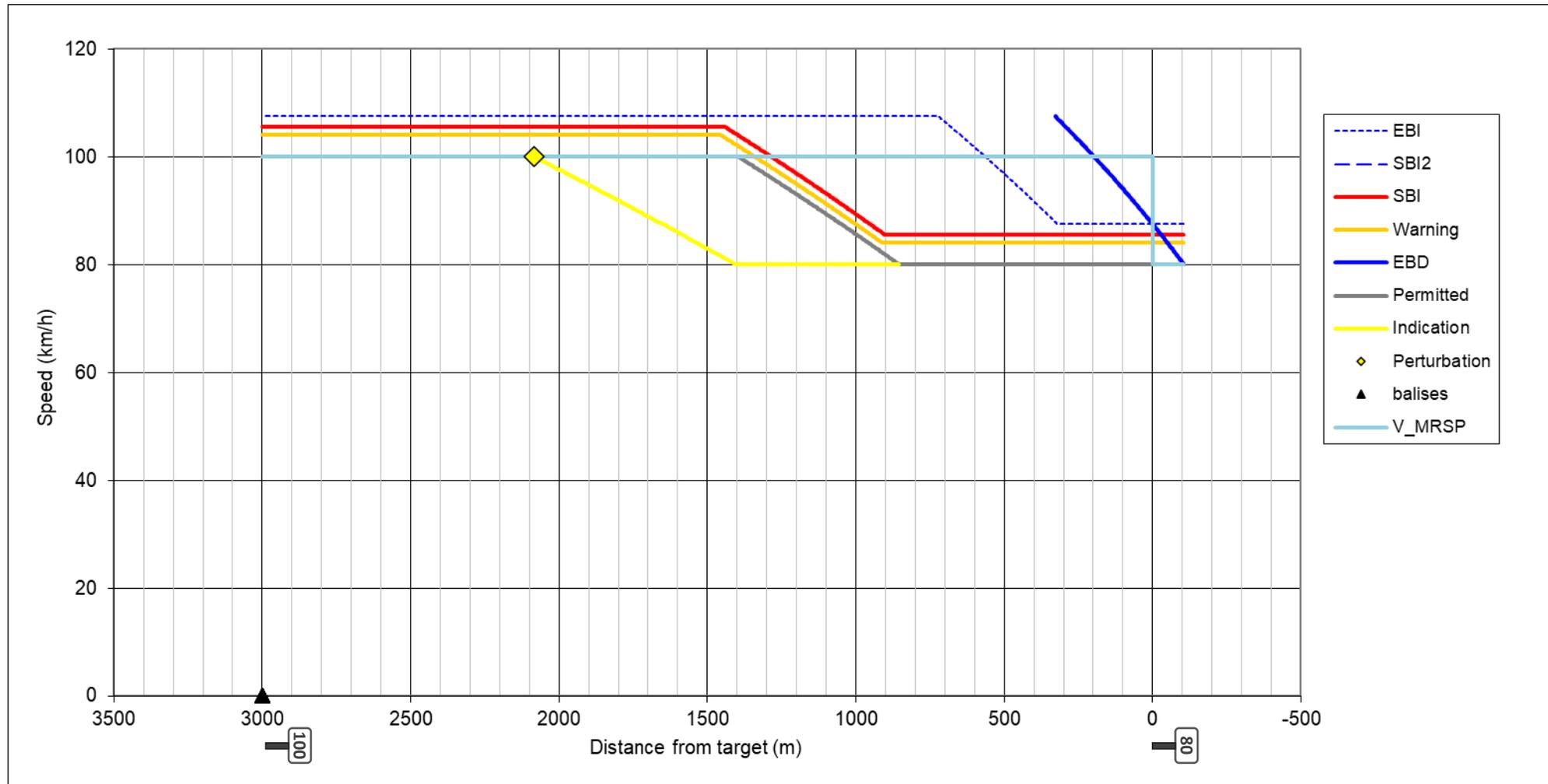
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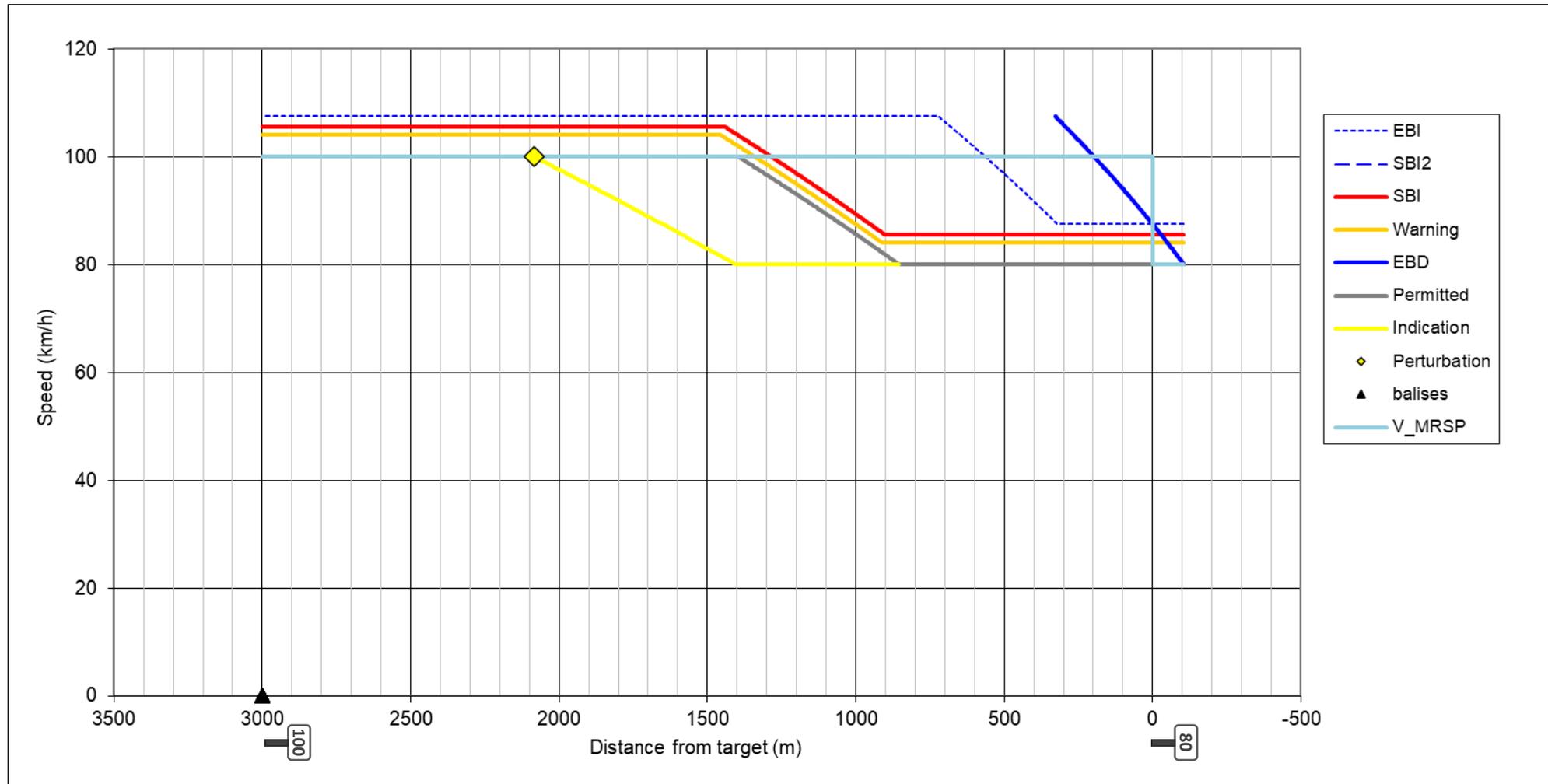
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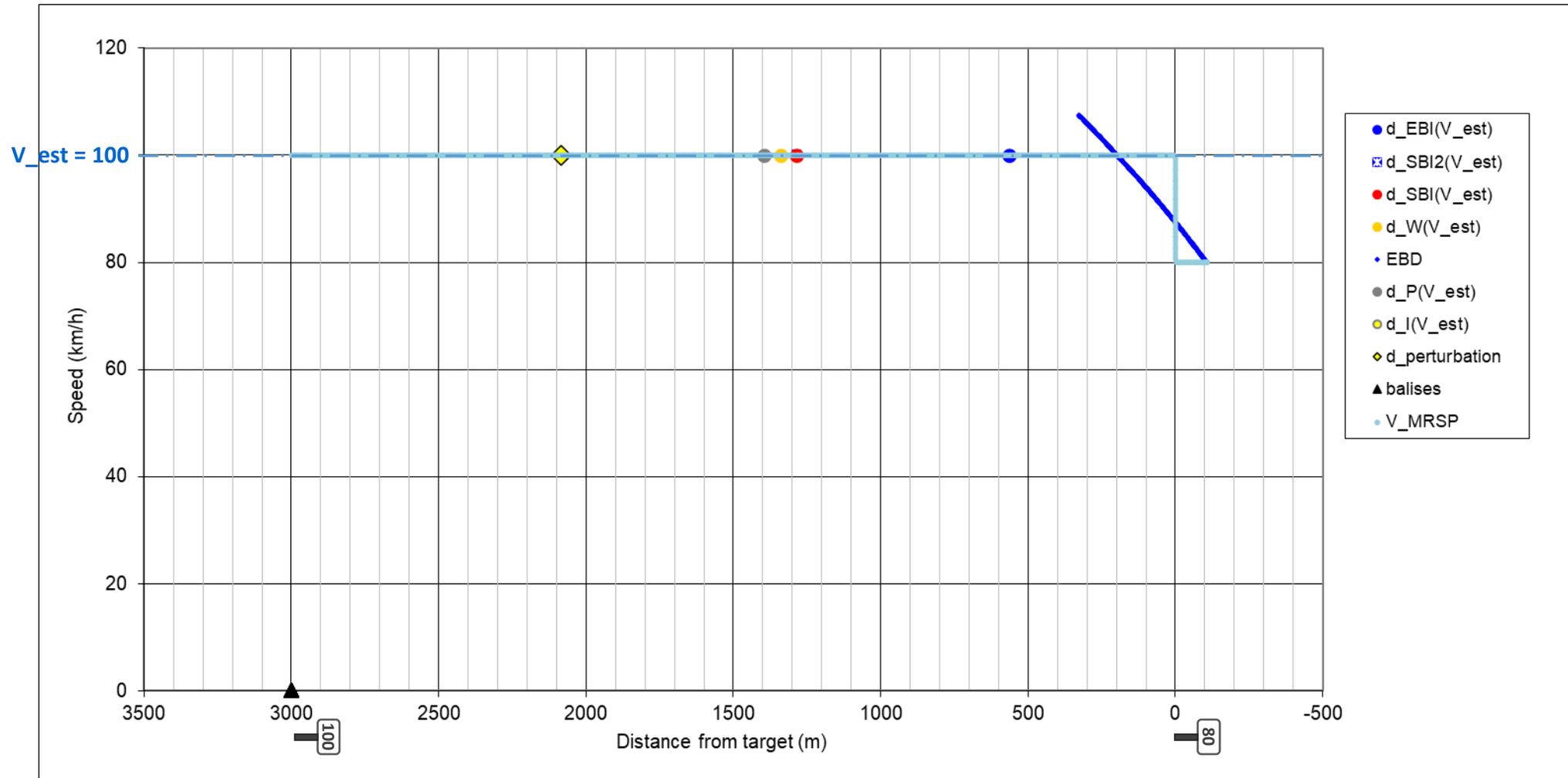
