



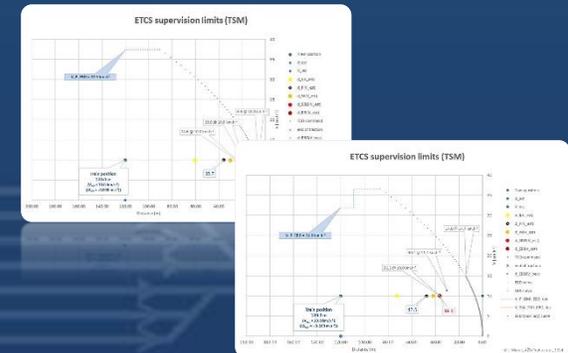
# AŽD Praha s.r.o.

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

Jakub Marek

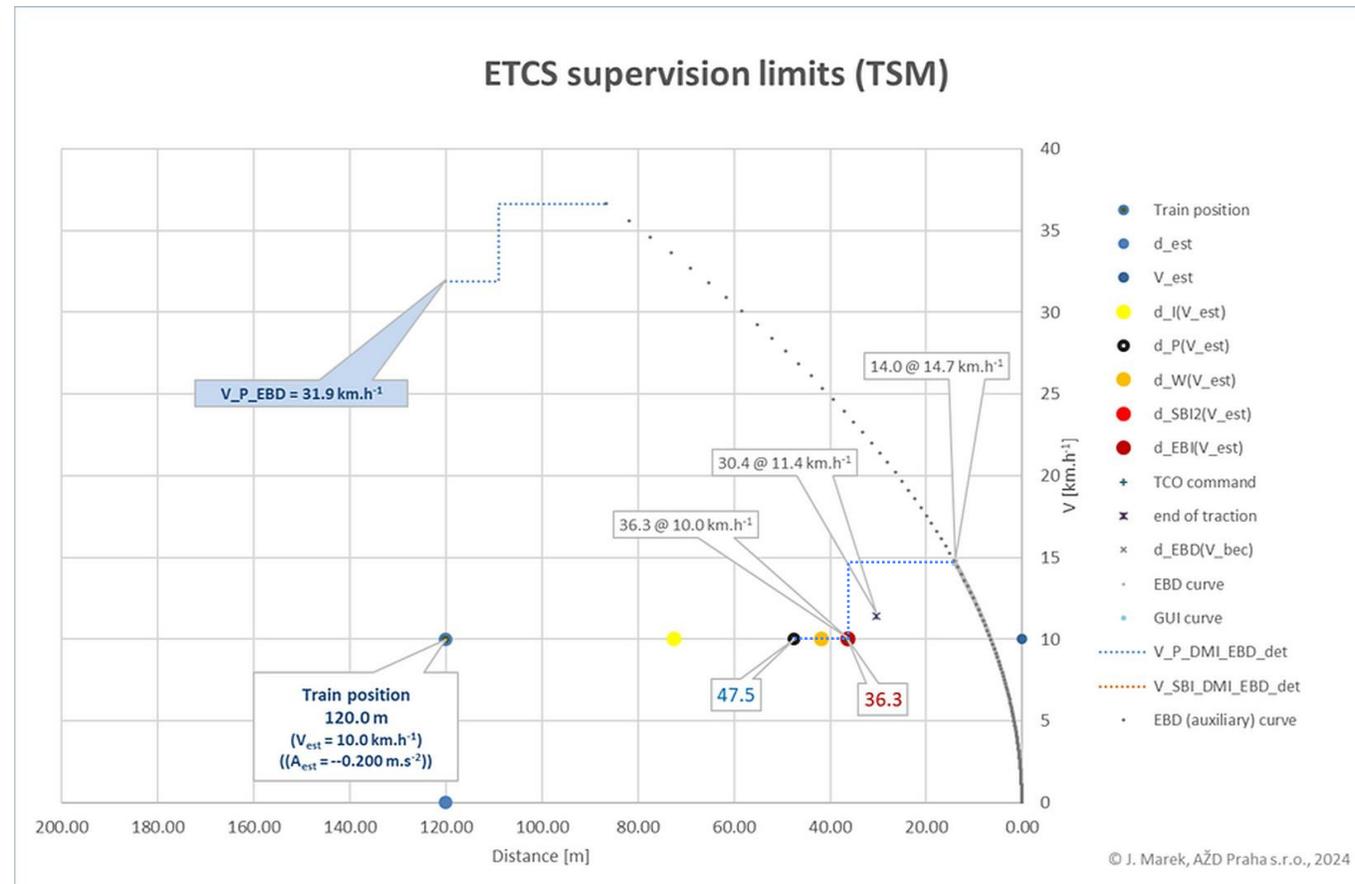
UNISIG Braking curves TF Leader, representing the AŽD Praha company

