



Jornada Técnica

Conducción Automática en Ferrocarriles.

ATO sobre ERTMS N2

Rafael Kindelán



Beneficios principales Potencialmente alcanzables según cada caso





Beneficios directos

- Mejora de la puntualidad
- Mejora del confort
- Reducción tiempo trayecto

Beneficios indirectos

- Mayor frecuencia
- Menor coste billete



- Menor consumo de energía
- Mayor oferta plazas
- Mayor demanda viajeros



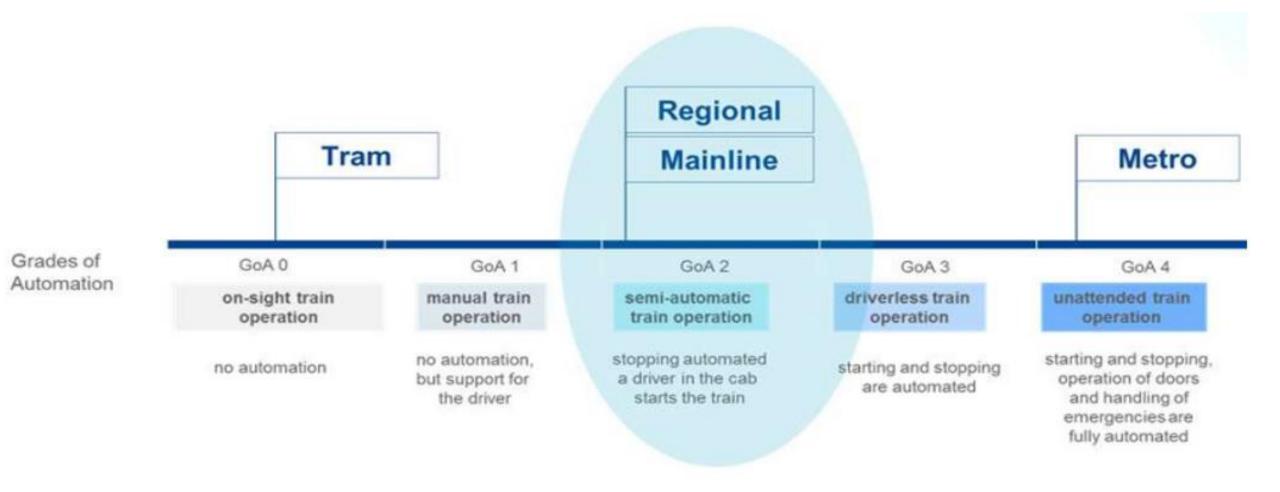
Gestores de infraestructura

- Incremento de la capacidad
- Mayor oferta de surcos
- Mayor demanda servicios



Grado de Automatización





Proyectos







Main requirements

- 8 corridors have been identified in master plan,
 Out of that 3 corridors namely Delhi-Meerut,
 Delhi-Panipat and Delhi- Alwar will be executed on priority
- 661 km if lines / 339 trains
- All trains in ATO mode shall stop within 300 mm for 99.98% of station stops

Solution/Platform

- Full System Solution / ATO Onboard and ATO Trackside
- ATO On Board BSL 1.3.0, EVC3 configuration





Main requirements

- ETCS Bsl3 R2 (L1LS/L2/L NTC)
- PZB I60R or LZB80E or PZB EBICAB600
- PZB or PZB/LZB stand alone mode
- ATO On board : Loss adhesion value with more granularity
- +/- 2m stopping accuracy with a probability of 99,99%
- Interface with TCMS.

Solution/Platform

- BR423 x2 (+58)
- BR430 x4 (+151)
- ATO On Board BSL 1.3.0, EVC3 configuration





Customer's targets

- Replacing old fleet
- Passengers transportation in Belgium, Luxemburg and France

Main requirements

- 22 trains 3c (max 82 m 325 seats; 2 WC) (66 cars)
- 12 trains 6c (max 160,6 m 674 seats; 4 WC) (72 cars)
- Vmax = 160 km/h
- ETCS BSL 3 TBL1+ WIFI.