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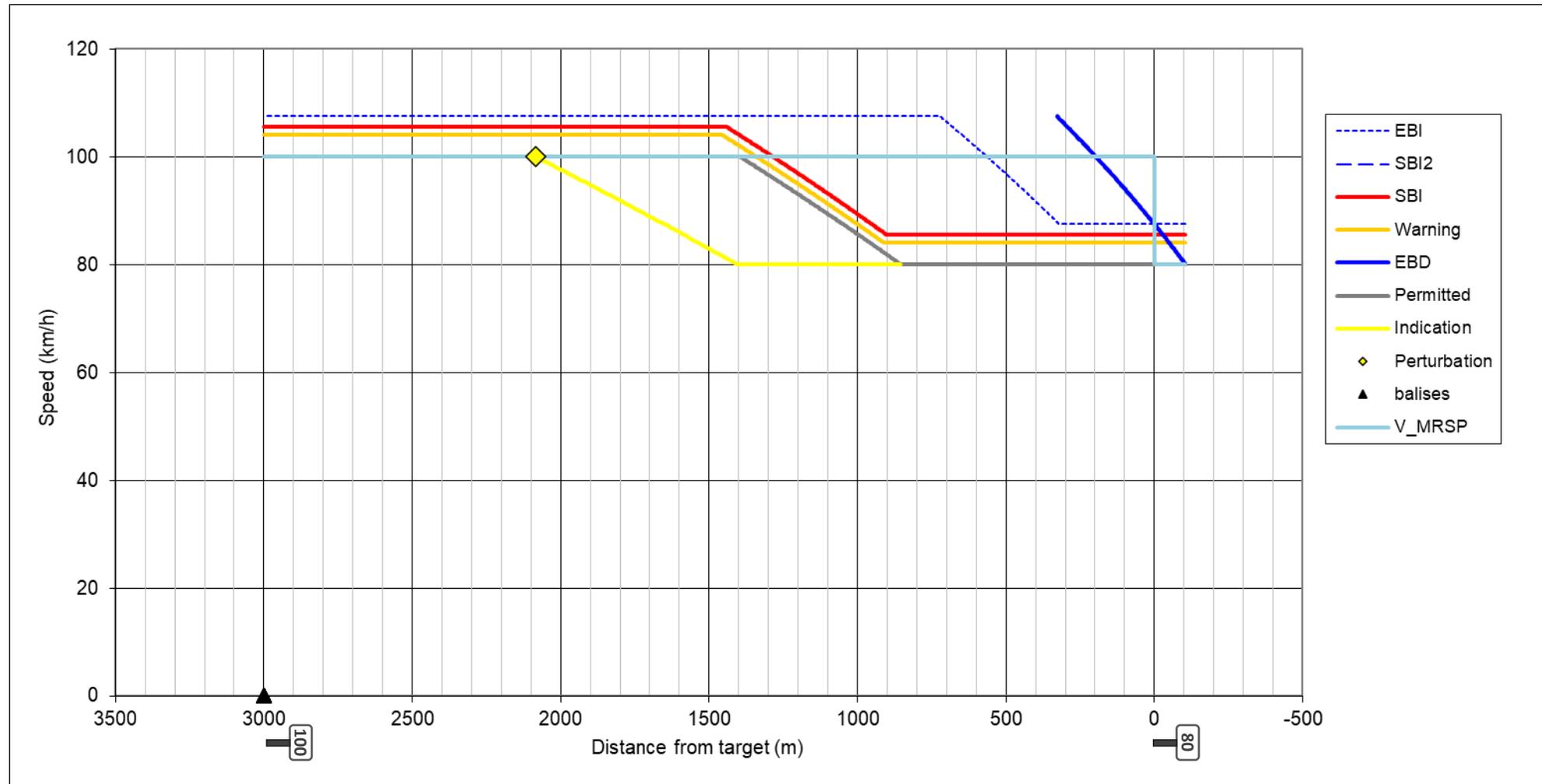
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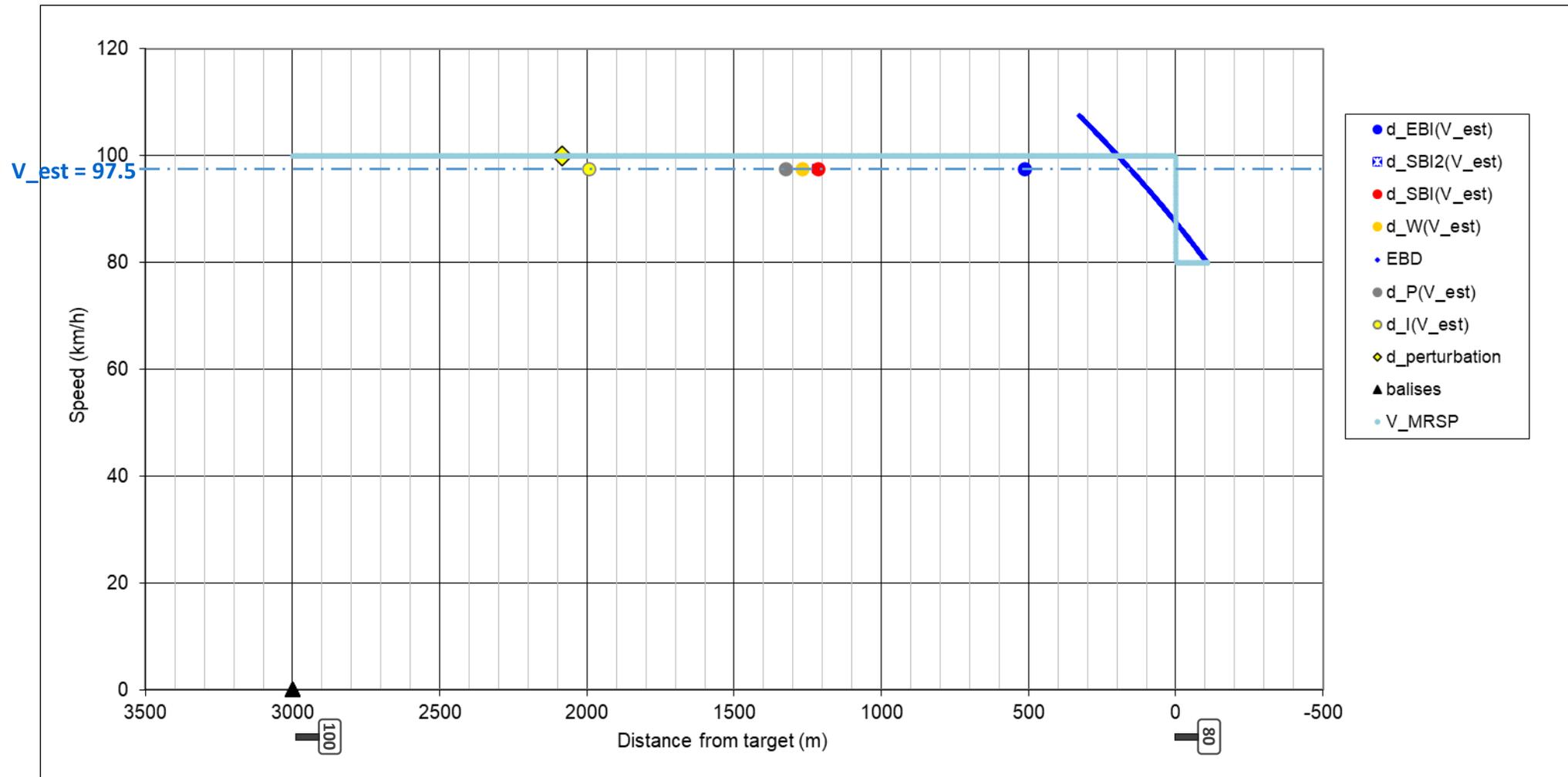
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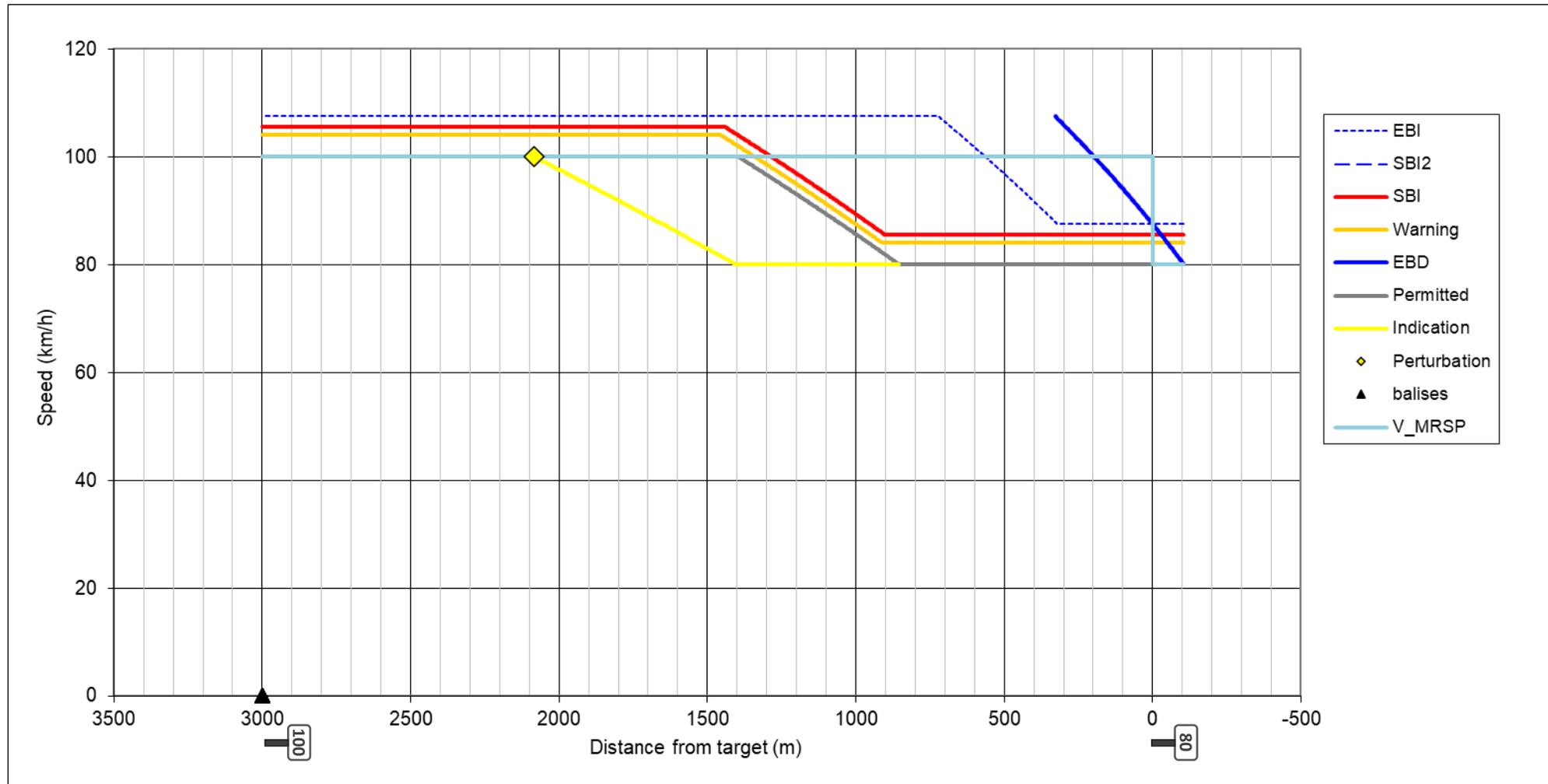
