

# Chapter 5: AUXILIARY FUNCTIONS

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## **5. AUXILIARY FUNCTIONS**

### **5.1 INTRODUCTION**

#### **5.1.1 Scope**

This document specifies the following STM functions:

- Brake pressure measurement
- Service and emergency braking
- Balise reading and testing
- Start/stop functionality
- Rolling detection
- Deceleration measurement

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## 5.2 STM SERVICE BRAKING

### 5.2.1 General

The STM can be configured [Table CP] to use a direct interface to the brake system for ordering service braking, or use the interface provided via ETCS. The STM also needs feedback from the brake system.

The pressure figures given in the following refer to  $P_{INT}$ , the internal representation of brake feedback.  $P_{INT}$  should give a correct representation of brake status, regardless of brake system type.

ETCS provides normally only one level of service braking (full). This means that for “soft” supervision, the brakes will be applied earlier, but still with full braking. But if soft service brake is implemented [Table CP,  $SB_{SOFT}$ ], soft service braking will be given in some situations.

Full service braking (150 kPa pressure reduction in the main pipe, or corresponding cylinder pressure) can be ordered by the STM and then executed by the ETCS when the train runs too fast, or for other reasons.

Soft service braking (100 kPa pressure reduction in the main pipe, or corresponding cylinder pressure) can be ordered by the STM when the train runs too fast, or for other reasons.

The service brake function is tested according to [5.6.4]. [Table CP] tells whether the ETCS performs an approved service brake test or not.

Note: A test is considered approved if it provides a comparable protection against service brake failures. This decision is handled by the authorities.

### 5.2.2 Service brake intervention

The STM requests **full service braking** in the following cases:

- a) The train has passed a BSK landslide group without permission, [3.11.3].
- b) With high (normal) adhesion:
  1. The full service brake intervention curve (interval D) is reached with insufficient brake application (as given by brake feed-back input), [4.9.8]
  2. The normal full service brake deceleration curve is reached (interval E), [4.9.9]
- c) When the STM has ordered emergency braking, [5.3]
- d) Reserve.

The STM requests full or soft service braking (depending on  $SB_{SOFT}$  [Table CP]) in the following cases:

- a) The maximum permitted speed is exceeded by 10 km/h or more. [4.5.4]

- b) With low adhesion:
  - 1. The “soft” service brake application curve (interval D) is reached with insufficient brake application (as given by brake feed-back input). [4.9.8]
  - 2. The “soft” service brake deceleration curve is reached (interval E). [4.9.9]
- c) At detection of a safety-affecting balise error (BF2 or BF3), [3.3.4].
- d) When the train moves a few m from stationary with the direction controller in neutral position [5.6.6].
- e) At transmission error [5.4].

F5001.52d An STM service brake order shall be performed according to the following:

- a) If a direct service brake interface is used according to  $SB_{DIRECT}$  [Table CP], apply service brake through that interface, and
- b) Give the following order to ETCS: “Apply service brake, or emergency brake in case the service brake fails to be applied”.
  - 1. Exception: This shall not be done during STM service brake test [5.6.4] if a direct service brake interface is used according to  $SB_{DIRECT}$  [Table CP].
  - 2. Exception: This shall not be done during soft service braking via a direct service brake interface if soft service braking not is possible via ETCS.
- c) A full service brake shall be applied by 150 kPa pressure reduction in the main pipe, or by corresponding cylinder pressure.
- d) If  $SB_{SOFT}$  [Table CP] enables soft service braking, a requested soft service brake shall be applied by 100 kPa pressure reduction in the main pipe, or corresponding cylinder pressure.

*Note.* Whether full or soft service brake shall be applied is defined in other requirements.

### 5.2.3 Indications on the DMI

When service braking is applied, a corresponding indication will appear (BROMS).

### 5.2.4 Releasing service brake

F5002.52b When an STM-ordered service braking may be released, one or more of the following items shall become available on the DMI.

- a) Brake release button (LOSS).
- b) Acknowledgeable text message.

*Note.* Refer to the Roll-away protection [5.6.6].

- c) Reserve.

*Note.* Service braking can normally be released reciprocally with brake intervention, ie. when the train is in a situation such that the brake would not be applied, it will be possible to release it.

The driver requests brake release by pressing the LOSS button. In certain cases an additional driver action may be needed to be able to proceed.

F5003.51b a) An STM-ordered service brake shall not be released before the driver has requested this.

b) When there is no need for braking anymore, the brake shall be released when the driver requests this

*Note.* This is done by pressing the LOSS button, or acknowledging a text message, depending on the situation [5.2.3].

c) If using a button:

1. If the button already was pressed beforehand, the brake shall not be released.
2. The button activation shall only be registered at the moment it changes to a pressed state.

F5004.51a During deceleration supervision the STM shall allow the service brake to be released when the train is in a situation such that the brake would not be applied:

- a) Expect Stop, the train has slowed down below the release speed [4.9.11]
- b) Expect Proceed, the train has slowed down below  $V_{\text{targ}} + 10$  km/h [4.9]
- c) The train has slowed down “back” through the braking curve intervals, to a point before the intervention curve [4.9].

*Note.* The STM allows the service brake to be released in these cases too:

1. When a previous STM emergency braking has been released and  $V_{\text{TRAIN}} < V_{\text{MAX}} + 5$  km/h (i.e.  $< 45$  km/h) after an unexpected stop passage (not aimed at by an Expect Stop distant signal) [3.4.4]
2. When the train has come to a halt after passing a stop signal [3.4.4]
3. When the train has come to a halt after passing BSK [3.11.3]
4. After balise error alarm with STM braking, when the train speed has slowed down to 80 km/h (or after 2 s, if  $V_{\text{TRAIN}} \leq 80$  when the braking started), [3.3.4]
5. With max speed supervision, at the train speed  $V_{\text{TRAIN}} < V_{\text{MAX}} + 5$  km/h, [4.5.4]
6. When rolling from stationary with the controller in neutral position, immediately, [5.6.6]
7. Reserve.

## 5.2.5 Service brake supervision

F5004A.52c

- a) The service brake function shall be considered faulty if, when service brake is requested,
1. After the set delay time  $T_B$  (max 10 s), a drop in pressure ( $P_{INT}$ ) of at least 60 kPa has not been achieved, or
  2. If  $SB_{TEST}$  indicates that there is no approved ETCS service brake test method [Table CP], and  $T_X = 5$  s, and a drop in pressure ( $P_{INT}$ ) of at least 60 kPa has not been achieved at latest  $T_B / 2$  seconds before the deceleration curve, or
  3. A direct service brake interface is used according to  $SB_{DIRECT}$  [Table CP], but no acknowledgement (that a service brake order has been given by the STM) is received according to  $T_{SBACK}$  [Table CP] within the service brake acknowledgement time, within the service brake acknowledgement time,  $T_{SBACK}$  [Table CP].

*Note.* Reserve.