UNISIG Super Group Leader, representing the AŽD Praha company



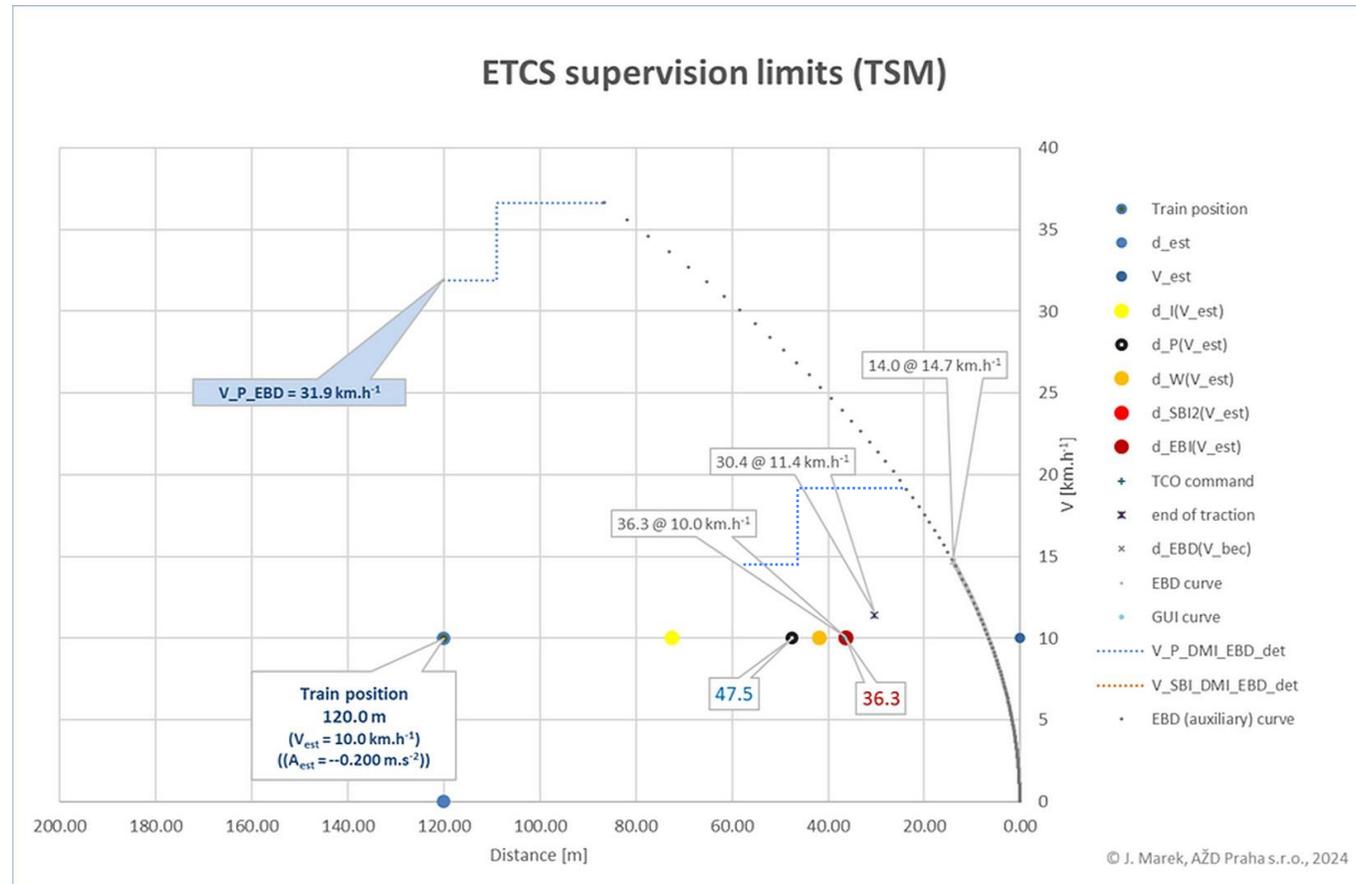
# Fluctuation of the displayed speed(s) on the DMI

- How is  $V\_P\_DMI$  derived from the (EBD) curve?