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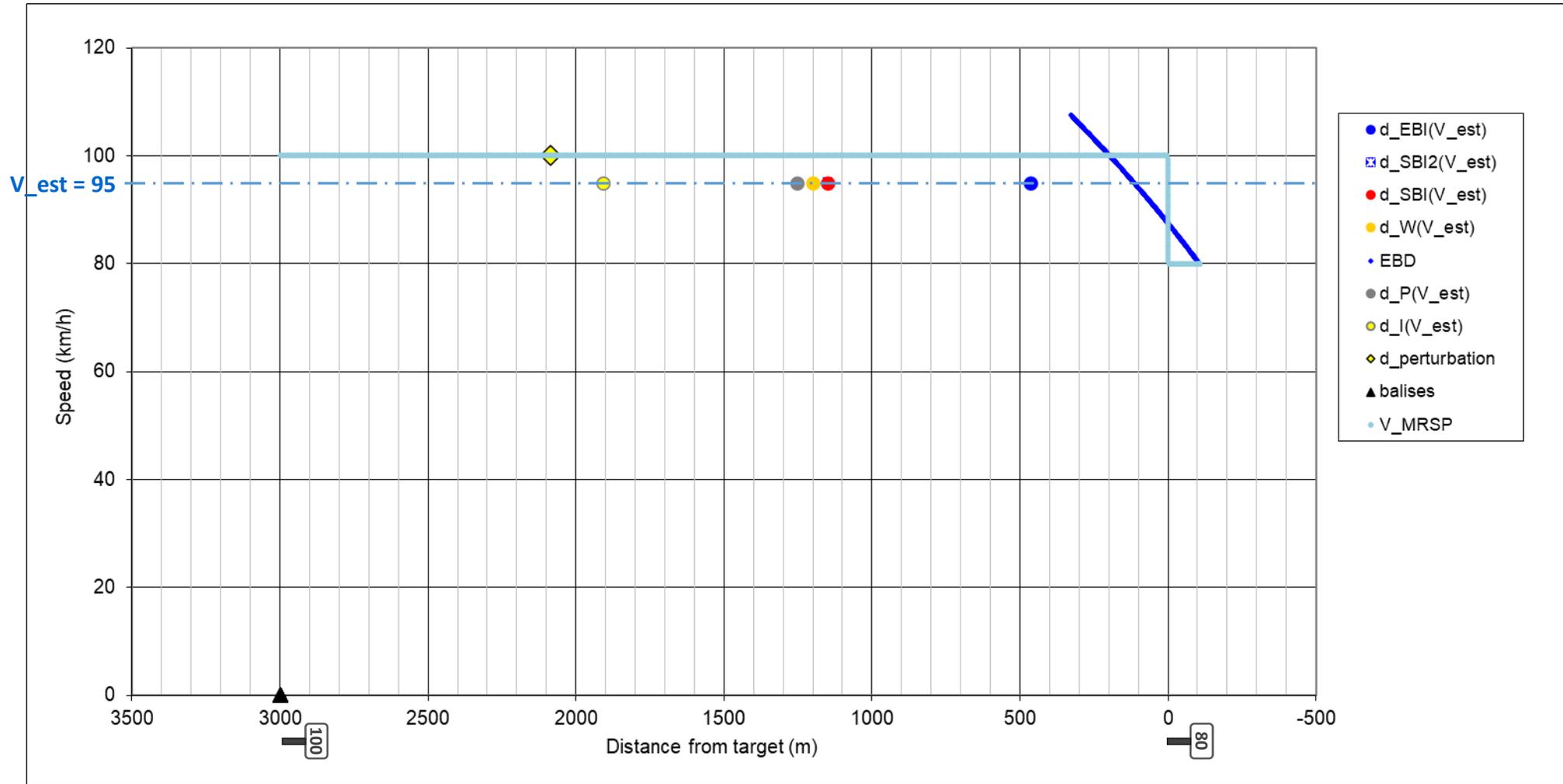
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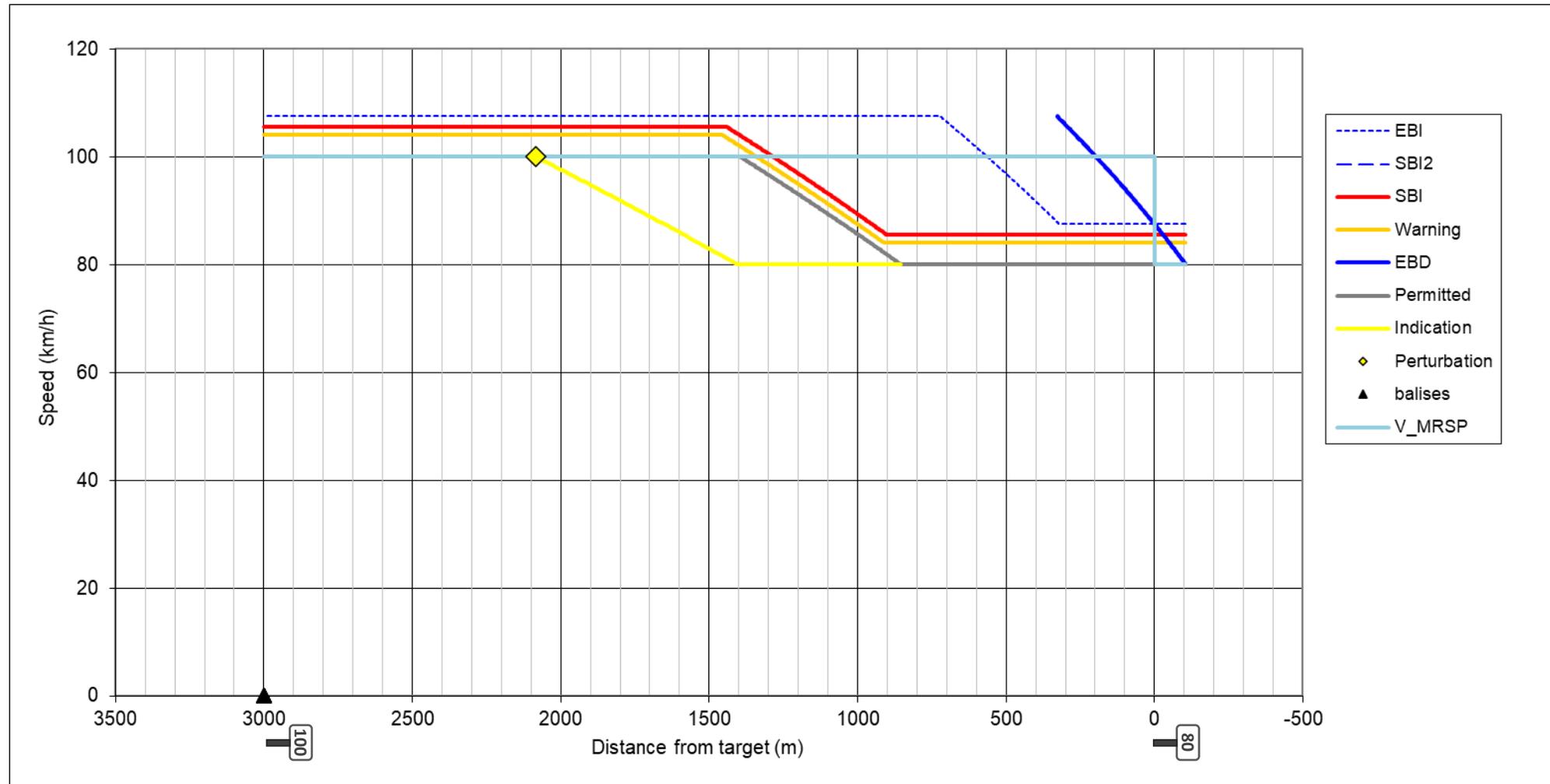
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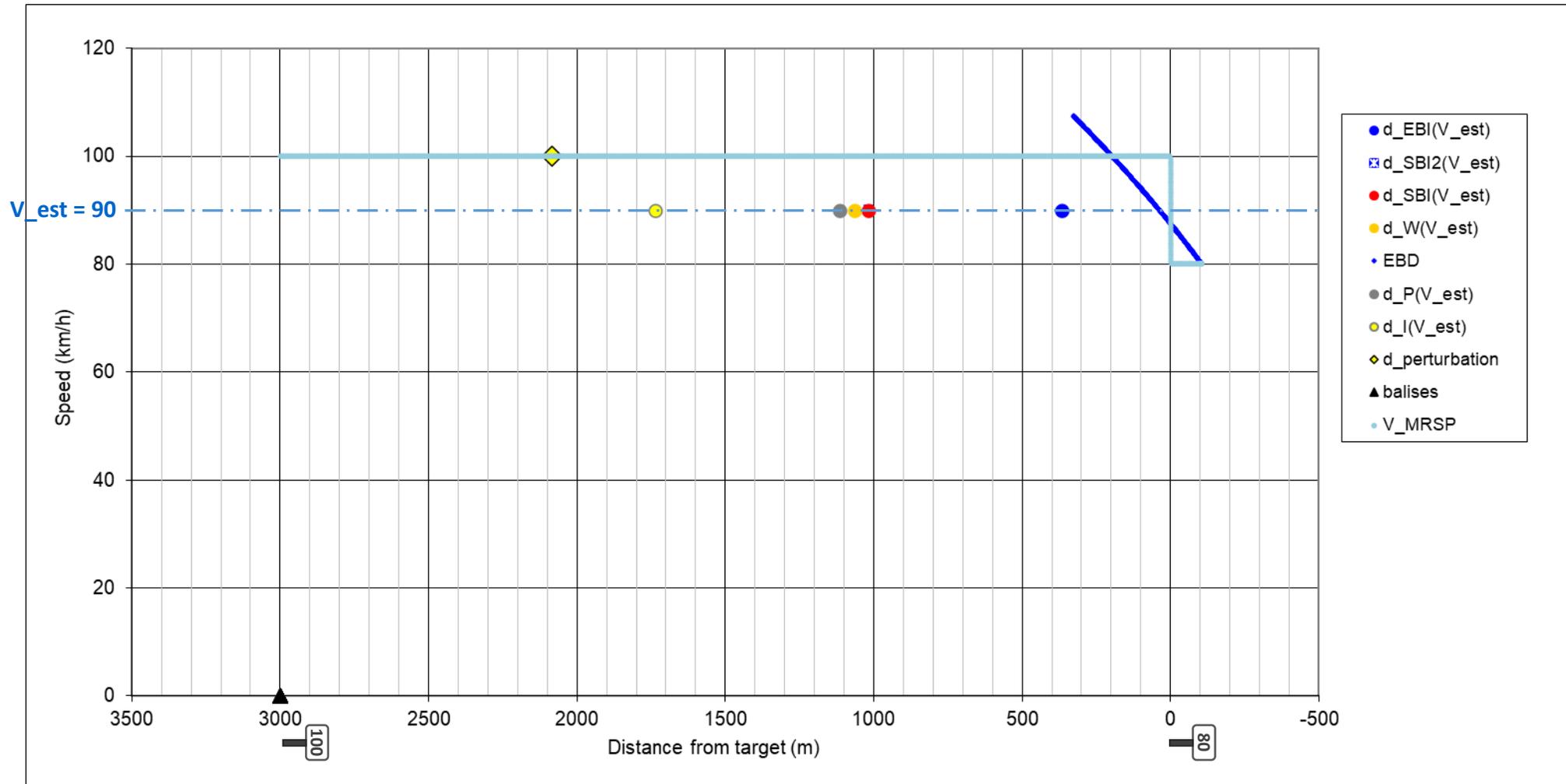
