



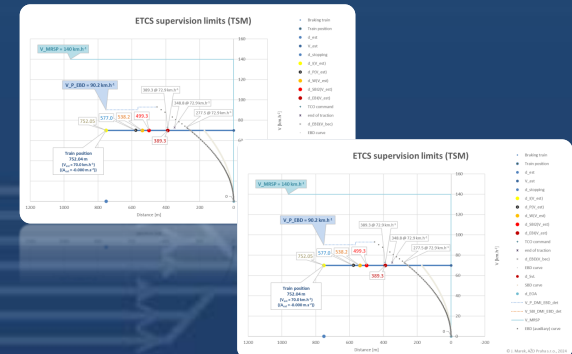
AŽD Praha s.r.o.

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

Jakub Marek

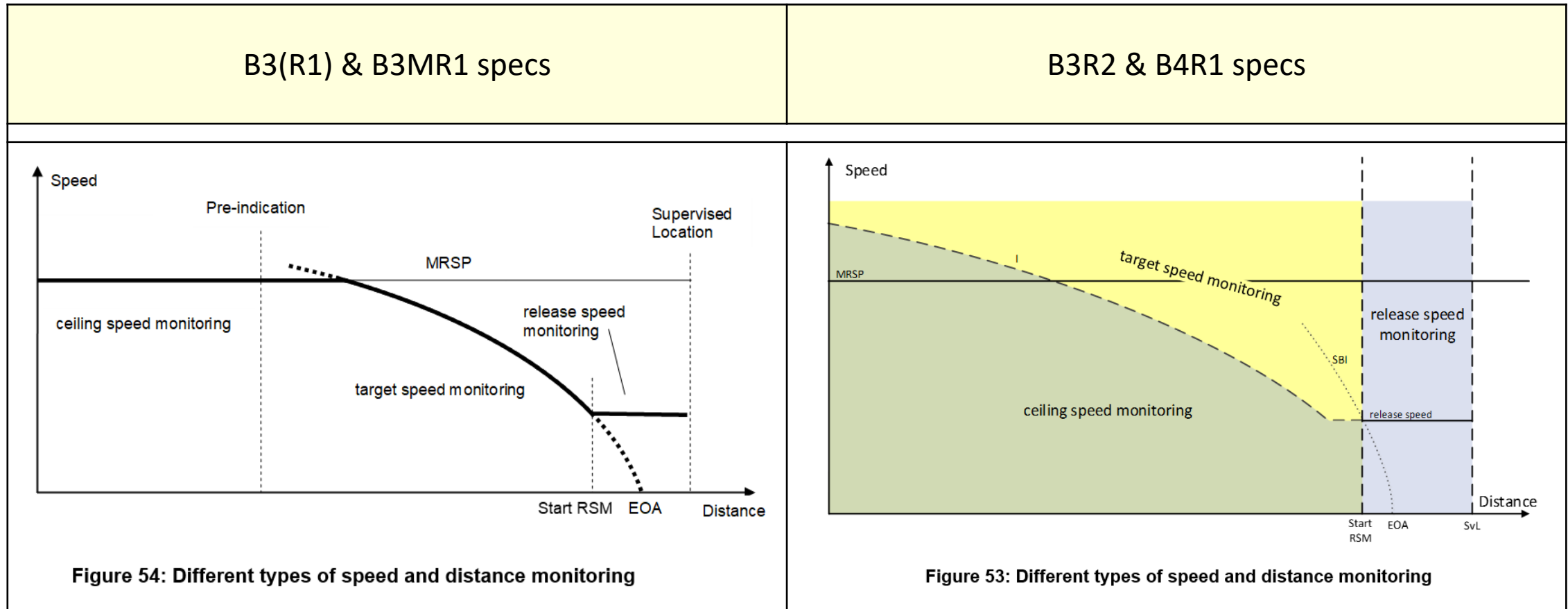
UNISIG Braking curves TF Leader, representing the AŽD Praha company