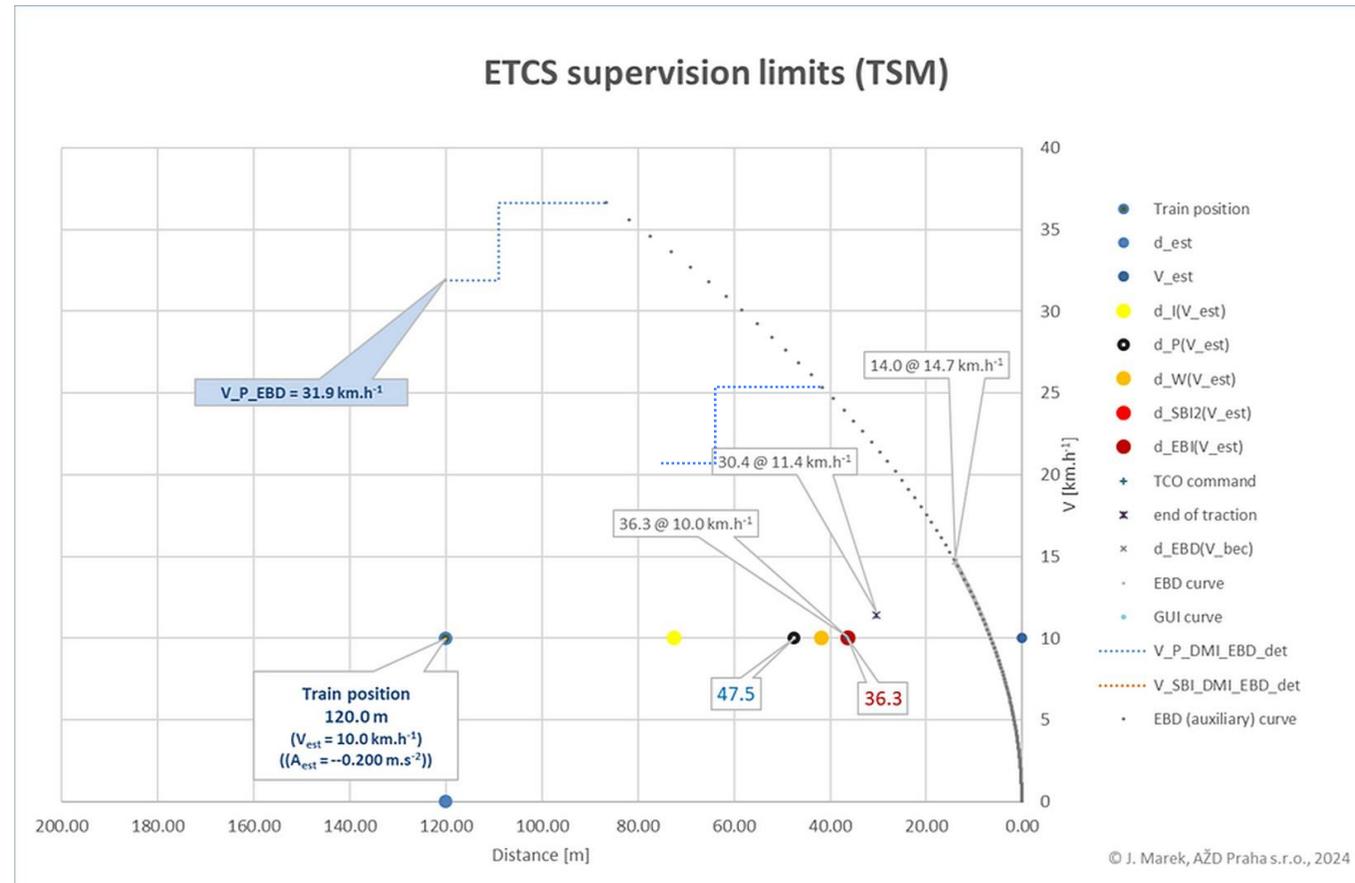
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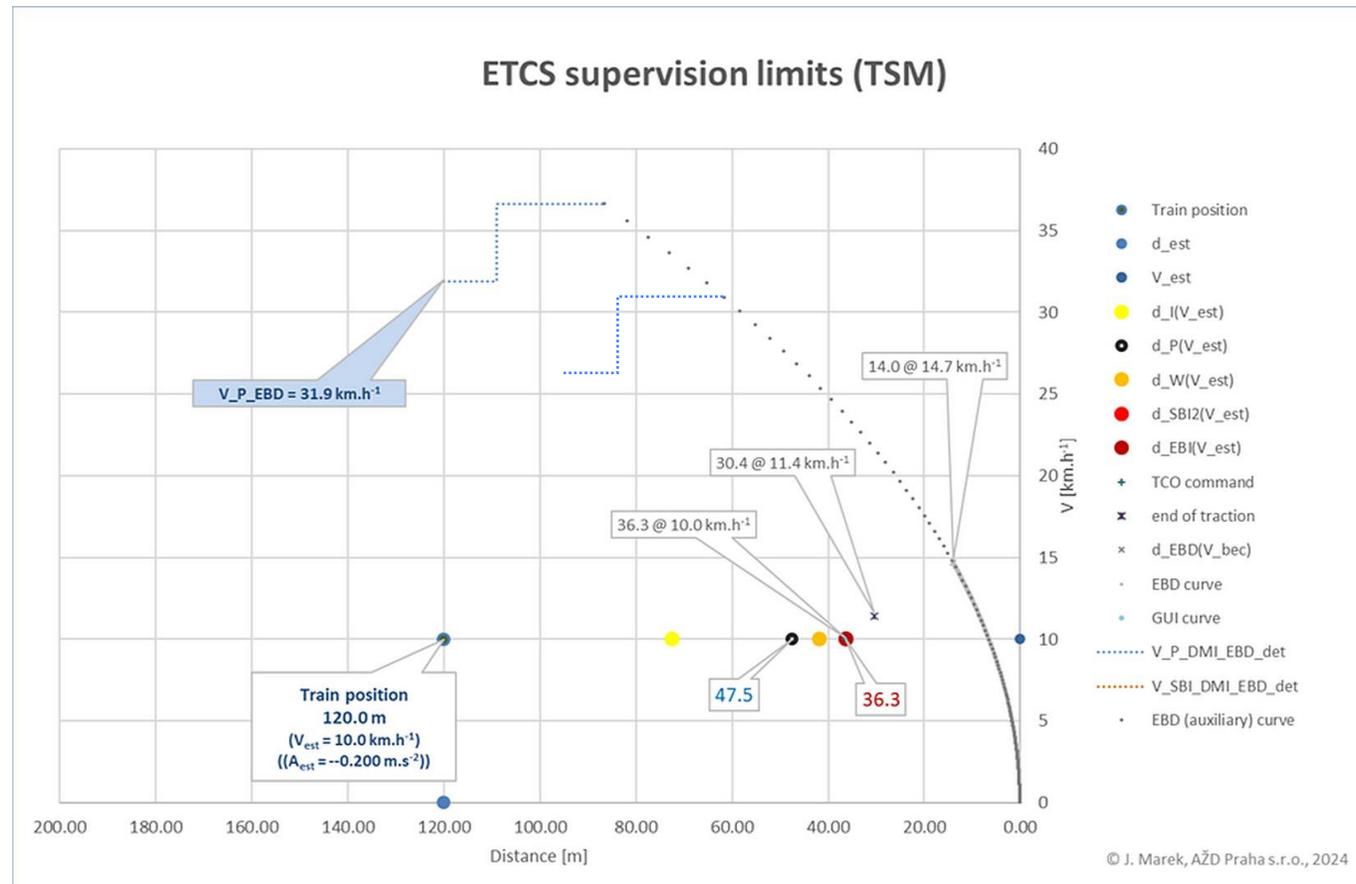
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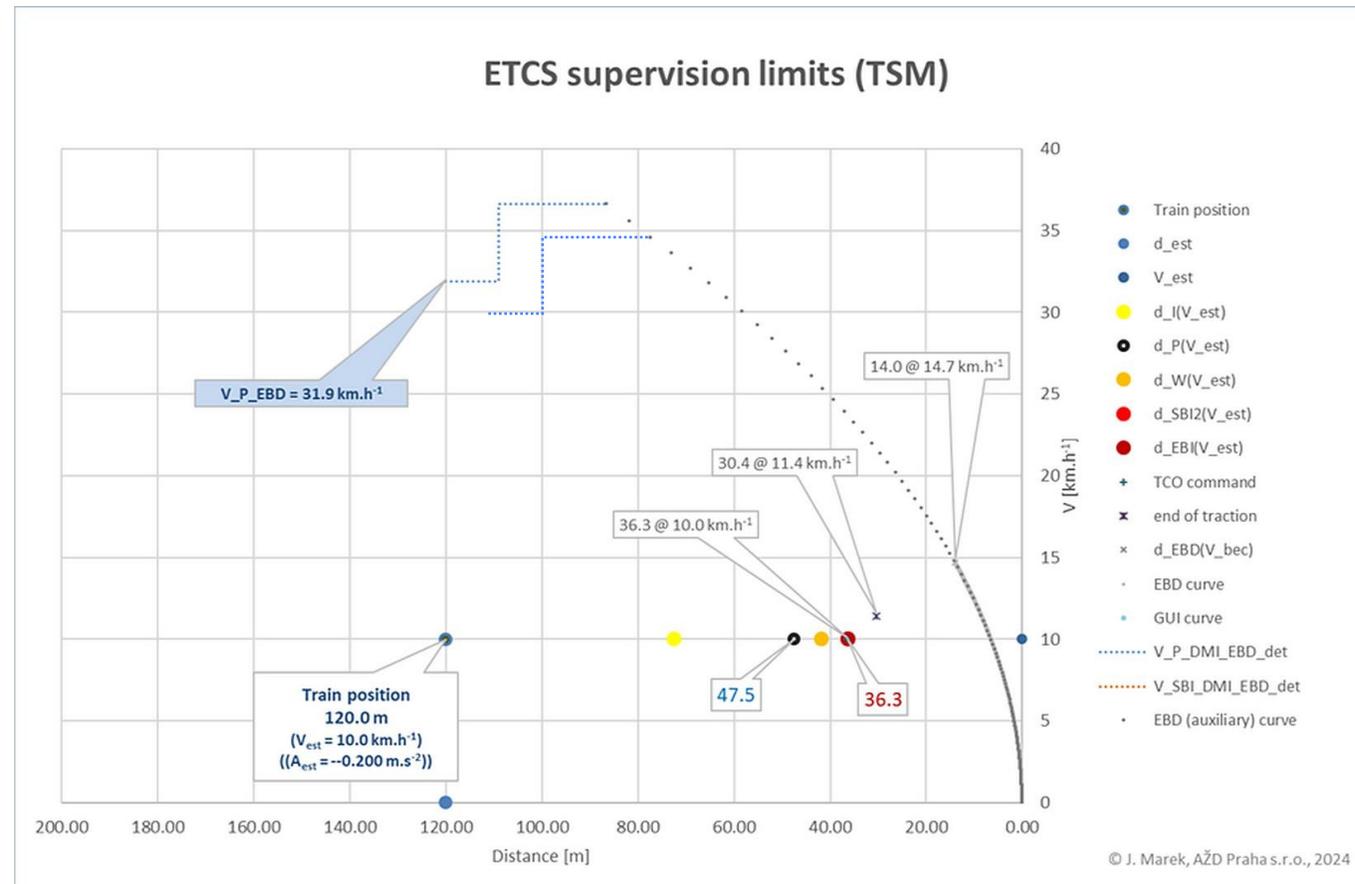
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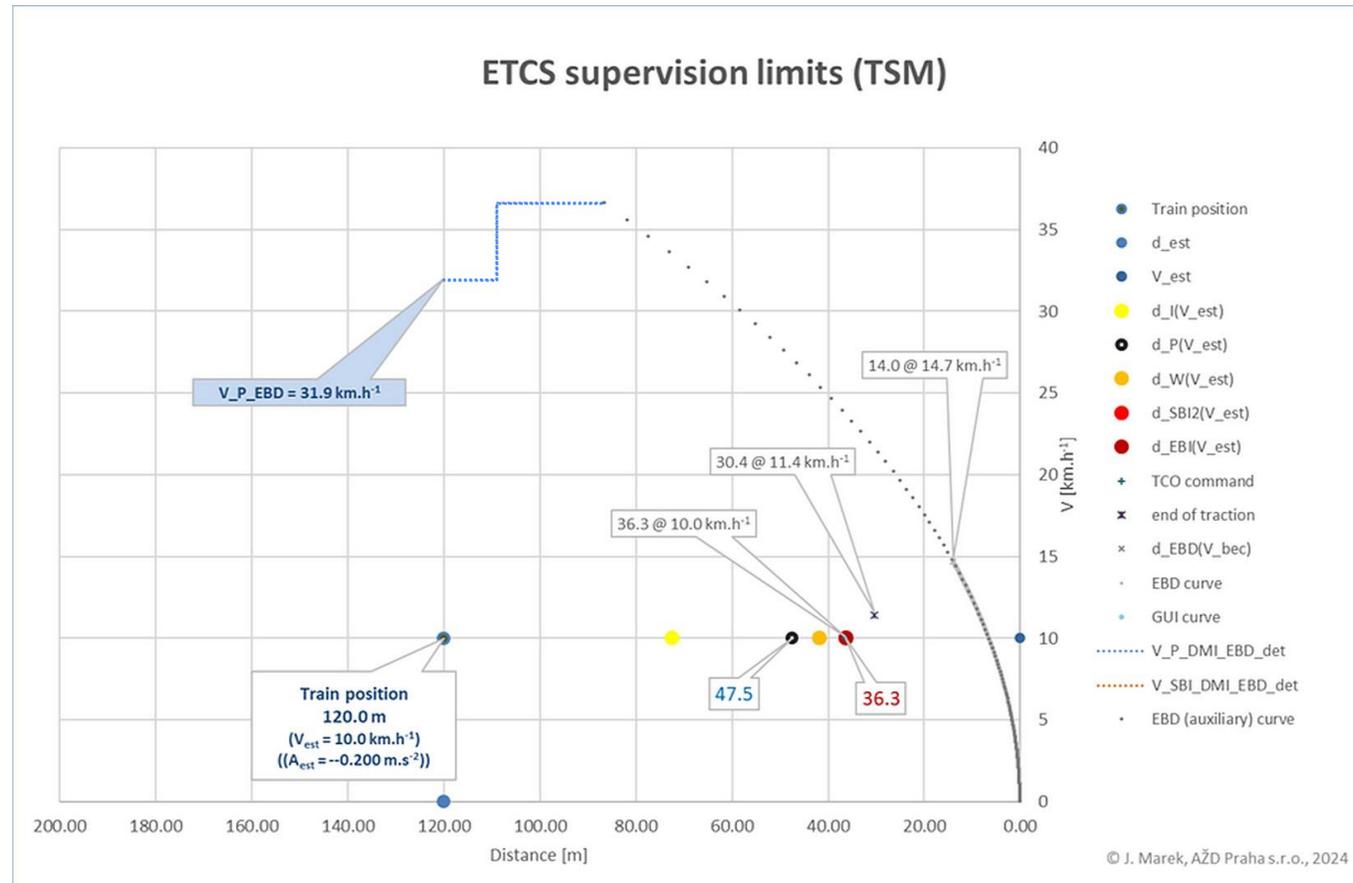