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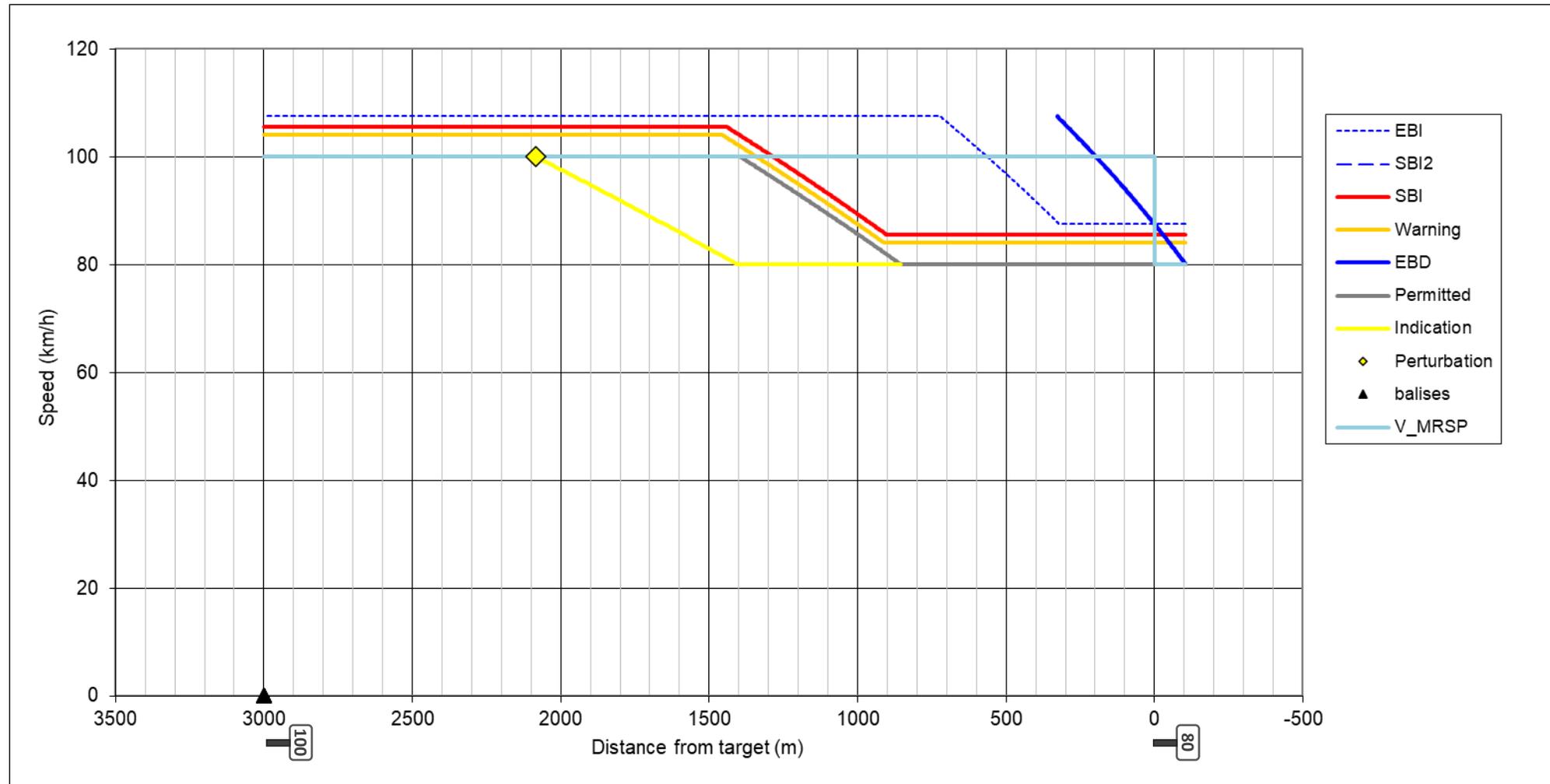
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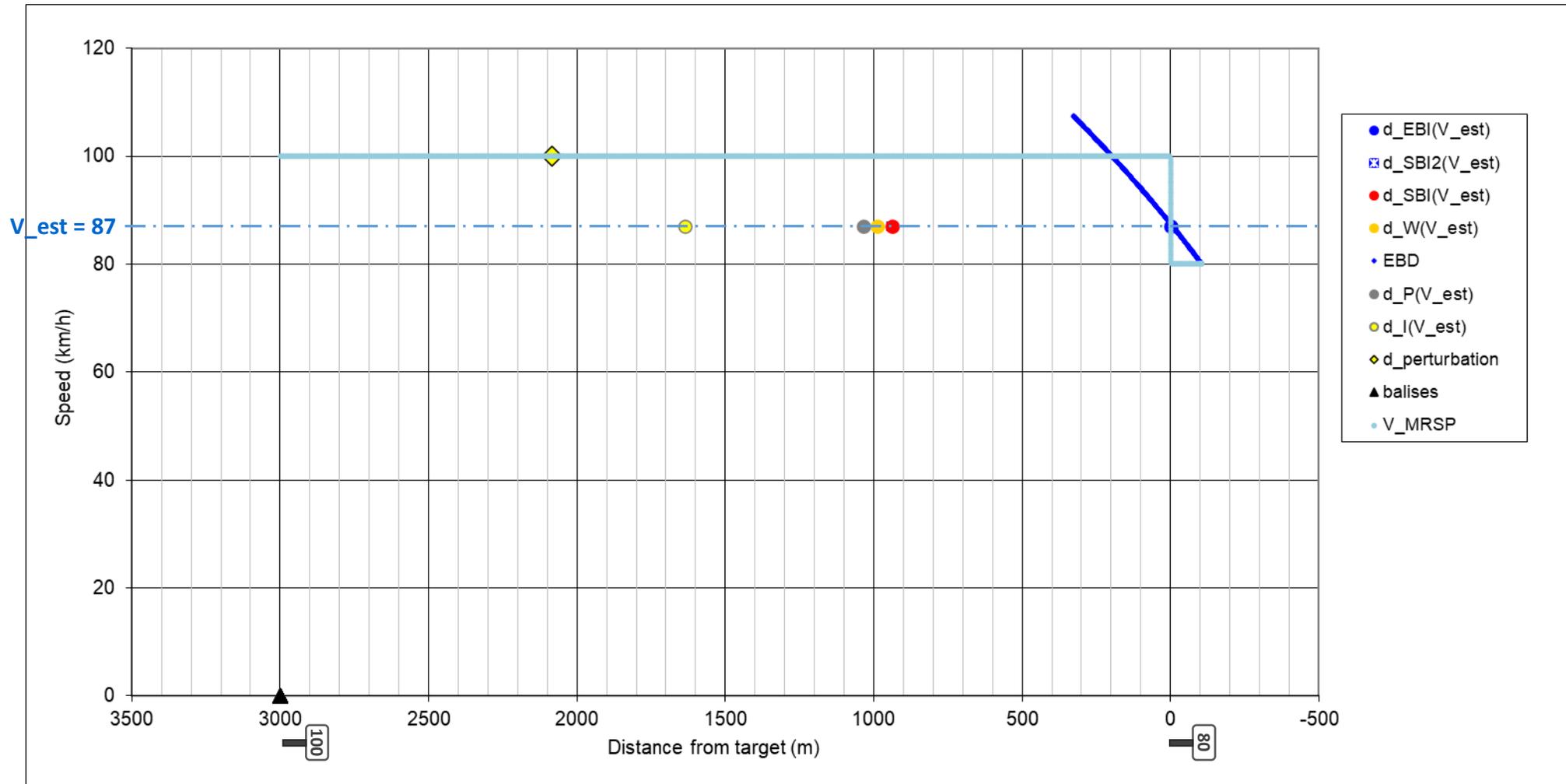
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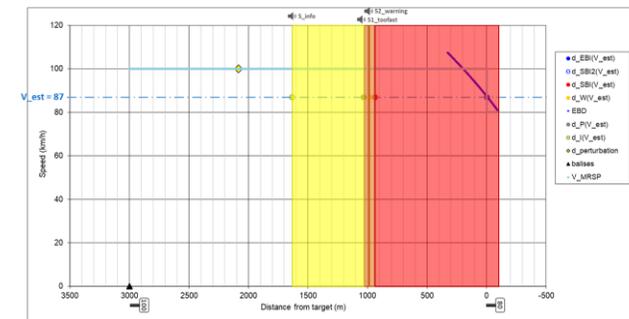