- b) If the service brake is faulty:
1. The error message ‘DRIFTBROMSFEL’ shall appear.
  2. The emergency brake shall be activated, while still retaining the service brake request.
  3. In this case the emergency braking shall be released according to the same rules that applied to the corresponding service braking.
  4. Reserve.
- c) If a direct service brake interface is not used according to  $SB_{DIRECT}$  [Table CP], and if a service brake status equal to “Fail” is received from ETCS, the error message ‘DRIFTBROMSFEL’ shall appear.
- d) If a direct service brake interface is not used according to  $SB_{DIRECT}$  [Table CP], and if a service brake status equal to “Not available” is received from ETCS, the STM shall enter Failure state.<sup>1</sup>

A5004A.52o.

- a) The service brake function shall be considered faulty if, when service brake is requested:

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<sup>1</sup> This is valid independently of whether the service brake is requested or not



1. After the set delay time  $T_B$  (max 10 s), a drop in pressure ( $P_{INT}$ ) of at least 60 kPa has not been achieved, or
  2. If  $T_X = 5$  s, and a drop in pressure ( $P_{INT}$ ) of at least 60 kPa has not been achieved at latest  $T_B / 2$  seconds before the deceleration curve, or
  3. If a direct service brake interface is used according to  $SB_{DIRECT}$  [Table CP], and no acknowledgement, that a service brake order has been given by the STM, is received within the service brake acknowledgement time  $T_{SBACK}$  [Table CP].<sup>m</sup>
- b) If the service brake is faulty:
1. The error message ‘DRIFTBROMSFEL’ shall appear.
  2. The emergency brake shall be activated, while still retaining the service brake request.
  3. In this case the emergency braking shall be released according to the same rules that applied to the corresponding service braking.
  4. An extra brake delay time  $T_X$  of 5 s shall be added to the full service brake delay time ( $T_B$ ), unless  $T_X$  is already added <sup>u</sup>
- c) If a direct service brake interface is not used according to  $SB_{DIRECT}$  [Table CP], and if a service brake status equal to “Fail” is received from ETCS, the error message ‘DRIFTBROMSFEL’ shall appear, and an extra brake delay time  $T_X$  of 5 s shall be added to the full service brake delay time ( $T_B$ )<sup>2 4</sup>
- d) If a direct service brake interface is not used according to  $SB_{DIRECT}$  [Table CP], and if a service brake status equal to “Not available” is received from ETCS, the STM shall enter Failure state.<sup>3</sup>

*Note.* During the brake test sequence [5.6], full service brake will be applied and the STM waits until:

- At least a 25 kPa pressure drop in  $P_{INT}$  is achieved.

*Note.* The pressure reduction is measured in relation to the initial value measured before the service brake was applied.

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<sup>2</sup> An added extra delay time  $T_X$  of 5 s can only be removed according to conditions described in 5.6.4.4.

<sup>3</sup> This is valid independently of whether the service brake is requested or not

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## 5.3 STM EMERGENCY BRAKING

### 5.3.1 General

This section deals mainly with the optional direct interface to emergency brake. STM emergency brake orders are given to this interface, but also to the ETCS as an extra safety measure.

The direct emergency brake interface is installed when the emergency brake test of the connected ETCS system does not reach the same standard as the STM's own brake test or the emergency brake response time via ETCS is too long. This decision is handled by the authorities.

For STM's without this interface, emergency braking is performed via ETCS commands.

The emergency brake function is tested according to [5.6.5], and [Table CP] tells about its installation status.

### 5.3.2 Physical connection

#### 5.3.2.1 Connection to the vehicle – UIC air brake

F5004B.51a When using a direct emergency brake interface, the following shall apply.

- a) The emergency brake output of the STM:
  1. Shall feed an emergency brake valve (SIFA) connected to the main brake pipe,
  2. Alternatively it shall control a security loop or corresponding circuit in a trainset.
- b) When emergency brake is required, the STM shall interrupt the feeding of the SIFA valve.

*Note.* The valve coil is then de-energised, the valve opens, the main pressure pipe is emptied and the emergency brake is applied. For installations without main pipe, the brake cylinders will be pressurized with maximum pressure.

*Note.* The SIFA valve may also be used as a brake valve for the vigilance control. Refer also to the [GRS].

*Note.* In most installations the STM emergency brake output will also control the magnetic valve for blocking of brake pipe charging. This serves to block feeding of the brake pipe during emergency braking.

F5004C.51a When using a direct emergency brake interface, the emergency brake valve (or security loop) shall be fed independently of the STM emergency brake output in the following cases:

- a) When the STM is disabled with the STM isolation switch.
- b) Reserve.

*Note.* When the STM is in No Power (NP) or Failure (FA) state it may be isolated to avoid emergency braking [4.3.10-11].<sup>4 5</sup>

*Note.* The vigilance control must be unaffected by this.<sup>6</sup>

*Note.* With loss of power, the emergency brake may be applied anyway.

### 5.3.2.2 Connection to vehicles with EP brake system

F5005.51a When using a direct emergency brake interface, the security loop or corresponding circuit in the train shall be controlled by the STM:

- a) Normally by the STM emergency brake output,
- b) Reserve.

### 5.3.2.3 Emergency brake control

F5006.51b When the STM orders emergency braking, the following actions shall be taken as extra safety measures:

- a) Full service braking shall be requested.
  1. Exception: This shall not be done during the STM brake test [5.6.5]
- b) If a direct emergency brake interface is used [Table CP], ETCS emergency braking order shall be given.<sup>7</sup>
  1. Exception: This shall not be done during the brake test if the direct emergency brake output is connected [5.6.5]

*Note.* The exceptions for brake test serve to avoid hiding of a faulty emergency brake output by the redundant brake functions.

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<sup>4</sup> This requires emergency brake inhibition, or an active emergency brake output

<sup>5</sup> Emergency braking can occur in states NP or FA (contradicting to the [ESTM])..

<sup>6</sup> Installation requirement

<sup>7</sup> Differs from [ATC2]

### 5.3.3 Emergency brake intervention

The STM applies emergency braking if:

- a) The leading engine passes a main signal at stop [3.4.4].
  1. Exception: Stop passage is permitted and  $V_{\text{TRAIN}} \leq 40$  km/h
- b) The max speed is exceeded by  $\geq 15$  km/h [4.5.4].
  1. Exception: supervision of  $V_{\text{MAX}} = 40$  km/h before the brake has been released after an unexpected stop signal passage [3.4.4].
- c) The emergency braking curve is passed during deceleration supervision [4.9.10]
- d) Reserve.<sup>8</sup>
- e) During service braking, if the service brake function is considered faulty by the STM [5.2.5]
- f) Exceptions to a-c: Active Shunting mode or Installation area.
- g) During strict roll-away protection, if the train moves more than 1 m [3.4.4].

When a balise failure occurs, the dark speed (if applicable) is not imposed until the speed has been reduced to 80 km/h, this is to avoid emergency braking at higher speeds.

### 5.3.4 Indications on the DMI

F5007. Reserve.

*Note.* The ETCS ensures that, when emergency braking has been applied, a corresponding indication is displayed.

F5008.51a When an STM-ordered emergency braking may be released, one or more of the following items shall become available on the DMI.

- a) Brake release button (LOSS).
- b) Acknowledgeable text message.

*Note.* Refer to the Roll-away protection [5.6.6].