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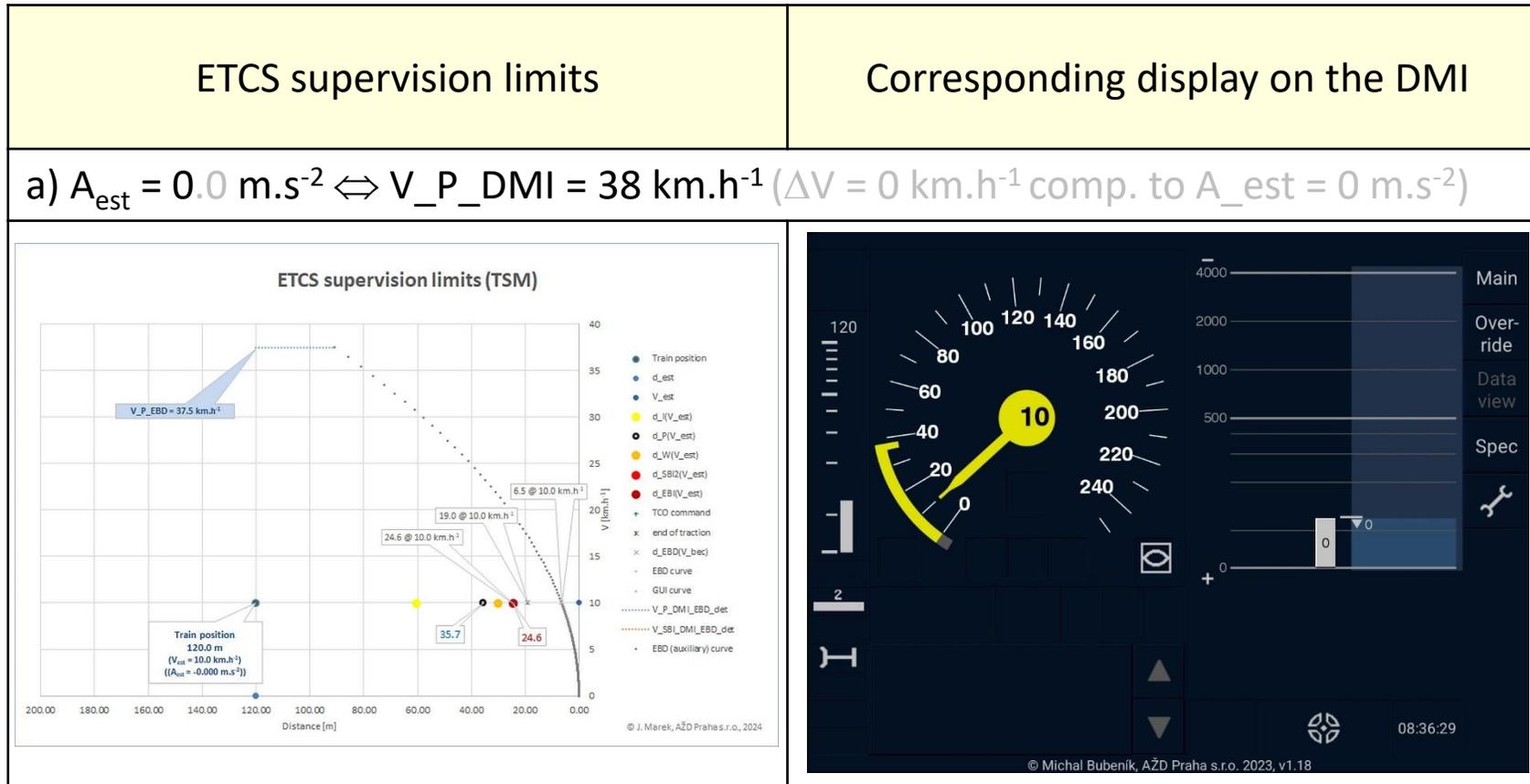
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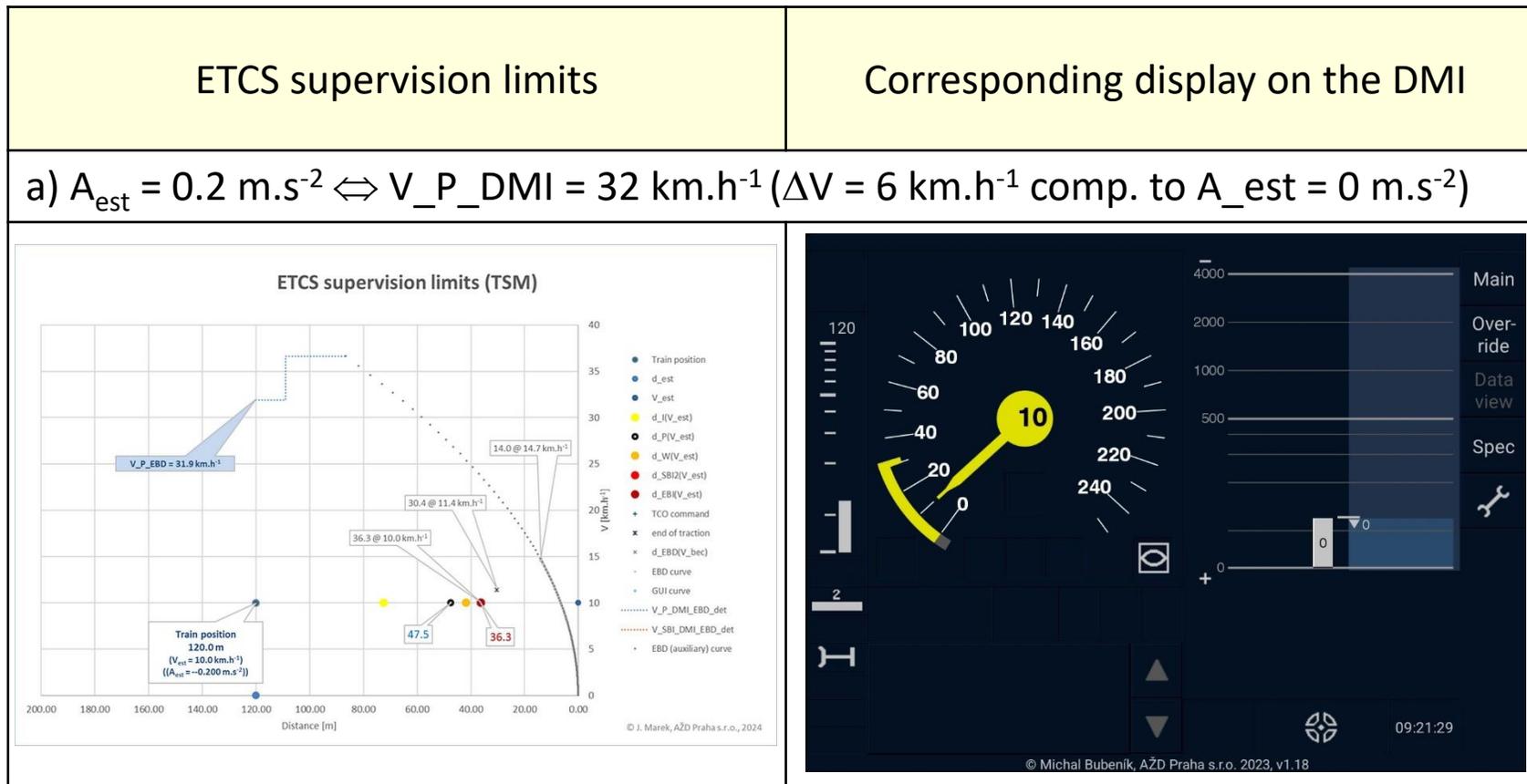
# Fluctuation of the displayed speed(s) on the DMI

