Subject: Re: Extension rolling stock for capacity planning
Posted by Joerg von Lingen on Fri, 12 May 2017 14:18:47 GMT
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see directly below

Best regards,
Joerg v. Lingen

Rollingstock Coordinator

On 12.05.2017 12:28, Torben Brand wrote:
> I thank the RS coordinator for quick and thoughtful work. I
> have these additional comments:
>
> There is sometimes a need to define the mean deceleration
> differently over different speed bands. For instance 0,6
> m/s^2 from 0 to 70 km/h and 0,4 m/s^2 from 71 to 200 km/h.
> The amount of bands is not defined. Thus we also need to
> allow a function table to describe multiple mean
> deceleration values.
The idea was to use the <decelerationTable> which is a sub-element of <vehicleBrakeOperation>. The type "tCurve" allows a valueTable y=f(x,z) to just include such information.

>
> The suggested element <VehicleBrakeOperation> needs to be
> defined both under vehicle and formation.
Indeed. The idea was to have the same type at both parts. But during the discussion I only implemented one.

>
> The brakes deceleration values under <VehicleBrakeOperation>
> are the drivers normal behaviour under the different train
> protective systems. The question is if we need to define
> what braking curve a "normal" driving behaviour corresponds
> to? For instance at Jernbanedirektoratet we assume the
> driver drives according to the permitted curve (P) under
> ETCS and the blink indicator curve in ATC under normal
> behaviour. When the train is considered delayed the driver
> drives 100% according to the "normal" curve. If the train is
> not delayed the train driver drives more relaxed to arrive
> on time to the next OCP. This is either calculated in the
> simulation tool or there is a relaxation value in form of a
> percent performance value of the "normal" deceleration
> values (for instance 90%).
Again, the suggested <decelarationTable> allows description of a three-dimensional function. Its parent element <vehicleBrakeOperation> shall

appear per each @brakeSupervision value.

> I suggest to add a further attribute @brakingCurveType under
> <VehicleBrakeOperation>. Set values are "Indication",
> "Permitted","SBI","EBI" and "other:" (SBI:Service brake
> intervention, EBI: Emergency brake intervention) Alternatively the braking curve
> modeled can be under a
> @description attribute.

In case other decelaration curves are needed it would be better to enhance the tBrakeSupervision type. Otherwise there has to be the full <VehicleBrakeOperation> for each combination of @brakeSupervision and @brakingCurveType.