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<sup>8</sup> Differs from [ATC2]

## 5.3.5 Releasing the emergency brake

### 5.3.5.1 General

Emergency braking can, in most cases, be released reciprocally with brake intervention, i.e. when the vehicle is in a situation such that the brake would not be applied, it will be possible to release it. Special rules apply in some cases, see further below.

The driver requests brake release by pressing the LOSS button. In some installations an additional driver action may be needed to allow the train to proceed.

When the driver requests brake release while the train is running below the emergency brake speed limit, but above the service brake speed limit, only the emergency brake will be released.

When the driver requests brake releasing while running below both speed limits, the emergency brake and the service brake will be released at the same time.

- F5009. a) An STM-ordered emergency brake shall not be released before the driver has requested this.
- b) When a request for braking has ceased, the brake shall be released when the driver requests this.

*Note.* This is done by pressing the LOSS button or acknowledging a text message [5.3.4].

- c) If the button already was pressed beforehand, the brake shall not be released. The button activation shall only be registered at the moment it changes to a non-pressed state.

*Note.* If possible, the driver should not be forced to perform more than one action in order to release the brake. This includes all necessary actions (required by the STM, the ETCS or any other trainborne system) to achieve brake release.

- F5010. After emergency braking caused by overspeed during max speed or deceleration supervision: The STM shall allow brake release reciprocally with brake intervention, i.e. when the train is in a situation such that the brake would not be applied, it would be possible to release it.

### 5.3.5.2 After BSK or stop signal

Emergency braking caused by passing a stop signal (which was not aimed at by a preceding Expect Proceed distant signal) or a BSK cannot be released until the train has stopped. [3.4.4, 3.11.3-4]

### 5.3.5.3 After an unexpected stop signal

When passing a stop signal where the previous distant signal indicated Expect Proceed (alternatively an extended Expect Stop that aimed past the stop signal and was not combined with a Stop signal), the emergency braking shall be released according to the following rule.

After a deceleration  $R \geq 0,7 \cdot b$  has been measured (where  $b$  = full service brake deceleration), the emergency brake – but not the full service brake – shall be releasable (able to release when the LOSS button is pressed).

Full service braking shall remain, and become releasable (as usual) when the train speed is below 45 km/h (as with max speed supervision of 40 km/h).

Refer to [3.4.4].

### 5.3.6 Emergency brake supervision

F5010A. If the STM has its own emergency brake interface, and has applied emergency braking, and...

- a) 60 kPa pressure reduction in  $P_{INT}$  has not been achieved within required time ( $T_{EBCHK}$ ) since the braking started (was ordered), or
- b) An electrical failure is detected in the emergency brake output circuitry,
- c) Then an error message ‘NÖDBROMSFEL’ shall be given and the STM shall enter Failure state.<sup>9</sup>

*Note.* For brake pipe systems (UIC) the required time ( $T_{EBCHK}$ ) is approximately 1,25 seconds (configuration parameter).

*Note.* For systems where the brake response signal is fetched from cylinder pressure, directly or indirectly, the required time ( $T_{EBCHK}$ ) is approximately 3,25 seconds (configuration parameter).

*Note.* The configuration parameter  $T_{EBCHK}$  may be prolonged in case the pressure response takes longer time on a specific vehicle (installation dependent).

*Note.* The configuration parameter  $T_{EBCHK}$  may be prolonged due transmission delay from STM to ETCS.

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<sup>9</sup> Differs from [ATC2]

- F5010B. For STM emergency braking via the ETCS interface (and the STM is not equipped with a direct emergency brake of its own), the following shall apply.
- The STM shall compute and use this ETCS emergency brake check time limit,  $T_{ETCS-EBCHK} = T_{EBRE} + T_{EBCHK}$ .
  - Error shall occur if 60 kPa pressure reduction in  $P_{INT}$  has not been achieved within the required time ( $T_{ETCS-EBCHK}$ ) since the braking started (was ordered).
  - If error was detected, the message “NÖDBROMSFEL” shall be indicated.
  - If error was detected, the STM shall enter the Failure state FA.

### 5.3.7 Emergency brake test

The emergency brake test sequence is defined in [5.6.4]. This brake test sequence will halt if:

- 60 kPa pressure reduction in  $P_{INT}$  is not achieved,
- within a predetermined time after the emergency brake valve has been opened.

The brake response is measured relative to the momentary status measured at the start of the emergency braking.

For testing of the emergency brake function via the ETCS (when there is no specific STM emergency brake interface), refer to [5.6.4].



## 5.4 BALISE READING AND TRANSMISSION TEST

### 5.4.1 Information points

An information point can “legally” consist of 2...5 balises. During fault conditions, lone balises may occur. At least two balises are required for transmission of safety information. An information point can be intended for one or both directions, depending on function.

The balise reading function must be able to handle two main types of balises [F5025]:

- a) Information balise, sends synchronized telegrams with three 8-bit code words and one synchronization word. Every accepted telegram must be surrounded by two synchronization words.
- b) Marker, sends a continuous unsynchronized stream of zeroes. Is mostly used as B-balise, see below. A faulty information balise can sometimes appear as a marker.

#### 5.4.1.1 Telegram composition

F5011. The STM shall handle information from the balises given in the form of logical zeroes and ones, which are put together to information words consisting of 8 bits.

*Note.* One bit is the smallest unit and can be a one or a zero.

*Note.* Zeroes are transmitted actively in the airgap. This means that when no balise is present, a stream of logical ones will be received.

F5012. The STM shall handle every synchronized telegram with three information words that are called X, Y and Z.

*Note.* The information is differently interpreted for the X-, Y- and Z-words [Chapter 3].

### 5.4.2 Amount of information transferred

F5013. Telegrams shall be received by the STM while passing an information balise:

- a) This will continuously repeat a telegram of 32 bits length,
- b) With the bit frequency 50 kbit/s.

*Note.* A telegram is thus transmitted every 640:th  $\mu$ s.

*Note.* The received number of telegrams can vary considerably (from about 8 at 300 km/h to about 300 at 10 km/h, or an unlimited number while the train is stationary) depending on the train speed and the transmission conditions (damp iron ore concentrate on the balise and similar).

F5014. Transfer rate and contact distances shall give a theoretical number of at least 8 telegrams from one balise to be received at speeds up to 300 km/h.

*Note.* In practice, the number of correctly received telegrams may be down to 4, but not less.

F5015. The STM shall handle telegrams that have the following structure.

- a) Every telegram contains a synchronization word, that is inverted every second telegram cycle.
- b) One telegram shall only be accepted when the synchronization word (S) and its inverse (S\*) are located on each side of the data bits.
- c) The telegram is disposed according to the following table.

*Table 5.4-1. Telegram composition*

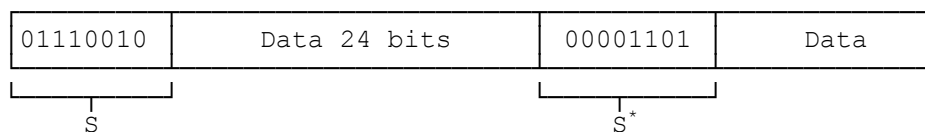
	NAME	BITS	FUNCTION
a)	S and S*	8	Synchronization word (every second sync word is inverted)
b)	X	8	Balise category, coded in M(8,4) which gives totally 16 different combinations <sup>1)</sup>
c)	Y and Z	2 * 8	Data words, coded in M(8,4), which gives $(2^4)^2 = 256$ different combinations <sup>1)</sup>
d)	YZ	16	Data word coded in M(16,11) which gives $2^{11} = 2048$ different combinations <sup>1)</sup>

1) *Note.* Only a subset of these combinations is permitted.

