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Subject: Re: speed profiles and braking percentages

Posted by [Susanne Wunsch railML](#) on Thu, 26 Apr 2012 21:15:20 GMT

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Hello Dirk and others,

Dirk Bräuer <dirk.braeuer@irfp.de> writes:

> Susanne wrote:

>> [minimum percentage of brake power]

>>

>> At some railway infrastructure companies the minimum percentage of

>> brake power can't be directly calculated by means of physics. It is

>> somehow defined by some legal body.

>>

>> Therefore we would suggest an additional attribute

>> "minimumBrakePercentage" for this value in the <speedProfile> element.

Thanks for your explanations.

> A more proper solution would be:

> There is a "minimumBrakePercentage" for each section of a speed

> profile between two places where trains can start or end

> (i. e. between two stations).

How about putting this attribute into the "speedChange"?

For sure, it messes up the code. :(

But this allows for defining "sections of speed aspects" instead of

"lots of quite equal speed profiles".

> ---

> At least, for completeness: If we add a "minimumBrakePercentage" to

> <speedProfile> we also have to provide them with a brake type and a

> brake switch position (rail:tAirBrakeApplicationPosition). The same

> brake percentage can mean totally different braking power depending on

> the brake position (G or P,...).

Thanks again. That's a good point we should forseen.

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Kind regards...

Susanne

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