UNISIG Super Group Leader, representing the AŽD Praha company



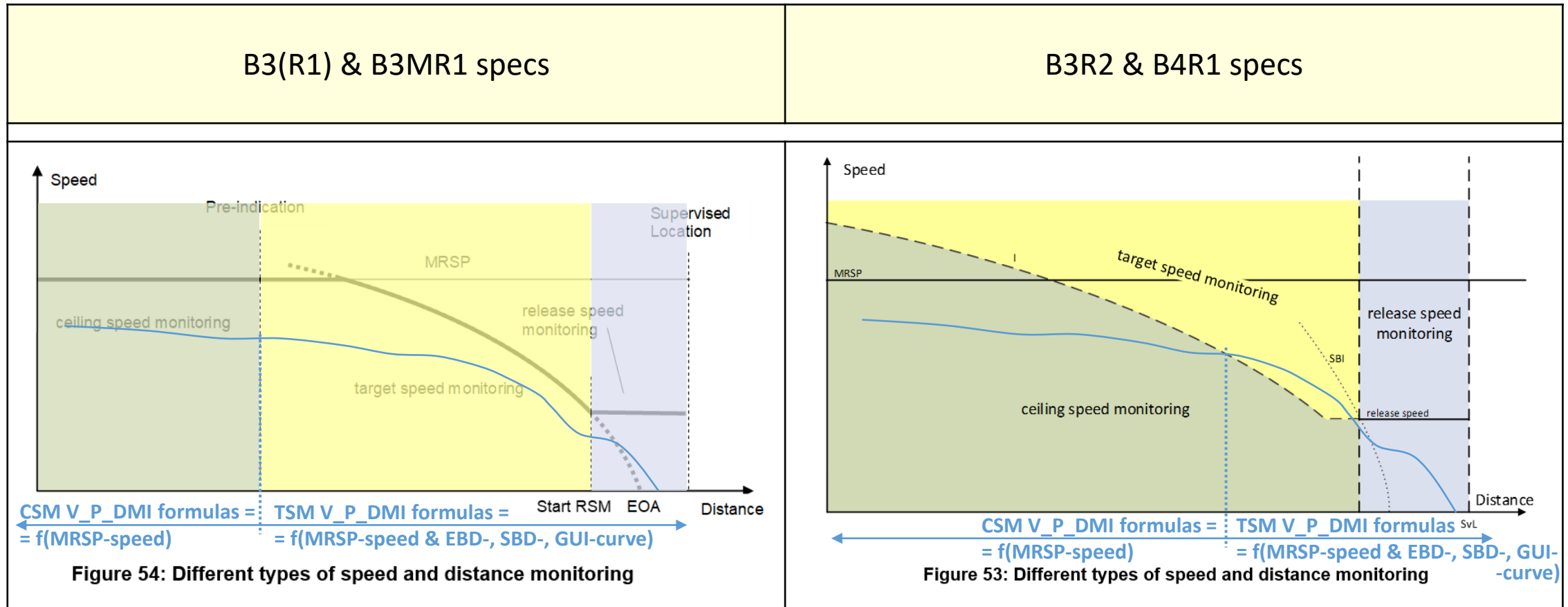
Falling hook of the displayed speed(s) on the DMI

- When does a transition from CSM to TSM occur?