*Note.* About the meaning of the balise information and the configuration of different information points, see [Chapter 3].

F5016. The STM shall handle telegrams with contents and location of the synchronization words according to the following figure:

*Figure 5.4-1. Synchronization words in a balise telegram*



F5017. The STM shall handle telegrams where only 7 of the 8 bits in the synchronization word shall be inverted, so that a faulty inverting of the whole telegram shall be discovered.

### 5.4.3 Transmission test (TEST1 or other)

F5018. When using a dedicated STM antenna:

- a) Every 50:th ms the transmission functions shall be checked, i.e. the balise reading ability.
- b) There shall be a special test function for this purpose, TEST1.
- c) TEST1 shall check that:
  1. The output level from the transmitter is enough to activate passed balises, and
  2. That the sensivity of the receiver is enough to detect passed ATC-2 balises.

*Note.* If the transmitter is turned off, TEST1 will not work.

F5019.51a When using a dedicated STM antenna:

- a) The STM shall ensure that TEST1 works at the proper points of time.
- b) If the transmitter is "on" and one or more TEST1 replies are lacking, the error shall be handled as stated below.
  1. A transmission error text message shall be sent [4.8.4.3].
  2. The STM shall always order full or soft service braking (depending on  $SB_{SOFT}$  [Table CP]) [3.3.4].
  3. The STM shall erase all balise information.
    - a. This shall not cause any STM emergency braking.<sup>10</sup>
  4. The STM shall allow brake release when the train stops.<sup>11</sup>
  5. Failure state (FA) shall be entered if the problem persists when the driver presses the LOSS button.

*Note.* A transmission test (TEST1 or similar) reply could be interpreted as a marker balise.

F5020. When using a dedicated STM antenna, the STM shall distinguish between a transmission test and a marker.

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<sup>10</sup> Because  $V_{dark} = 130$  km/h.

<sup>11</sup> To avoid ETCS emergency braking.

#### 5.4.4 "Long balises"

- F5021.51a a) The system shall check that no balise contact persists for more than 80 m.
- b) In case of too long contact distance, the error shall be handled as stated below.
1. A transmission error text message shall be sent [4.8.4.3].
  2. The STM shall always order full or soft service braking (depending on  $SB_{SOFT}$  [Table CP]).
  3. The STM shall erase all balise information.
    - a. This shall not cause any STM emergency braking.<sup>12</sup>
  4. The STM shall allow brake release when the train stops.<sup>13</sup>
  5. Failure state (FA) shall be entered if the problem persists when the driver presses the LOSS button.

#### 5.4.5 Transmitter On/Off

F5022.51b When using a dedicated STM antenna, the transmitter shall be in operation (active) in the STM states HS and DA, when any of these conditions apply:

- a) The cab is active and the direction controller = Forward/Reverse (not in Neutral), or
- b) The train is rolling, or
- c) There is balise contact.
- d) Exception to a-c: The STM antenna need not be active in the ETCS technical modes SL and NL.

*Note.* The antenna can be temporarily activated in other STM states for testing purposes.

F5023. Reserve.

F5024. When using a dedicated STM antenna, the transmitter shut-down function shall be delayed by 10 seconds.

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<sup>12</sup> Because  $V_{dark} = 130$  km/h.

<sup>13</sup> To avoid ETCS emergency braking.

### 5.4.6 Balise classification

F5025. The balises shall be classified by the STM software according to the number of correctly received and synchronized telegrams, as shown in this table:

*Table 5.4-2. Balise classification*

	No. of telegrams	Balise type
a)	0	Marker
b)	1...3	Faulty information balise
c)	$\geq 4$	Information balise

F5026.51a Reserve.

*Note.* If a faulty information balise, intended for the present or the opposite direction, is found, balise error alarm is given [3.3].

### 5.4.7 Balise density

F5027. Reserve

The STM is able to manage at least 4 balise groups per second [3.2.5].

(blank)

## 5.5 HANDLING OF BRAKE PRESSURE

### 5.5.1 General

The brake pressure handling is generally the same as for [ATC2].

The STM handles two types of pressure:

$P_{REF}$  Reference pressure in kPa. The reference pressure corresponds to the ‘A’ chamber pressure in the KE (brake control) valves, which makes it suitable for comparison with brake pipe pressure to determine the current braking effort. This is an internal “normal train running pressure” value (neither braking nor any other pressure-affecting actions). Is not affected so much during braking.

$P_{INT}$  Brake pressure in kPa. This is the current pressure of the train’s main pressure pipe, or a converted cylinder pressure.<sup>14</sup> Decreases during braking with a rate that depends on the train type (brake delay time).

By comparing these two, the STM can decide whether braking is in progress or not.

### 5.5.2 Transducer in the vehicle

A pressure sensor measures the pressure in the main brake pipe. The range of the sensor is 0-700 kPa. [GRS]

F5028. The STM shall interpret the following signal from the pressure sensor in the following table:

*Table 5.5-1. Pressure signal*

Pressure		Signal
a) 0 kPa	↔	4,0 mA
b) 500 kPa	↔	15,4 mA
c) $\Delta$ 100 kPa	↔	$\Delta$ 2,28 mA

<sup>14</sup> If the train lacks a main pressure pipe, the brake pressure must be obtained from another source and then converted to a suitable pressure value

F5029.51b a) The STM shall have this accuracy for the pressure measurement:

1.  $\pm 20$  kPa absolute value.
2.  $\pm 10$  kPa relative (measured over 1 s).

b) Resolution:  $\leq 6.25$  kPa.

*Note.* If the pressure input represents cylinder pressure ( $P_{FEED} = 2$ ), the input data must be recomputed to be usable in the internal calculations, which assume a brake pipe pressure.

F5030.51b Brake pressure recalculation.

a) If pressure input represents brake pipe pressure (according to  $P_{FEED}$ ):

1. Then  $P_{INT} = P_{EXT}$  (no conversion), and
2.  $P_{INT}$  shall be limited to  $0 \leq P_{INT} \leq 550$  kPa,

where

- $P_{EXT}$  is input value in kPa, set to 0 if negative value.
- $P_{INT}$  is internal pressure value in kPa.

b) If pressure input represents cylinder pressure (according to  $P_{FEED}$ ):

1.  $P_{INT} = 500 - 150 * (P_{EXT} / P_{FULL})$  (kPa)
2.  $P_{INT}$  shall be limited to  $0 \leq P_{INT} \leq 550$  kPa.

where

- $P_{EXT}$  is input value in kPa, set to 0 if  $P_{EXT} < 0$  or  $P_{EXT} > 955$ .
- $P_{INT}$  is internal pressure value in kPa
- $P_{FULL}$  is cylinder pressure in kPa, when full service braking is applied [Table CP].
- $P_{FEED}$  informs about brake pressure feedback [Table CP].