Solution/Platform

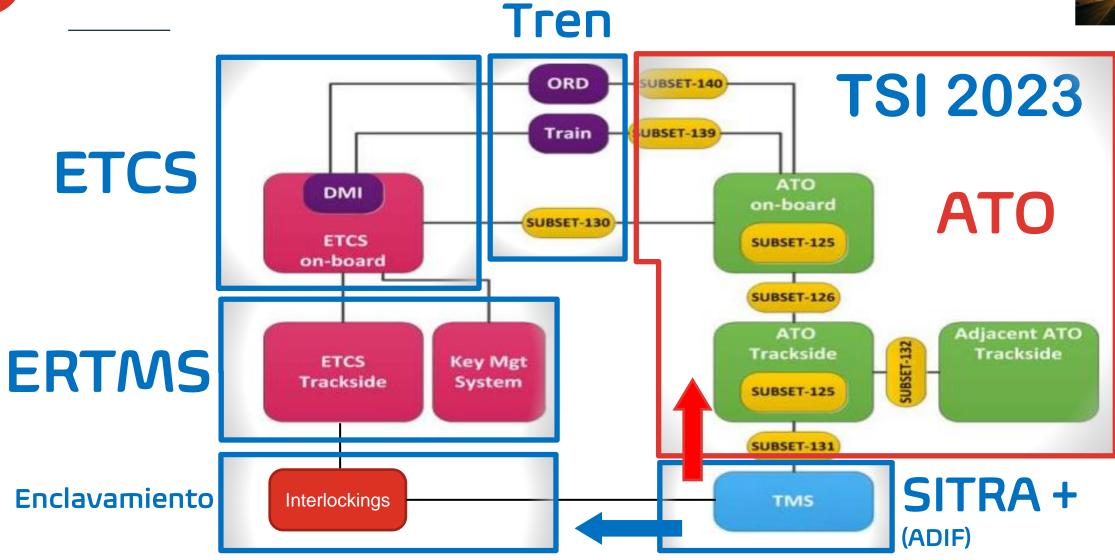
- Coradia Stream extended to Coradia Stream HC (mixed concept)
- ATO On Board BSL 1.3.0, external configuration





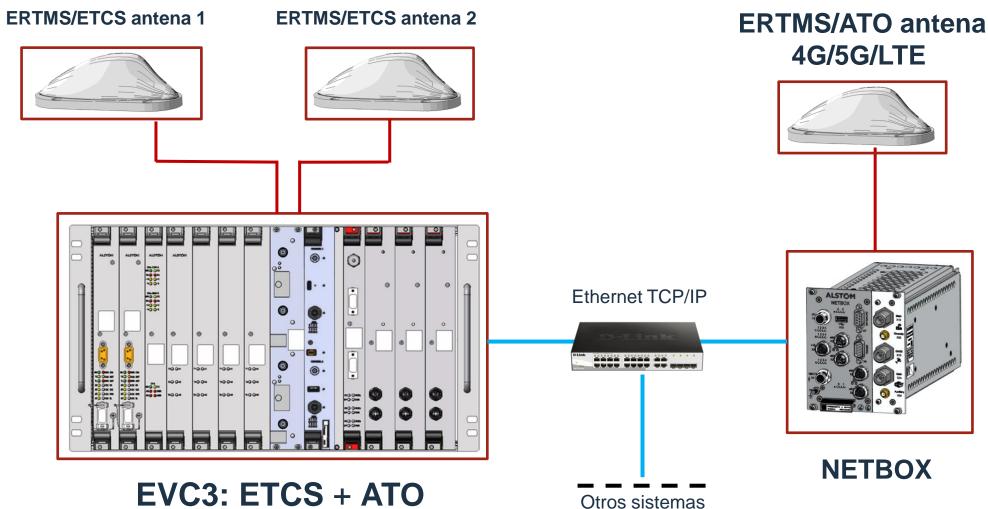
Foto global





Implementación – ATO interno





Implementación - Pupitre