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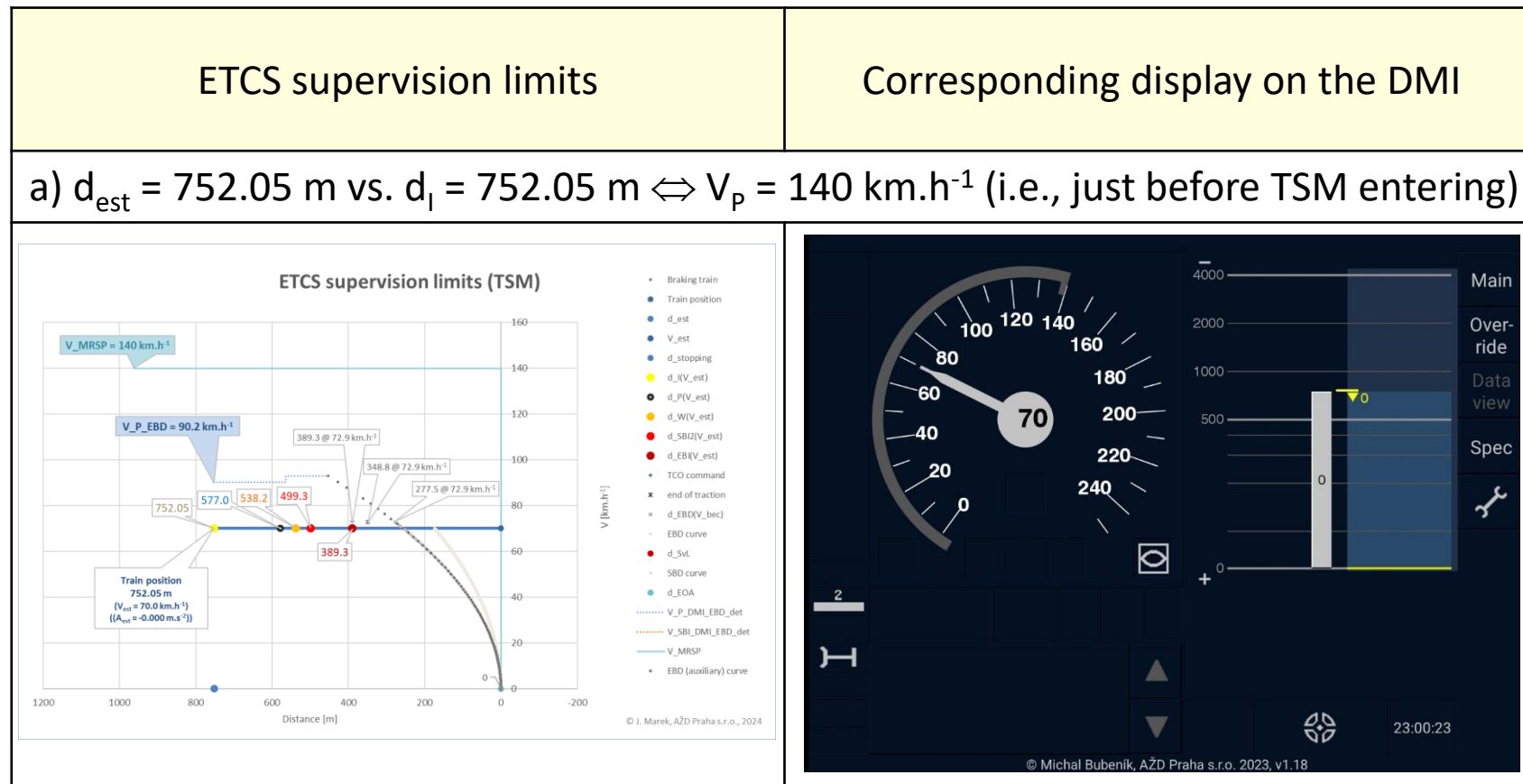


Falling hook of the displayed speed(s) on the DMI

- **B3R2 & B4R1** /entering TSM from CSM/

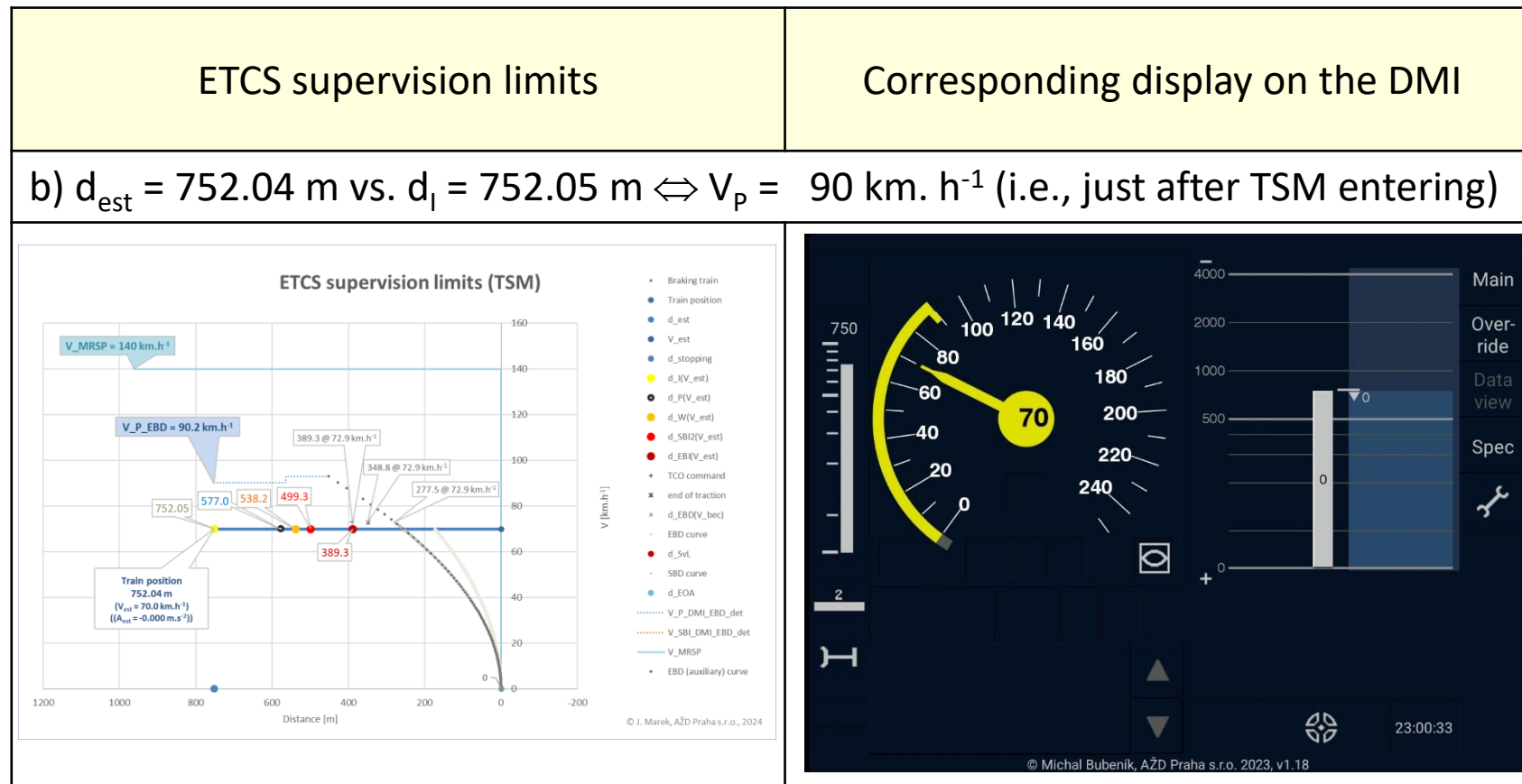
Falling hook of the displayed speed(s) on the DMI