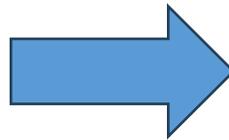
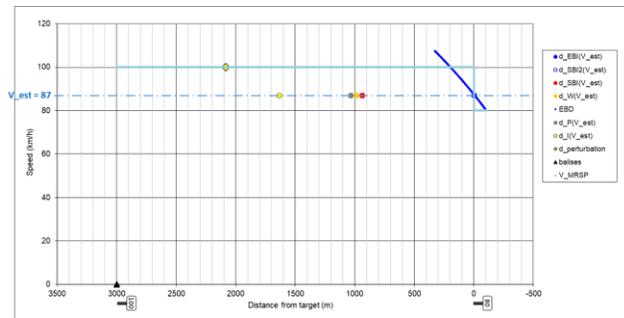


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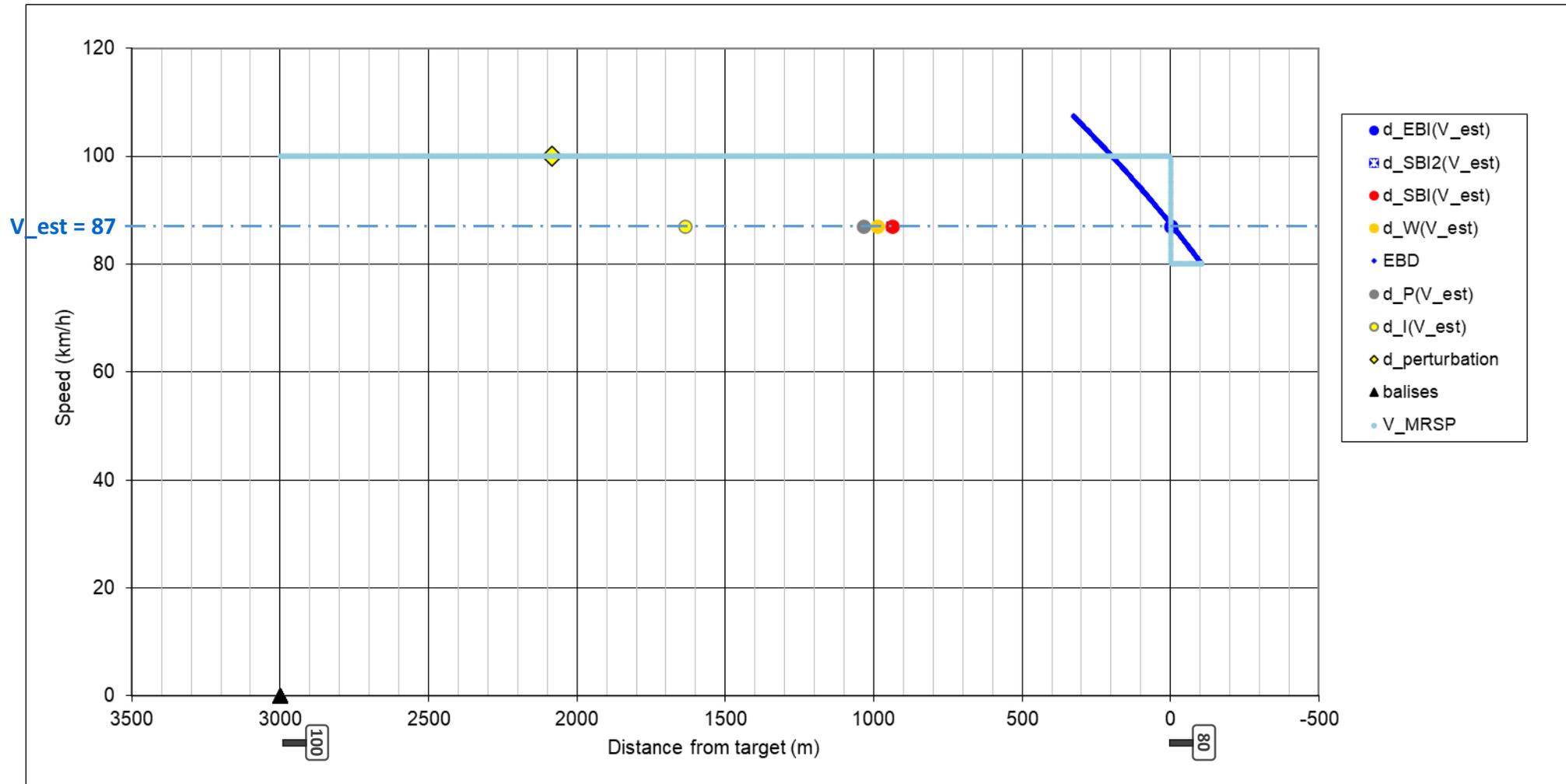


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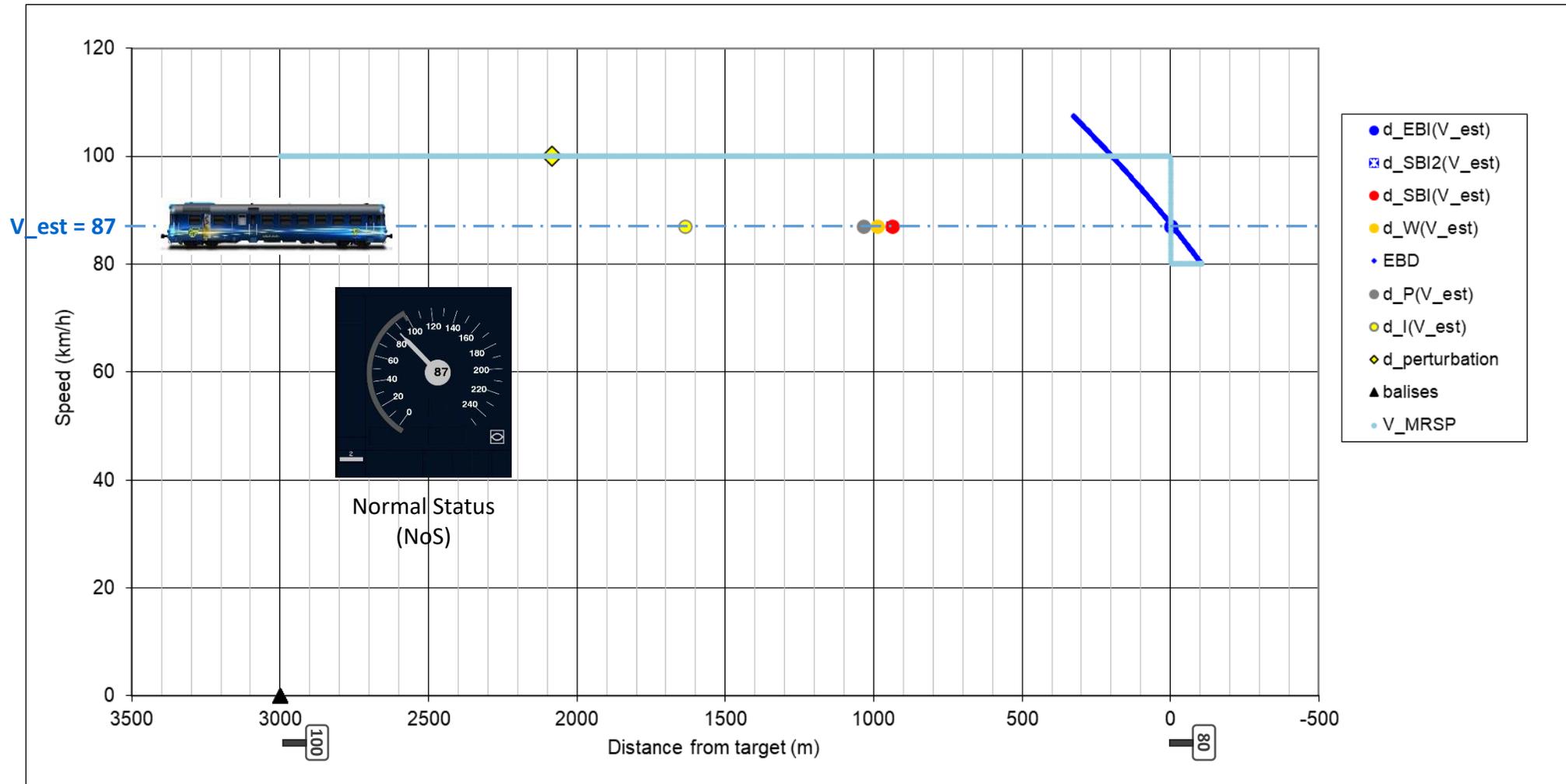