- Fluctuation =  $f(A_{est})$ :  $A_{est} \nearrow V\_P\_DMI \searrow$  (see  $A_{est} = 0 \text{ m.s}^{-2}$  as a ref.)



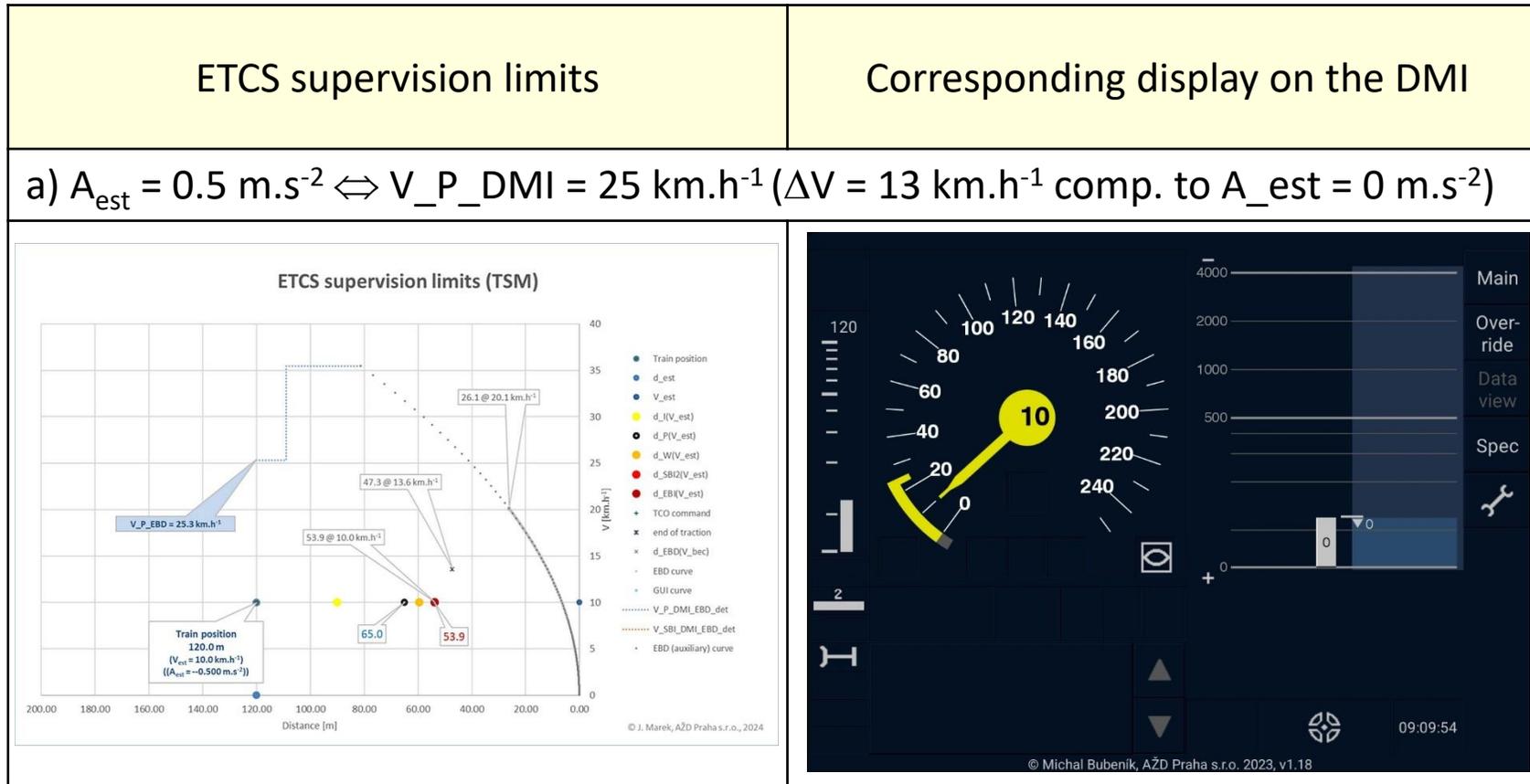
# Fluctuation of the displayed speed(s) on the DMI