*Note.* This conversion provides a synthetic brake pipe pressure, which should correspond to the behaviour of a real main pipe, i.e. 500 kPa for no brake and 350 kPa for full braking. By using a variable parameter  $P_{FULL}$  the calculation will be more accurate than in ATC-2, where  $P_{FULL}$  is always assumed to be 300 kPa.

*Note.*  $P_{FULL}$  is defined in an installation dependent configuration memory [F4002].

### 5.5.3 Calculation of reference brake pressure

The reference pressure is an internal value which is designed to imitate the A chamber pressure in the KE valves. It can thus be used by the STM to determine how much braking that has been applied.



- F5031. The pressure measured at start shall be used as reference pressure and shall thereafter be adapted to the current pressure according to the following table (which applies if the calculation is performed once per second):

Table 5.5-2. Reference brake pressure

	CONDITIONS:	ACTION:	REMARKS
a)	$P_{REF} = P_{INT}$	No change	Constant pressure
b)	$P_{REF} < P_{INT}$	$P_{REF} = P_{REF} + 1,5$	Increasing pressure
c)	$P_{REF} > P_{INT} + 30$	No change	Braking
d)	$P_{INT} + 30 \geq P_{REF} > P_{INT}$	$P_{REF} = P_{REF} - 0,5$	Sinking pressure

Where:

- $P_{REF}$  is the reference pressure.
- $P_{INT}$  is internal representation of brake feedback in main pipe pressure format, limited to max 550 kPa.
- Values given in kPa.

#### 5.5.4 Initializing the reference brake pressure

- F5032. The reference pressure shall be set on starting the STM:

- a) To the first stable  $P_{INT}$  value between 400-550 kPa achieved.
- b) Stable in this instance means that the pressure has not varied more than  $\pm 20$  kPa over 3 seconds.

*Note.* This begins with saving the pressure ( $= P_0$ ) and starting the 3 s timer. If the pressure  $P_{INT}$  then deviates more than  $\pm 20$  kPa from  $P_0$  before time-out, a new pressure  $P_0$  is saved and the timer is restarted. This goes on until the pressure becomes enough stable.

#### 5.5.5 Error indications

- F5033. The error message ‘TRYCKGIVARFEL’ shall be given if:<sup>15</sup>

- a) The pressure measured ( $P_{EXT}$ ) is  $< -50$  kPa (2,9 mA).
  1. Simultaneously the  $P_{INT}$  pressure value shall be set equal to the reference pressure.
- b) The pressure measured ( $P_{EXT}$ ) is  $> 955$  kPa (25,8 mA).

<sup>15</sup> Differs from [ATC2]

*Note.* This check serves to detect hardware failures in the brake status input, and should not react to normal or abnormal pressure variations.

### 5.5.6 Brake test

F5034.51a Reserve.

a) Reserve.

b) Reserve.

*Note.* The STM-controlled service and/or emergency brake test sequence will not start until the converted pressure ( $P_{INT}$ ) is ~~not~~ between 400-550 kPa, and also has remained steady within  $\pm 20$  kPa for 3 s [5.6.4.5].

## 5.6 STM START OR STOP

### 5.6.1 General

The operating status of the STM equipment is determined by the ETCS according to cab status, and directly by the STM isolation switch.

The STM can be isolated by setting the STM isolation switch to Off. In this Shutdown state the supply to the STM brake circuits is interrupted, at the same time as the emergency brake valve is fed independently of the STM. The STM computers, however, are still powered.

With the STM isolation switch in position On, the connection of the system is determined by the ETCS according to cab status (A/B/Off). This selects the adequate antenna in some engines. When a cab is activated, the ETCS will request the STM to begin its start test, see below.

### 5.6.2 STM self test

The following items are tested:

- a) Internal STM functions
- b) STM - ETCS communication<sup>16</sup>

The self test is halted on detecting an error, and the nature of the error is indicated.

- F5035.
- a) The STM self test shall be performed in Power On state (PO) during the Start of Mission procedure [4.3].
  - b) Parts of this test are also performed during normal operation (all states except NP and FA). Refer to supplier specification.
- F5036.
- a) The self test shall halt if a failure is detected.
  - b) The current self test position (test number) shall be displayed as specifically as possible.

*Note.* Refer to the supplier specification.

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<sup>16</sup> Differs from [ATC2]

F5037. The STM shall ensure that these functions are correctly working:

- a) Internal STM functions.
- b) The STM - ETCS communication.<sup>17</sup>

*Note.* This test will be specified by the supplier.

F5038. The STM shall establish communication with the ETCS and ensure that this communication works correctly.<sup>18</sup>

### 5.6.3 STM start test

The STM start test is equivalent to the ATC-2 startup test position 3 [ATC2] and is accomplished with help by the STM Specific Test Procedure [ESTM].

The start test is executed once during each Start of mission procedure (Data Entry), but only if there is a separate STM antenna. The following test is performed:

- STM transmission test.

F5039.51b The following applies if there is a separate STM antenna:

- a) An STM specific test procedure shall be requested to the ETCS during the Start of Mission procedure. 1. Exception: If ETCS technical mode is equal to NL.
- b) The STM shall carry out the start test even if the antenna is positioned directly above a balise.

*Note.* In this case however, the transmission test uses a slightly different algorithm than usual (specified by the supplier).

F5040.51a With a separate STM antenna, the **transmission test** shall ensure:

- a) That TEST1 functions with the transmitter = On.
- b) That TEST1 does not function with the transmitter = Off.

F5041.51a If there is a separate STM antenna, and if the STM start test fails, the following shall apply:

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<sup>17</sup> Differs from [ATC2]

<sup>18</sup> Differs from [ATC2]

- a) An error indication shall be given.
- b) After that, the STM shall enter the Failure state.<sup>19</sup>

## 5.6.4 STM service brake test – Brake test A

### 5.6.4.1 General

STM service brake test sequence (brake test A):

- A1. STM brake feedback test.
- A2. STM service brake test (via ETCS).

The STM brake test is equivalent to the ATC-2 startup test positions 4, 5 and 6 [ATC2].

The brake test will only be carried out on request from the driver. The brake test should be executed during every mission.

Every test is halted on detecting an error, and the nature of the error is indicated.

The STM uses the ETCS brake interface or a direct connection to the service brake interface for service braking. The service brake test is still regarded as necessary because the deceleration supervision is based upon the ATC2 brake curve model, which relies heavily on the service brake function.

The STM brake test A is equivalent to the corresponding ATC-2 service brake startup test positions.

### 5.6.4.2 Starting Brake test A

*Note.* The STM brake test is only performed on request by the driver.

F5042.51d If  $SB_{TEST}$  indicates that there is no approved ETCS service brake test method [Table CP], then the STM shall remind the driver to request Brake test A in the following cases:<sup>20</sup>

- a) The train is stationary and has entered Data Available (DA) during the Start of Mission procedure.
  1. Exception. If a direct service brake interface is used [Table CP] Data Available (DA) is not required.

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<sup>19</sup> Differs from [ATC2]

<sup>20</sup> Differs from [ATC2]

*Note.* This applies to cold start as well as change of cab.