- From ETCS Supervision limits to the Indications to the driver (i.e., to the display of the DMI)



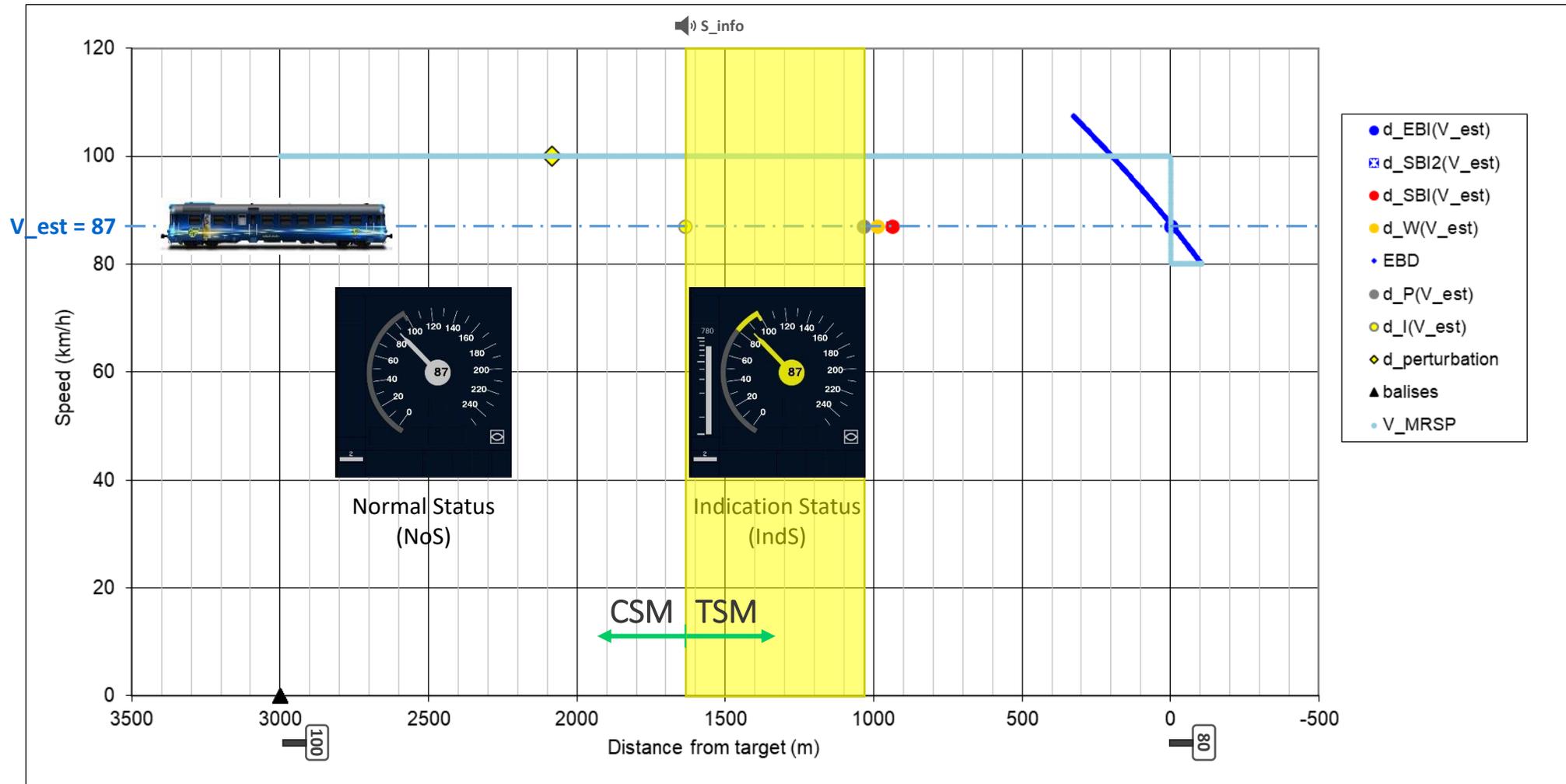
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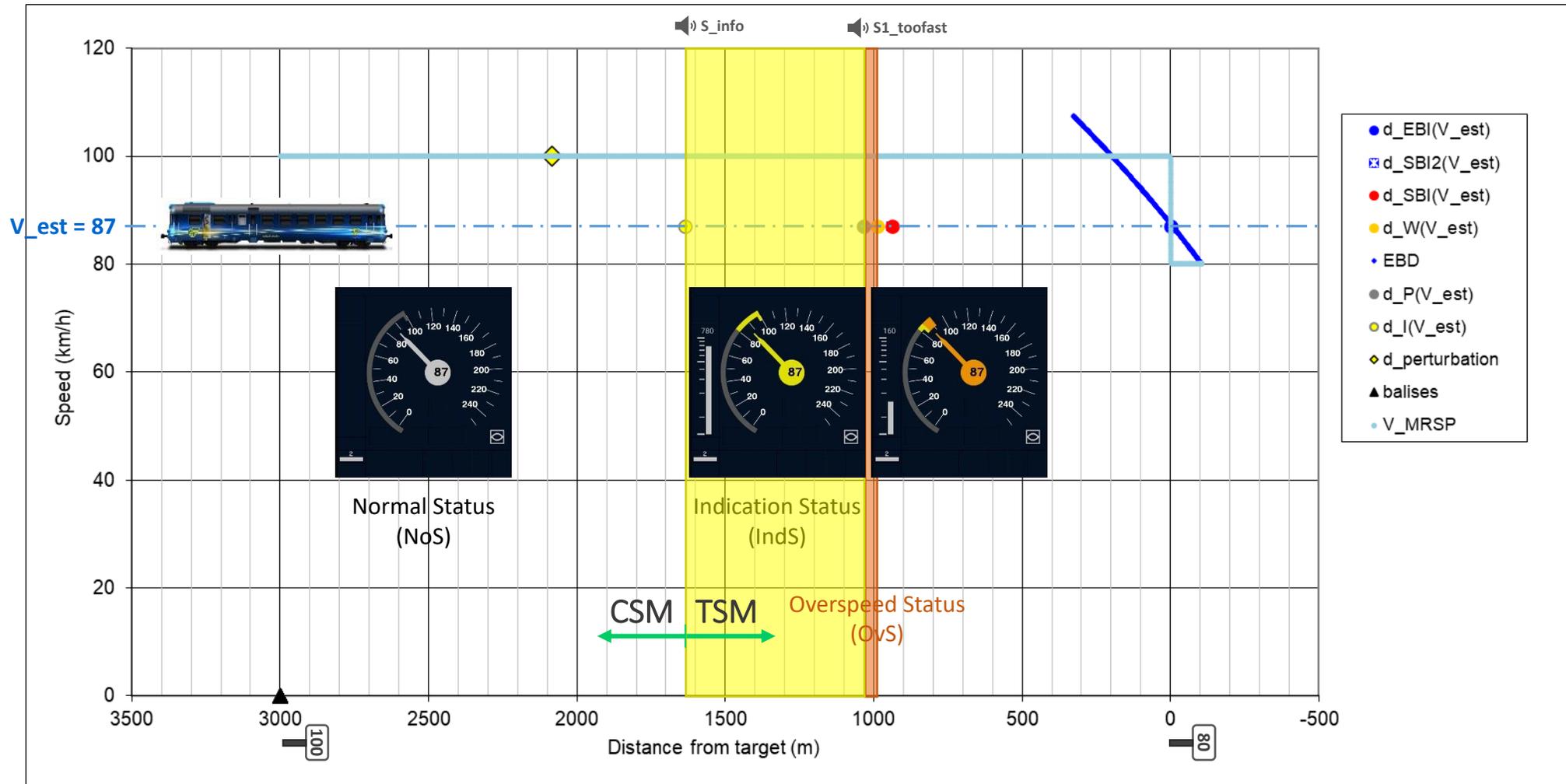