- Fluctuation = f(A\_est): A\_est  $\nearrow$  V\_P\_DMI  $\searrow$  (e.g., A\_est = 0 vs. 0.2 m.s<sup>-2</sup>)



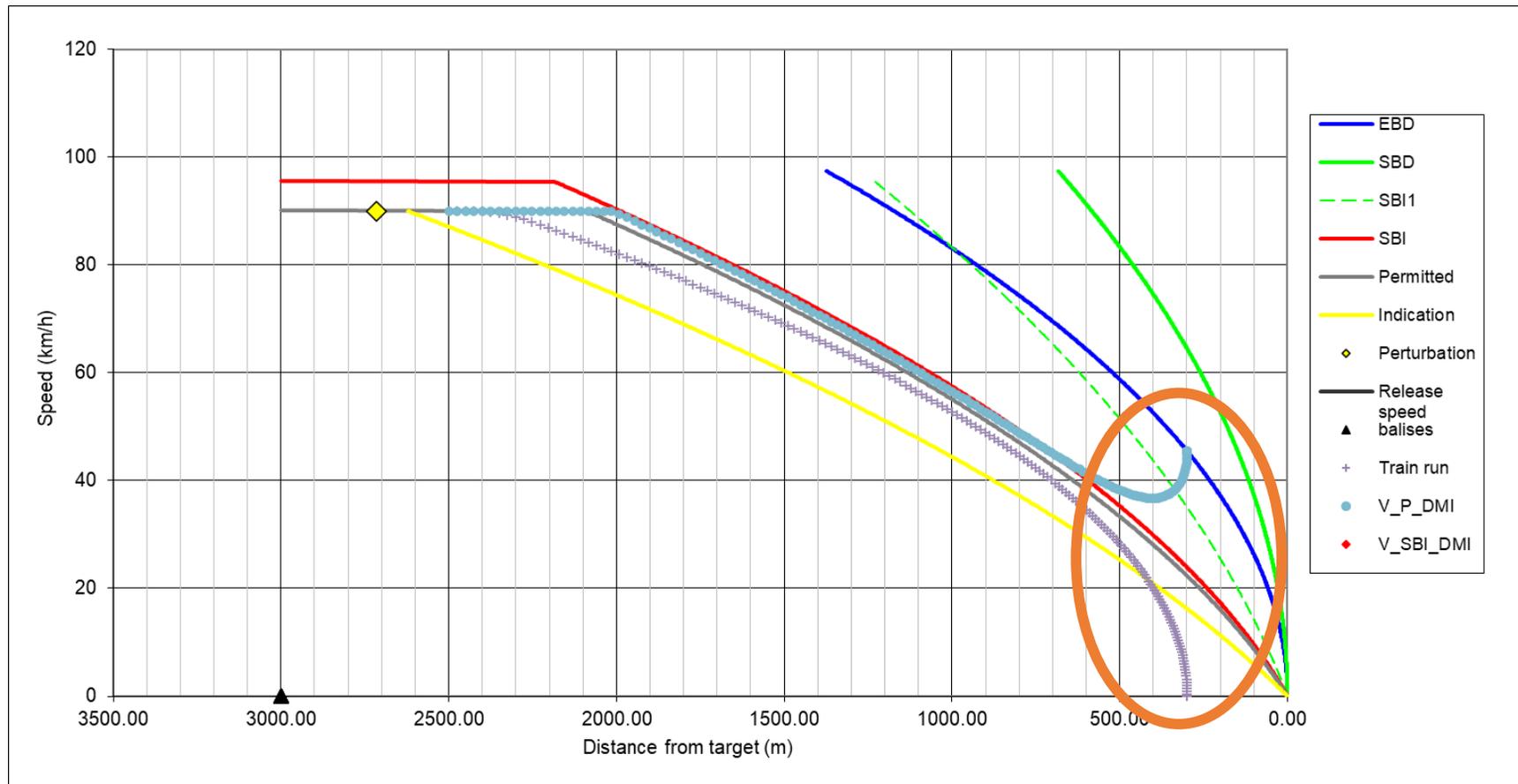
# Fluctuation of the displayed speed(s) on the DMI

