



## Work Group Grooming for functional test modelling during training

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ITEA2 2<sup>nd</sup> Project Review

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# Group A: Roll Away Protection

- Related to standstill supervision and the direction controller.
- Movement is permitted until a specific distance is reached (example: 2m National Value: D\_NVROLL in Subset-026-7.5.1.17), after this the brake is pulled.
- Apply brake until standstill is reached.
- Reset allowed distance at standstill and release brake.
- Details: Subset 26: 3.14.2, 7.4.2.1.1, 7.5.1.17, 4.4.7.1.5

Jon, Hardi, Jan, Alexandre, Marc

# Group A: Table Roll Away Protection

direction controller Train movement\	forward	neutral	backwards
$V > 0$	no reaction	brake	Brake
$V = 0$	no reaction	no reaction	no reaction
$V < 0$	brake	brake	no reaction

- **V, the train movement is dependant on:**
  - **7.5.1.105 Q\_DIRTRAIN**
  - **7.5.1.106 Q\_DLRBG**

# Group B: Release Speed

- Related to odometry error estimation.
- Allowed to pass an End Of Authority(EoA) with a given speed.
- Brake when you know(!) that the EoA is passed without receiving new information.
- Table 13 und 14 of Subset-26 chapter 3
- Details: Subset 26-3.13.10.5, 3.8.1.1, 3.13.9.4

Huu- Nghia, Cécile, Benjamin, Alex

# Group C: Last Relevant Balise Group

- Related to train positioning
- Q\_Link qualifier in the message indicates that the track knows where this balise group is.
- Details: Subset 26:
- 3.4, 7.5.1.114, 8.4.2.1

Bernd, Uwe, Gerd, Christian

## ■ Highlights

- RT-Tester Training with excellent support
- Introduction to braking curves
- Process for verification and collaboration with WP3 presented
- Testmodels started/ cross verification started for
  - *Relase Speed Monitoring*
  - *Roll Away Protection*
  - *Evaluation of Balise for Last Relevant Balsie Group*
- Other approaches discussed and CPN approach presented

## ■ Outlook

- Testmodels will be continued after the workshop
- Verification with realistic trackdata planned for August

**Thank you for the team.**