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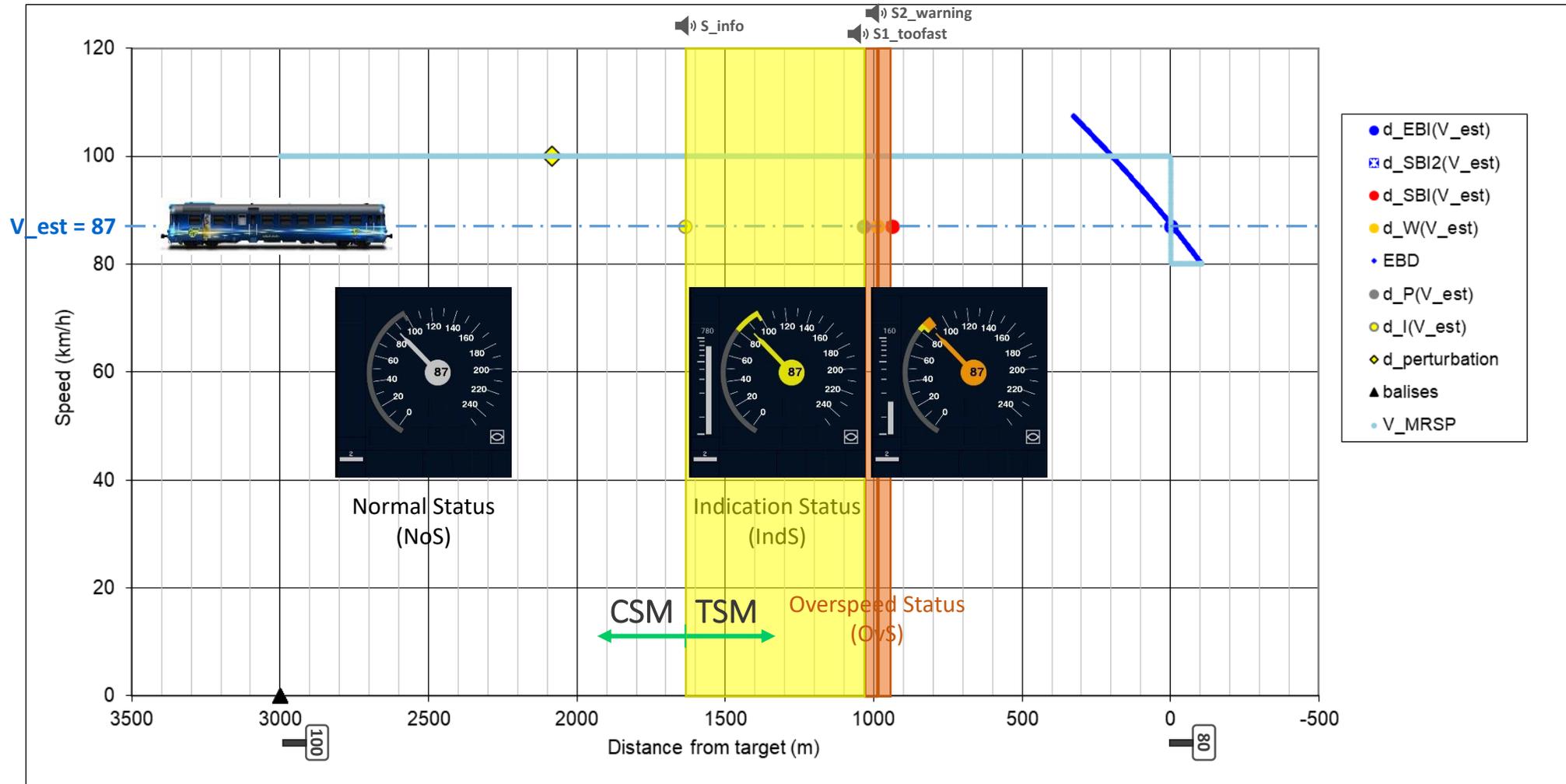
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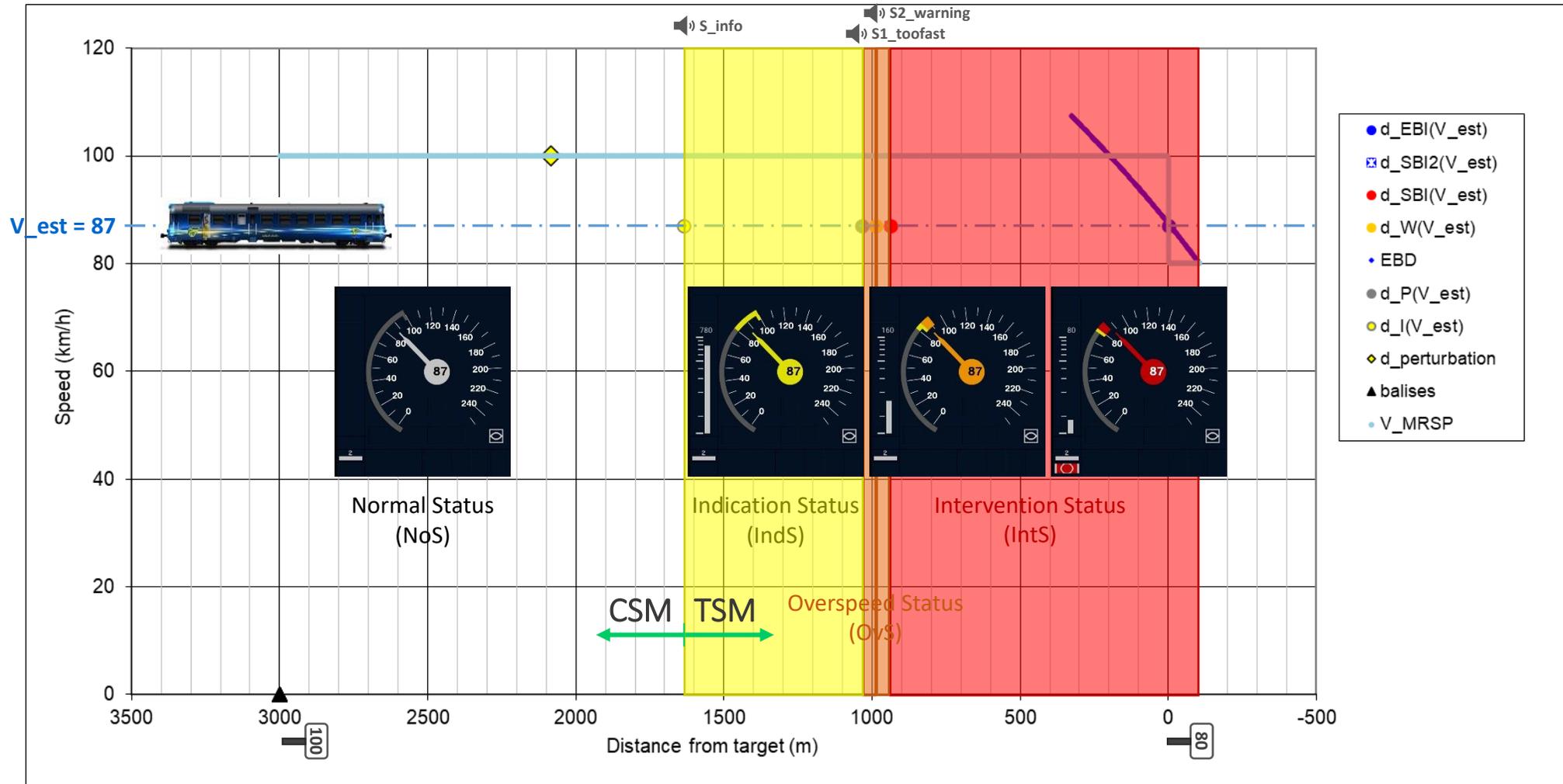
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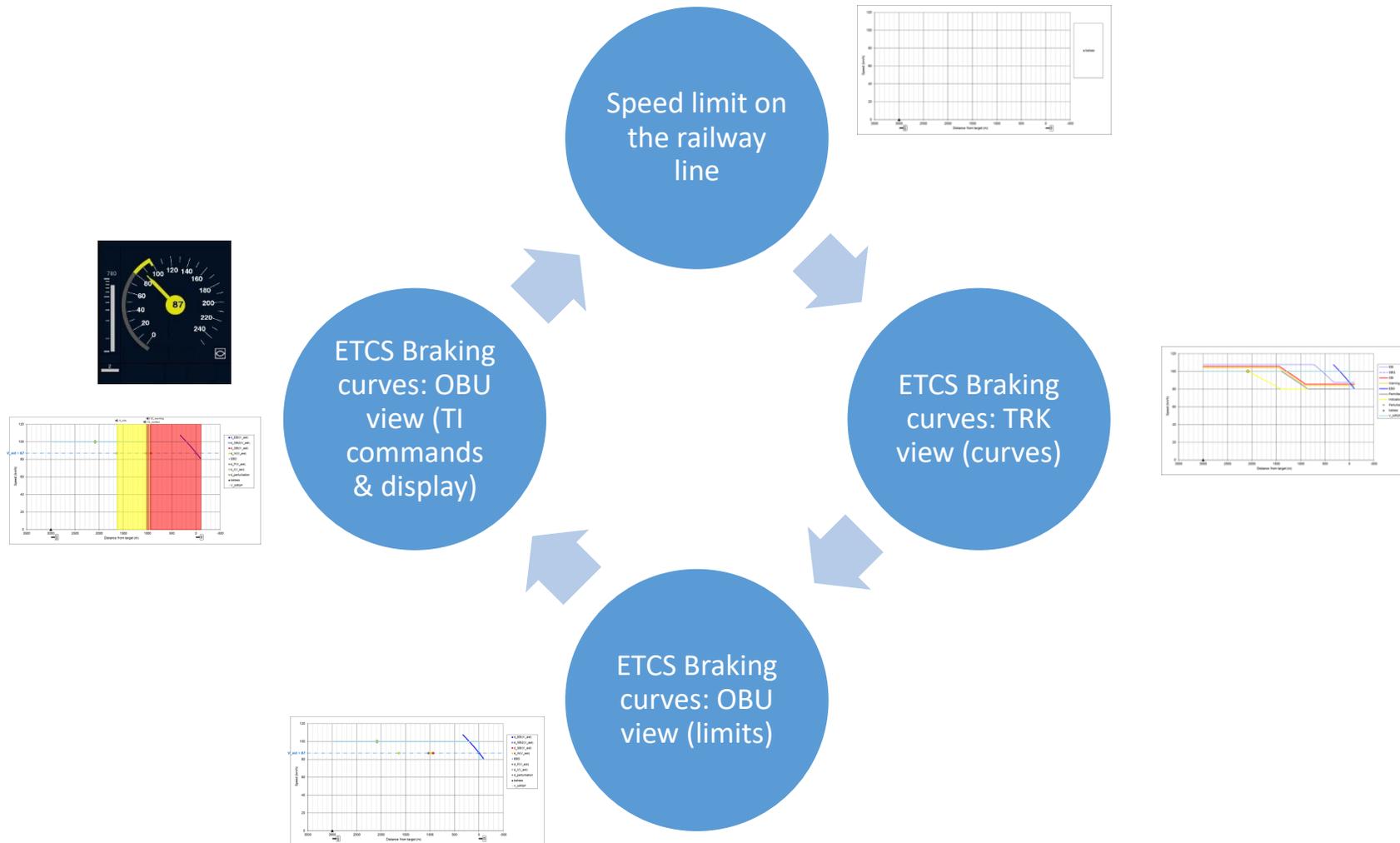
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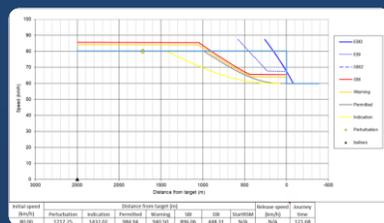
B4R1 (reduced envelope up to SV 2.2/2.1) or B3R2



Thank you for your attention!

J. Marek

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