- Fluctuation = f( $A_{est}$ ):  $A_{est} \nearrow V\_P\_DMI \searrow$  (e.g.,  $A_{est} = 0$  vs.  $0.5 \text{ m.s}^{-2}$ )



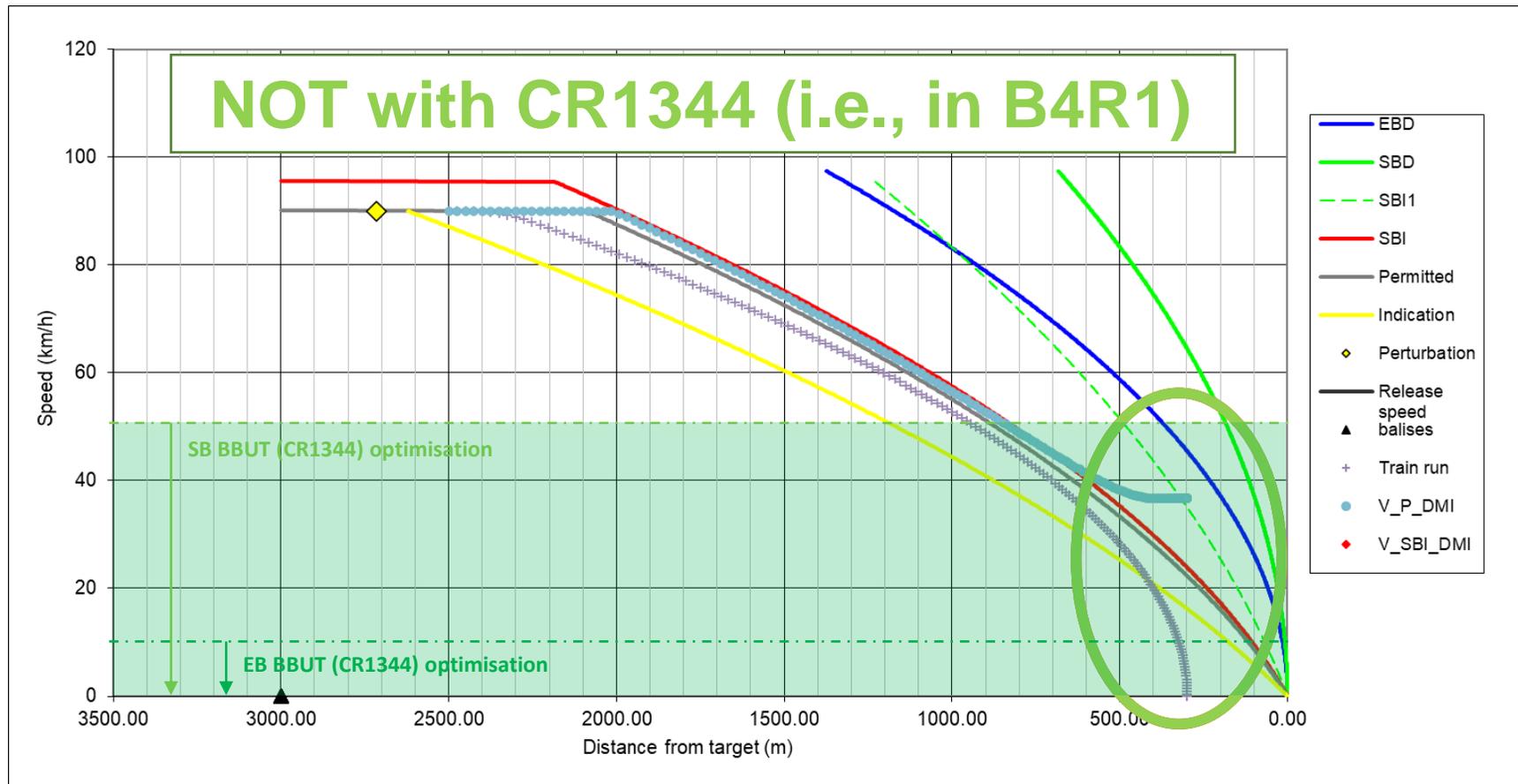
# Fluctuation of the displayed speed(s) on the DMI

- Fluctuation =  $f(V_{est})$ :  $V_{est} \rightarrow 0 \text{ km.h}^{-1} \Rightarrow V_{P\_DMI}$  increases