- b) No successful Brake test A has been performed since last ETCS Start of Mission procedure ( $T_X = 5$ ), and:
  - 1. The train becomes stationary in state Data Available (DA), or
  - 2. The train passes a border to an ATC2-STM area and has entered Data Available (DA).

F5042A.51b If  $SB_{TEST}$  indicates that there is no approved ETCS service brake test method [Table CP], the STM shall start Brake test A under the following premises:

- a) The train is stationary,
  - 1. Reserve,and
- b) The train is in state Data Available (DA),
  - 1. Exception: If a direct service brake interface is used [Table CP] then Data Available (DA) is not required,and
- c) The driver presses the BRAKE TEST button.

A5042A.51o The STM shall start Brake test A under the following premises:

- a) The train is running or stationary, and
  - 1. Exception: If a direct service brake interface is used [Table CP] the train shall be stationary,and
- b) The train is in state Data Available (DA),
  - 1. Exception: If a direct service brake interface is used [Table CP] then Data Available (DA) is not required,and
- c) The driver presses the BRAKE TEST button.

F5042B.51a If  $SB_{TEST}$  indicates that there is no approved ETCS service brake test method [Table CP], the STM shall execute Brake test A in the following way:

- a) The driver shall be informed when the test starts.
- b) Perform STM brake feedback test (A1) according to [5.6.4.5] below.
- c) If the previous test was accepted, perform the STM service brake test (A2) according to [5.6.4.3] below.

### 5.6.4.3 Perform the Service brake test (A2)

F5042C.52b If the  $SB_{TEST}$  indicates that there is no approved ETCS service brake test method [Table CP], the service brake test shall be performed according to the following:

- a) Order service brake.
  1. If direct service brake interface is used according to  $SB_{DIRECT}$  [Table CP], order service brake only through that interface.
  2. Otherwise, order service brake via the ETCS.
- b) Wait for:
  1. Pressure decrease of at least 25 kPa, and
  2. Service brake status = applied, if a direct service brake interface is used according to  $SB_{DIRECT}$  [Table CP].
- c) Release the service brake.
- d) Wait for a pressure increase of at least 12 kPa.
- e) The test shall be considered as successful if a-d are fulfilled.

F5043.51b If  $SB_{TEST}$  indicates that there is no approved ETCS service brake test method [Table CP]:

- a) Reserve.
- b) If the test was successful this shall be shown on the DMI, but no acknowledgement from the driver shall be required.
  1. Exception. If the STM emergency brake test (B) is performed directly after the STM service brake test (A), the result shall not be shown.
- c) If any problem was detected, diagnostic information (train position and error indication) shall be shown according to supplier specification, and this information shall remain at least until acknowledged by the driver.
- d) The test result shall be handled according to [5.6.4.4] below.

### 5.6.4.4 Additional brake delay time

Depending on the results from Brake test A, an extra delay time ( $T_X$ ) of 5 s can be added to the full service brake delay time parameter ( $T_B$ ) for deceleration supervision. But this should not alter the originally entered delay time parameter  $T_B$ .

F5043A.51b If  $SB_{TEST}$  indicates that there is no approved ETCS service brake test method [Table CP], an extra brake delay time  $T_X$  of 5 s shall be added to the full service brake delay time ( $T_B$ ) for braking curve calculations (but not for other purposes), if:

- a) The last brake test failed, or
- b) No brake test has been performed since the last Start of mission procedure.

*Note.* This extra delay time means that in case of STM service brake failure, the resulting emergency brake application will occur 5 s earlier, i.e. at the latest 5 s before the deceleration curve is passed.

F5043B.52a If  $SB_{TEST}$  indicates that there is no approved ETCS service brake test method [Table CP], or if an extra brake delay time  $T_X$  of 5 s is added to the full service brake delay time (due to service brake failure according to 5.2.5), the temporarily increased full service brake delay time shall affect the deceleration supervision.

a)  $T_X$  shall apply until:

1. The brake pressure has been decreased by 60 kPa or more, and
2. The braking curve interval is B or higher.
3. If 1. and 2. are fulfilled, the STM shall emergency brake as soon as the curve DE is reached.

*Note.* This is to ensure brake application by a tested brake at the DE curve.

b)  $T_X$  shall re-appear when one of the following events has occurred:

1. The braking curve is repeated so that its interval changes to A.
2. The braking curve interval returns to Ab.
3.  $V_{TARG} = 0$  km/h and the train speed decreases below  $V_{END}$ .

c) Exception to a) and b): Deceleration supervision due to braking curve to 80 km/h after balise failure.

*Note.* If  $T_X$  is removed according to a) the  $S_{BRAKE}$  moves towards the deceleration curve in a normal way, which makes it possible for the driver to avoid STM brake intervention when there is a short target distance.

F5043C. The extra brake delay time  $T_X$  shall be set to 0 s (return to the original delay time parameter  $T_B$ ) when:

a) After a successful Brake test A.



### 5.6.4.5 Brake feedback test (A1 or B1)

F5044.51b If there is no approved ETCS service brake test method according to SB<sub>TEST</sub> [Table CP]:

a) The STM brake feedback test (A1) shall initialize Brake Test A [5.6.4.2].<sup>21</sup>

b) The test shall not be accepted if:

1. The pressure measured ( $P_{EXT}$ ) is  $< -50$  kPa (2,9 mA).

2. The pressure measured ( $P_{EXT}$ ) is  $> 955$  kPa (25,8 mA).

*Note.* This check serves to detect hardware failures in the brake status input, and should not react to normal or abnormal pressure variations.

c) The test shall finish (proceed with test A2) when:

1. The converted pressure ( $P_{INT}$ ) is between 400-550 kPa, and

2. The converted pressure ( $P_{INT}$ ) has remained steady within  $\pm 20$  kPa for 3 s.

*Note.* Refer to [5.6.5.25] below.

d) Reserve.

## 5.6.5 STM emergency brake test -- Brake test B

### 5.6.5.1 General

This sub-section applies only for trains equipped with a direct STM emergency brake interface.

The STM emergency brake test sequence (brake test B):

B1. STM brake feedback test.

B2. STM emergency brake test (own interface).

There is no specific brake test for an STM which is only equipped with ETCS emergency brake interface. This type of braking is supervised every time that the STM orders emergency braking.

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<sup>21</sup> Differs from [ATC2]

The STM brake test B is equivalent to the ATC-2 emergency brake startup test positions.

The brake test should be executed during every mission, or at least once within 24 hours.

Every test is halted on detecting an error, and the nature of the error is indicated.

### 5.6.5.2 Starting Brake test B

F5044A.51o If there is direct STM emergency brake interface according to  $EB_{DIRECT}$  [Table CP] and there is no STM service brake interface according to  $SB_{DIRECT}$  [Table CP], the following shall apply:

a) The STM brake feedback test (B1) shall initialize Brake Test B [5.6.5.2].<sup>22</sup>

b) The test shall not be accepted if:

1. The pressure measured ( $P_{EXT}$ ) is  $< -50$  kPa (2,9 mA).

2. The pressure measured ( $P_{EXT}$ ) is  $> 955$  kPa (25,8 mA).

*Note.* This check serves to detect hardware failures in the brake status input, and should not react to normal or abnormal pressure variations.

c) The test shall finish (proceed with test B2) when:

1. The converted pressure ( $P_{INT}$ ) is between 400-550 kPa, and

2. The converted pressure ( $P_{INT}$ ) has remained steady within  $\pm 20$  kPa for 3 s.

F5045. If the train is equipped with a direct STM emergency brake interface [Table CP] then the STM shall remind the driver to request Brake test B, alternatively automatically perform this brake test in the following cases:<sup>23</sup>

a) The train is stationary and has entered Data Entry (DE) right after each cold start.

b) At change of cab, if there was more than 24 hours since last time.<sup>24</sup>

*Note.* It is allowed to make the test more frequently.