- B3R2 /entering TSM from CSM/



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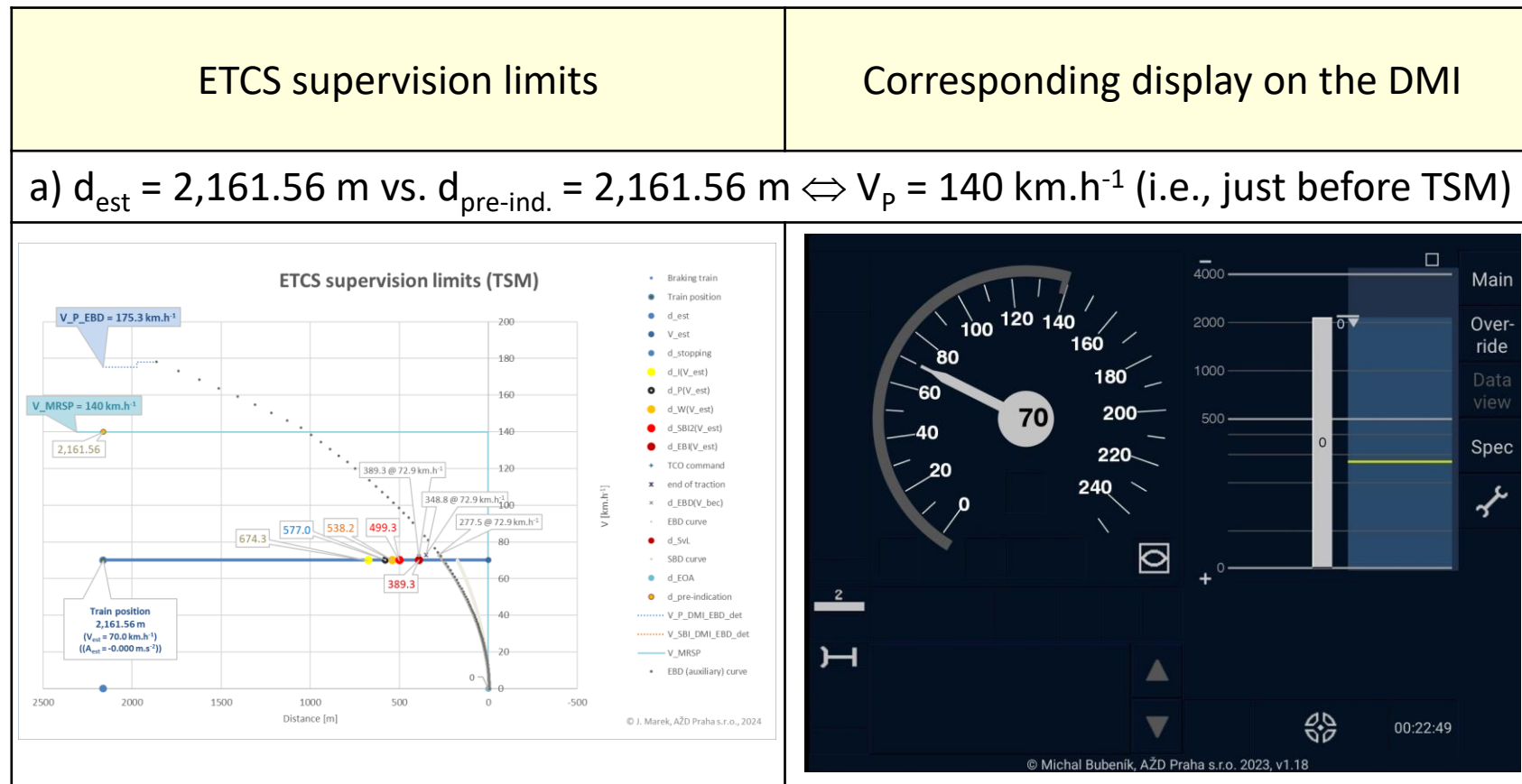