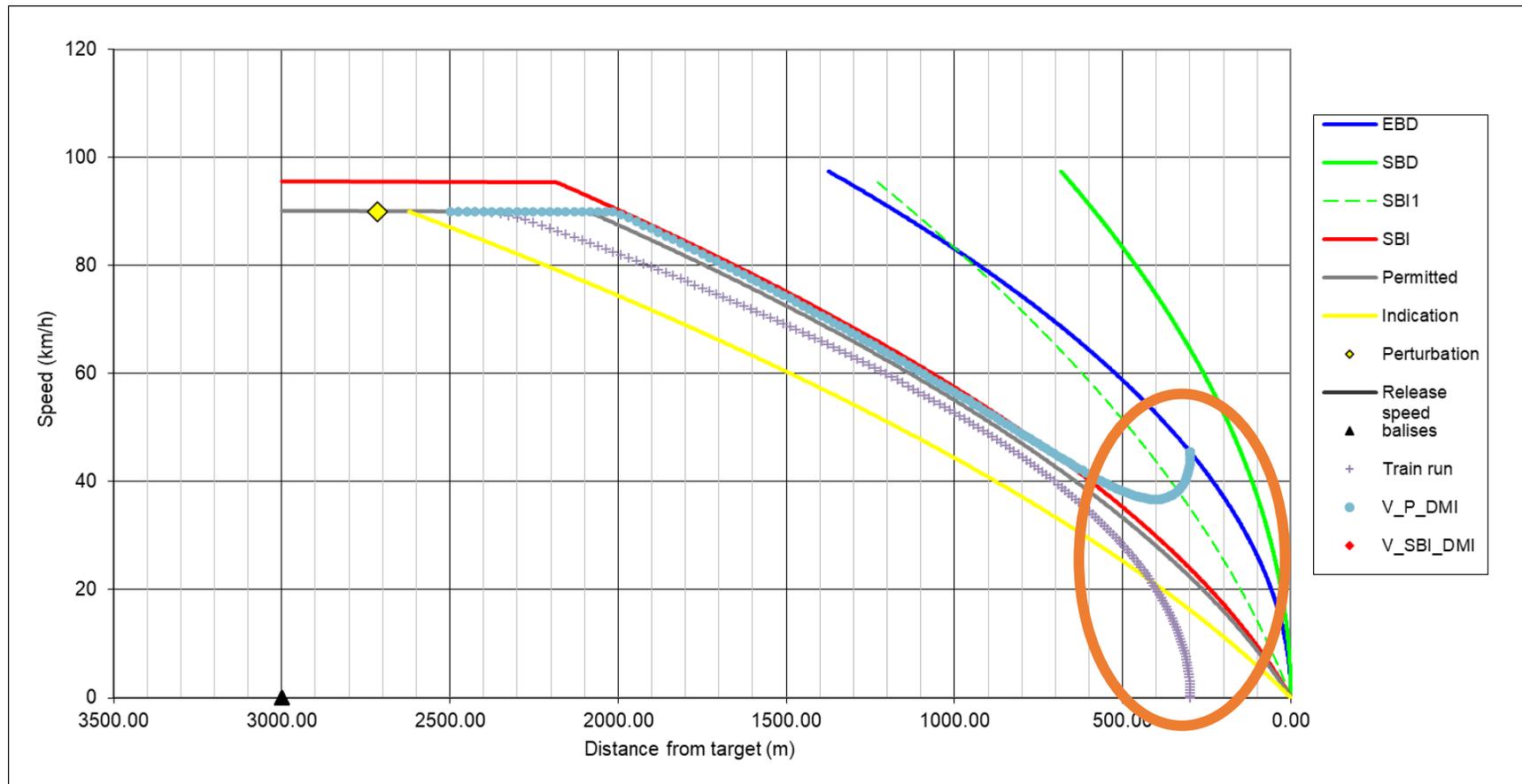
# Fluctuation of the displayed speed(s) on the DMI

- Fluctuation =  $f(V_{est})$ :  $V_{est} \rightarrow 0 \text{ km.h}^{-1} \Rightarrow V_{P\_DMI}$  increases, **but**



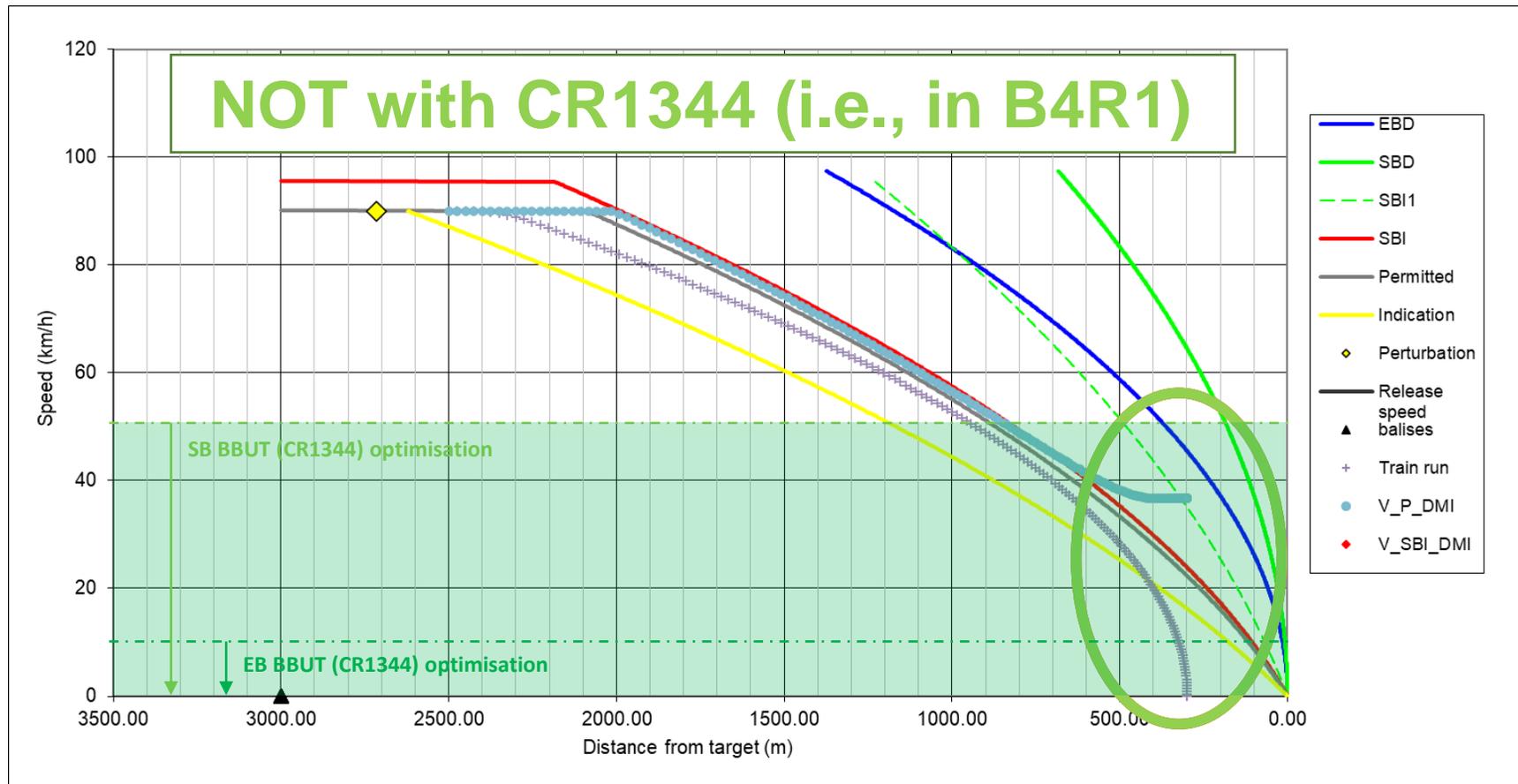
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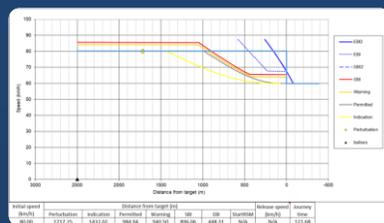
- Fluctuation =  $f(V_{est})$ :  $V_{est} \rightarrow 0 \text{ km.h}^{-1} \Rightarrow V_{P\_DMI}$  increases, **but**



# Thank you for your attention!

J. Marek

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