*Note.* If direct STM service brake interface [Table CP] is used, the test will be performed after the brake test A has been finished.

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<sup>22</sup> Differs from [ATC2]

<sup>23</sup> Differs from [ATC2]

<sup>24</sup> Reserve.

F5045A.51c If a direct emergency brake interface is used [Table CP], the STM shall start Brake test B under the following conditions:

- a) The train is stationary, and
- b) The Start of Mission procedure is ongoing or STM shunting is finished , and
- c) The ETCS is not performing its own emergency brake test at the same time, and
- d) The driver presses the BRAKE TEST button, or the brake test starts automatically.

*Note.* Reserve.

F5045B.51b If a direct emergency brake interface is used [Table CP], tThe STM shall execute Brake test B in the following way:

- a) The driver shall be informed when the test starts.
- b) If a direct STM service brake interface according to SB<sub>DIRECT</sub> [Table CP] is not used, perform STM brake feedback test (B1) according to [5.6.4. 5] above.

*Note.* If the STM brake feedback test is already done before the service brake test (via a direct service brake interface), it needs not to be done before the emergency brake test.

- c) If the previous test was accepted or if a direct STM service brake interface according to SB<sub>DIRECT</sub> [Table CP] is used, perform the STM emergency brake test (B2) according to [5.6.5.3] below.

1- If a direct STM service brake interface according to SB<sub>DIRECT</sub> [Table CP] is used, the STM emergency brake test (B) shall be performed directly after the STM service brake test (A).

- d) The STM shall not leave the Data Entry state until Brake Test B has been performed (if the test has been started).

*Note.* ETCS performs “Standstill supervision” until the Start of Mission procedure has been completed.

### 5.6.5.3 Perform Brake test B

F5045C.51a If a direct emergency brake interface is used [Table CP], the emergency brake test shall be started in the following way.

- a) The emergency brake test (B2) shall be initiated by an emergency brake request direct from the STM to its own emergency brake interface.
- b) No emergency brake order shall be given to the ETCS.

F5046.51a Requirements for the emergency brake test, if the STM is equipped with an interface of its own [Table CP]:

- a) For brake pipe measurement:

1. The valve shall be opened and closed again after 1 s.
  2. The pressure ( $P_{INT}$ ) shall drop within  $T_{EBCHK}$  seconds after opening of the valve by at least 60 kPa below the momentary pressure measured before opening of the valve, or else the brake test shall halt.
- b) For cylinder measurement:
1. The valve shall be opened and closed again after 2,5 s.
  2. The pressure ( $P_{INT}$ ) shall drop within  $T_{EBCHK}$  seconds after opening of the valve by at least 60 kPa below the momentary pressure before opening of the valve, or else the brake test shall halt.

*Note.* An unpowered valve is assumed to be open.

- c) The STM shall also ensure that the emergency brake output circuits are electrically correct during emergency braking.
- d) For any standby computers, only the relay functions shall be checked.

*Note.* c) and d) may be specific for each manufacturer.

#### F5047.51a Results of Brake test B.

- a) The STM shall indicate the brake test results on the DMI.
- b) Exception to a): If the test was successful this shall not be shown on the DMI.
- c) If the STM fails the test, diagnostic information according to supplier specification shall be shown until acknowledged by the driver.
- d) After acknowledgement by the driver, the STM shall proceed to the Failure state (FA).

## 5.6.6 Roll-away protection

This function prevents a train from rolling away without a driver.<sup>25</sup>

### 5.6.6.1 Normal roll-away protection

F5048.51a Full or soft service braking depending on  $SB_{SOFT}$  [Table CP] shall be applied if all following conditions are fulfilled:

- a) The train was stationary during  $\geq 1$  second, and
- b) Then begins rolling up to 5 m, and
- c) The direction controller is in the Neutral position.

F5049.51a The message ‘RULLNINGSVAKT’ shall be indicated while the service braking is applied.<sup>26</sup>

F5050.51a The service braking shall immediately be released when the message is acknowledged.

### 5.6.6.2 Strict roll-away protection after passing stop

F5050A. The strict roll-away protection applies only when:

- a) There has been an unpermitted stop or landslide passage, and
- b) The driver has not yet acknowledged the “Bekräfta....” message.

F5050B. During strict roll-away protection, emergency braking shall be applied if both conditions are fulfilled:

- a) The train is really stationary (not moving slowly), and
- b) Then moves 1 m (or more).

*Note.* The direction controller can be in Forward, Neutral or Reverse.

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<sup>25</sup> This function can also detect errors in the direction controller inputs, which could cause the STM system's transmitter to fail until the train has started moving (the transmitter starts normally when the direction controller is set to Forward or Reverse). If this error remained undetected and an odometer error subsequently occurred, then it is possible that neither speed measurement nor balise detection would function without any warning to the driver.

<sup>26</sup> Differs from [ATC2]

### 5.6.7 Change to resting mode (de-activated cab)

In a de-activated cab, all indications on the DMI are extinguished and no supervision or braking is performed. This is mainly managed by the ETCS.

Refer to [4.3.13] and to the ETCS specifications.

## 5.7 DECELERATION MEASUREMENT

### 5.7.1 General

The deceleration of the train will be measured during every braking process. A new brake percentage is then computed according to the achieved result. This makes it possible for the driver to verify that the entered brake percentage is reasonable.

This function has no other implication on the STM. Train parameters, deceleration supervision etc. are not affected.

In the following description, and the associated requirements, all references to brake pressure assume a UIC brake pipe system. For systems with e.g. cylinder pressure measurement the given values are adapted by using the internal pressure variable ( $P_{INT}$ ).

### 5.7.2 Measurement

As soon as the brake pressure has decreased with more than 60 kPa, and when the brake delay time has passed, the STM starts measuring (logging) pressure, speed and time.