Falling hook of the displayed speed(s) on the DMI

- **B3MR1** /entering TSM from CSM/

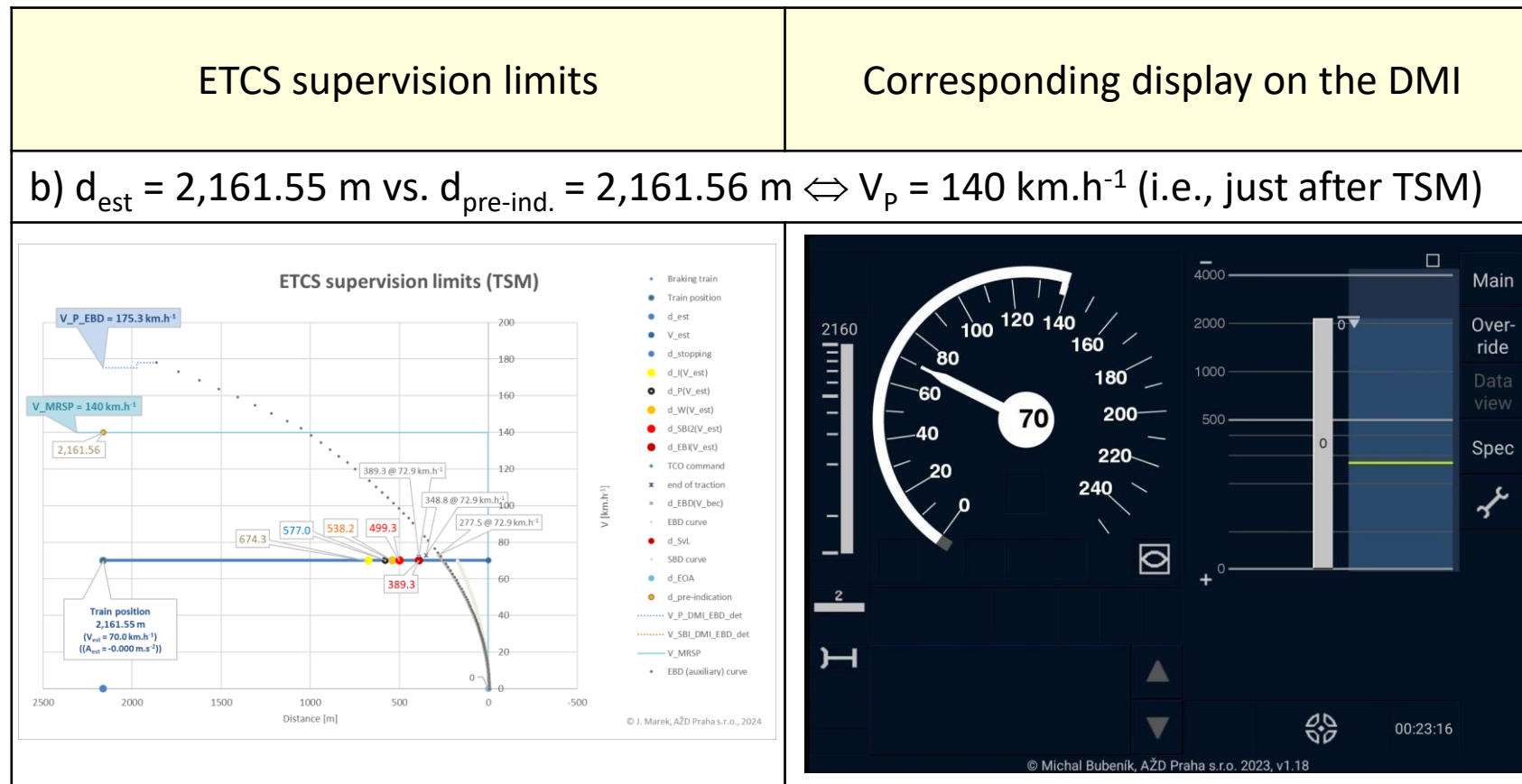
Falling hook of the displayed speed(s) on the DMI