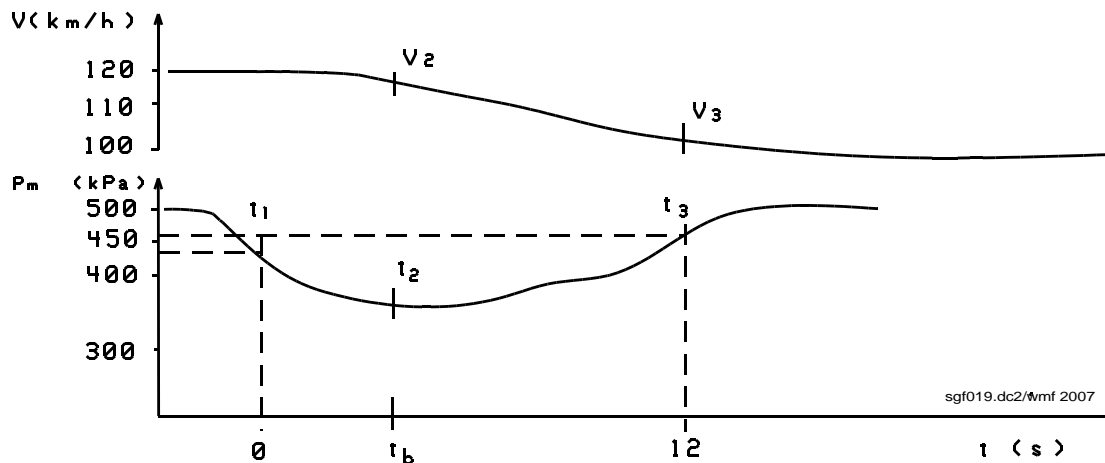
This measurement continues until the difference between the reference pressure and the main pipe pressure becomes less than 40 kPa, or until the train has slowed down below 25 km/h.

The STM calculates the average pressure reduction and the average train deceleration during this period.

Should the average pressure reduction become smaller than 150 kPa, the average deceleration will be recalculated to represent full service braking.

The following figure shows the measurement principles. The following values are assumed:  $T_B = 4$  s,  $P_{REF} = 500$  kPa.

Figure 5.7-1. Deceleration measurement



- F5051. The deceleration measurement shall be started if
- $V_{\text{TRAIN}} > 25 \text{ km/h}$ , and
  - The brake pressure ( $P_{\text{INT}} < P_{\text{ref}} - 60 \text{ kPa}$  (at time  $t_1$ ), and
  - At least 15 seconds has elapsed since the previous measurement was finished.<sup>27</sup>
- F5052. When the delay time is passed after  $t_1$ , i.e. at time  $t_2$ , the train speed shall be measured ( $V_2$ ).
- F5053. a) During the time interval between  $t_2$  and  $t_3$ , the average value of the pressure reduction shall be measured ( $P_{\text{REF}} - P_{\text{INT}}$ ).
- b) During this measurement, the momentary value of  $P_{\text{REF}} - P_{\text{INT}}$  shall be limited to 150 kPa.
- F5054. The train speed is measured once again ( $V_3$ ) when:
- The brake pressure ( $P_{\text{INT}}$ ) has increased to  $> P_{\text{REF}} - 40 \text{ kPa}$  (at  $t_3$ ), or
  - The train has slowed down below 25 km/h, or
  - $t_3 - t_1 \geq 60 \text{ s}$ .
- Note.* This means that the measurement will be finished.

<sup>27</sup> This is to avoid that the measurement result is erased too early.



F5055. If  $t_3 - t_2 \geq 4$  s, (successful measurement) the following calculation shall be performed:

$$B_M = \frac{V_2 - V_3}{t_3 - t_2} \quad (\text{m/s}^2)$$

where

- $B_M$  is the average deceleration from  $t_2$  to  $t_3$
- $t_2$  and  $t_3$  are the times for the measurement of  $V_2$  and  $V_3$
- $V_2$  and  $V_3$  are measured train speeds in m/s.

F5056. The computed value of  $B_M$  shall then be recalculated for full service braking:

$$B_{FM} = \frac{B_M \cdot 150}{(P_{ref} - P)^{28}} \quad (\text{m/s}^2)$$

F5057. a)  $B_{FM}$  shall be used to compute a brake percentage value, rounded down to the nearest whole number [4.2.4].<sup>29</sup>

1. Brake position P/R:  $BP_M = -14,05 + 146,90 \cdot B_{FM}$  (%)
2. Brake position G:  $BP_M = -26,10 + 165,20 \cdot B_F$  (%)

b) The resulting brake percentage shall be saved until a new measurement result is achieved.

### 5.7.3 Indication

F5058.51c The following shall occur when the driver presses the button RETARDATIONS-KONTROLL:<sup>30</sup>

- a) If the latest measurement was successful, the result  $BP_M$  shall be displayed on the indicator UPPMÄTT BROMSPROCENT in %.
  1. Values below 30 % shall also be indicated.

<sup>28</sup> Average pressure difference

<sup>29</sup> Differs from [ATC2]

<sup>30</sup> Differs from [ATC2]

- b) Exception to a): The displayed value shall not be higher than  $BP_O$ , the original STM brake percentage parameter, which was received during the latest train data entry procedure (not after deceleration measurement).
- c) The valid brake percentage parameter (BP) shall be displayed for comparison.

*Note.* If the last measurement failed there is no  $BP_M$  to display, but BP is still indicated within parentheses for comparison.

#### 5.7.4 Updating the brake percentage parameter

F5059.51b If DecelMeas in [Table CP] is configured as “enabled, and update of BP is handled also at speed” the following shall apply: Whether the last measurement was successful or not, it shall always be possible for the driver to update the valid STM brake percentage parameter (BP) according to the following rules:<sup>31</sup>

- a) The displayed brake percentage value may be increased or decreased by the driver, as long as it does not exceed the value of  $BP_O$ .
- b) If the STM accepts the changed brake percentage value, it shall be entered when the driver presses the button ÄNDRA BROMSPROCENT.
  - 1. This shall be done whether the train is running or not.
- c) The entered value shall update BP, the valid brake percentage parameter, which in its turn shall update the full service brake deceleration parameter, see also [4.2].
- d) The new accepted BP value shall not affect  $BP_O$ .
- e) The original brake percentage  $BP_O$  shall only be updated during the normal data entry procedure (while the train is stationary).

F5060.51c If DecelMeas in [Table CP] is configured as “enabled and update of BP is handled also at speed”, the following information to the ETCS shall be handled..

- a) ETCS shall be informed when the brake percentage parameter BP has changed after an STM deceleration measurement.

*Note.* This information is not used by an ETCS standard equipment.

- b) Reserve.
- c) Suitable data packet/s shall be used for this purpose.

---

<sup>31</sup> Differs from [ATC2]

## A5060.51p Reserve.

- a) Reserve.
- b) Reserve.
- c) Reserve.

F5061.51a If DecelMeas in [Table CP] is configured as “enabled and update of BP is handled also at speed”, the following information from the ETCS shall be handled.

- a) The STM shall be able to receive a changed brake percentage parameter from the ETCS (due to an ETCS deceleration measurement).

*Note.* This information is not given by an ETCS standard equipment.

- b) 1. This shall apply independently of train speed.  
2. This shall apply at least in the STM states HS and DA.

- c) Suitable data packet/s shall be used for this purpose.

*Note.* The BP value shall be limited to 170.

- d) Reserve.

- e) The new BP value shall be limited by  $BP_O$ , the original brake percentage value.

- f) When the new BP has been received, the STM shall recalculate the full service brake deceleration parameter  $B_F$ .

*Note.* This change will not affect any active braking curves.

*Note.* Both the STM and the ETCS save their valid train parameters during their own “resting” periods (while another system is in charge). These parameters can be re-activated when needed.

## A5061.51b Reserve.

- a) Reserve.
- b) Reserve.
- c) Reserve.
- d) Reserve.
- e) Reserve.
- f) Reserve.

*Note.* Reserve.

(blank)

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