■ B3MR1 /entering TSM from CSM/



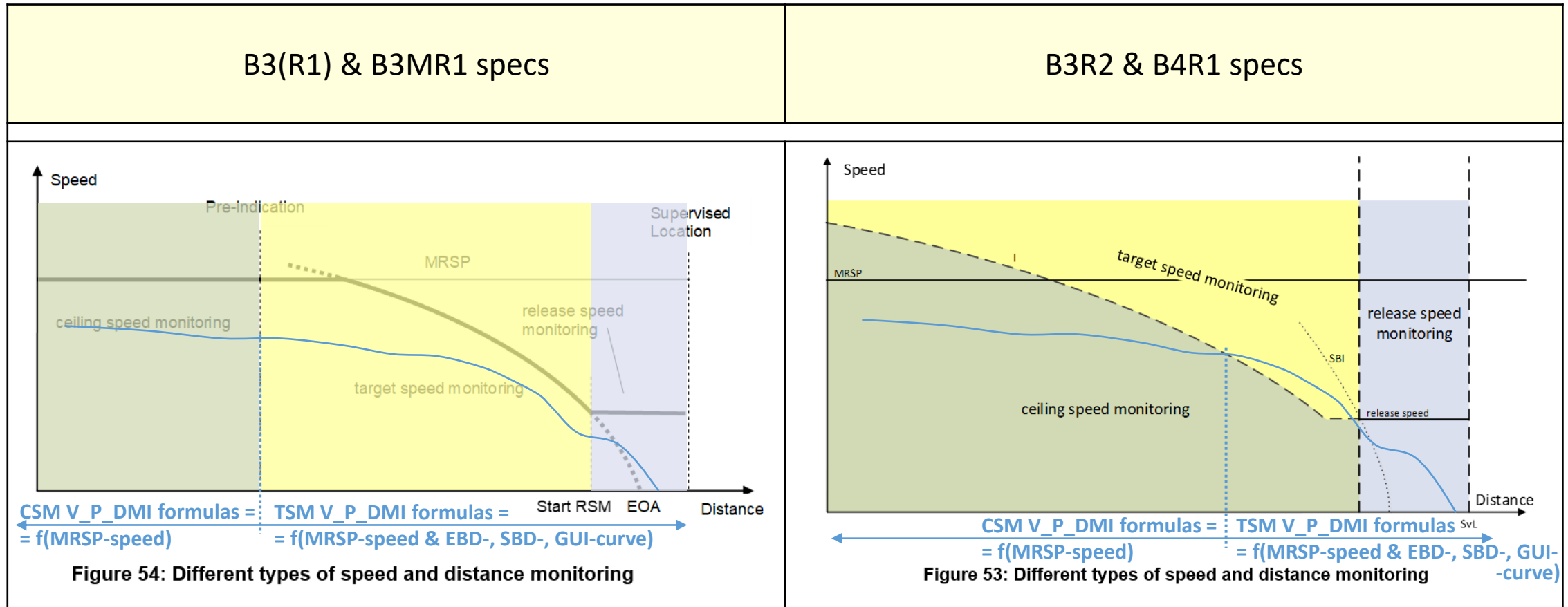
Falling hook of the displayed speed(s) on the DMI

- B3MR1 /entering TSM from CSM/

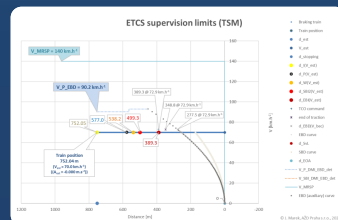


Falling hook of the displayed speed(s) on the DMI

- When does a transition from CSM to TSM occur?



Thank you for your attention!



J. Marek
marek.jakub@azd.cz



Žirovnická 3146/2, Záběhlice, 106 00 Praha 10

www.azd.cz