**Příloha ZTP č. 2**

**Seznam národních/defaultních hodnot a SŽ dat**

„ETCS Pardubice (mimo) – Hradec Králové (mimo)“

06.02.2023

## List of National / Default Data / Seznam národních /defaultních hodnot

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| **National / Default Data** | **National Value** | **Default Value** | **SRS Name (Reference only)** |
| Modification of adhesion factor by driver | Not allowed | Not allowed | Q\_NVDRIVER\_ADHES |
| Shunting mode (permitted) speed limit | 40 km/h | 30 km/h | V\_NVSHUNT |
| Staff Responsible mode (permitted) speed limit | 40 km/h | 40 km/h | V\_NVSTFF |
| On Sight mode (permitted) speed limit | 40 km/h | 30 km/h | V\_NVONSIGHT |
| Unfitted mode (permitted) speed limit | 100 km/h | 100 km/h | V\_NVUNFIT |
| Release Speed value | 20 km/h | 40 km/h | V\_NVREL |
| Distance to be used in Roll Away protection, Reverse movement protection and Standstill supervision | 8 m | 2 m | D\_NVROLL |
| Use service brake when braking to a target  (Permission to use service brake in target speed monitoring) | No | Yes | Q\_NVSRBKTRG (Q\_NVSBTSMPERM) |
| Permission to release emergency brake | Immediate release possible | Only at standstill | Q\_NVEMRRLS |
| Max. speed limit for triggering the override end of authority function  (Speed limit for triggering the override function) | 40 km/h | 0 km/h | V\_NVALLOWOVTRP |
| Permitted speed limit to be supervised when the “override EOA” function is active  (Override speed limit to be supervised when the “override” function is active) | 40 km/h | 30 km/h | V\_NVSUPOVTRP |
| Distance for train trip suppression when override end of authority function is triggered | 350 m | 200 m | D\_NVOVTRP |
| Max. time for train trip suppression when override end of authority function is triggered | 100 s | 60 s | T\_NVOVTRP |
| Change of driver ID permitted while running | No | Yes | M\_NVDERUN |
| System reaction if radio channel monitoring time limit expires (T-Contact)  (System reaction if T\_NVCONTACT elapses) | SB | No reaction | M\_NVCONTACT |
| Maximum time since creation in the RBC of last received telegram  (Maximum time since the time-stamp in the last received message) | 180 s | ∞ | T\_NVCONTACT |
| Distance to be allowed for reversing in Post Trip mode | 8 m | 200 m | D\_NVPOTRP |
| Max permitted distance to run in Staff Responsible mode | ∞ | ∞ | D\_NVSTFF |
| Limited Supervision mode speed limit | 120 km/h | 100 km/h | V\_NVLIMSUPERV |
| Maximum deceleration under reduced adhesion conditions (1) | No maximum deceleration, display target information in CSM | 1,0 m/s2 | A\_NVMAXREDADH1 |
| Maximum deceleration under reduced adhesion conditions (2 | No maximum deceleration, display target information in CSM | 0,7 m/s2 | A\_NVMAXREDADH2 |
| Maximum deceleration under reduced adhesion conditions (3) | No maximum deceleration, display target information in CSM | 0,7 m/s2 | A\_NVMAXREDADH3 |
| Weighting factor for available wheel/rail adhesion | 0 | 0 | M\_NVAVADH |
| Confidence level for emergency brake safe deceleration on dry rails | 99.9999999 % | 99,9999999 % | M\_NVEBCL |
| Permission to use the guidance curve | No | No | Q\_NVGUIPERM |
| Permission to inhibit the compensation of the speed measurement inaccuracy | No | No | Q\_NVINHSMICPERM |
| Permission to use the service brake feedback | Yes, permission to use the service brake feedback | No | Q\_NVSBFBPERM |
| Qualifier for integrated correction factors | 1 | N/A | Q\_NVKINT |
| Type of Kv\_int set (1) | 0 | N/A | Q\_NVKVINTSET |
| Speed step used to define the integrated correction factor Kv | 0 | N/A | V\_NVKVINT |
| Integrated correction factor Kv | 35 | N/A | M\_NVKVINT |
| Type of Kv\_int set (2) | 1 | N/A | Q\_NVKVINTSET |
| Lower deceleration limit to determine the set of Kv to be used | 0 | N/A | A\_NVP12 |
| Upper deceleration limit to determine the set of Kv to be used | 0 | N/A | A\_NVP23 |
| Speed step used to define the integrated correction factor Kv | 0 | N/A | V\_NVKVINT |
| Integrated correction factor Kv | 35 | N/A | M\_NVKVINT |
| Train length step used to define the integrated correction factor Kr | 0 | N/A | L\_NVKRINT |
| Integrated correction factor Kr | 18 | N/A | M\_NVKRINT |
| Integrated correction factor Kt | 22 | N/A | M\_NVKTINT |

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## List of SŽ Data / Seznam SŽ dat

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| **SŽDC Data** | **Value** | **Possibility of change by customer** | **Name** |
| STM (permitted) speed limit | 160 km/h | No | CZ\_V\_STMLS |
| LX failure (permitted) speed limit | 10 km/h | Can be | CZ\_V\_LXF |
| Distance to be used for LX failure (permitted) speed limit | 60 m | Can be | CZ\_D\_LXF |
| Distance to be used for Text message for LX failure | 500 m | Can be | CZ\_D\_TMLXF |
| Distance for sending TSR for LX failure for OBU in SR | 1500 m | Yes | CZ\_D\_LXFSR |
| Distance to be used for Text message for signal failure | 500 m | Can be | CZ\_D\_TMSF |
| Speed limit for transition to OS in rear of the signal Permissive red | 5 km/h | Yes | CZ\_V\_OSPERMISR |
| Distance to be used for OS in rear of the signal with Permissive red | 300 m | Yes | CZ\_D\_OSPERMISR |
| Speed limit for transition to OS in rear of Absolute red | 40 km/h | Yes | CZ\_V\_OSABSOLR |
| Distance to be used for OS in rear of the signal with absolute red | 300 m | Yes | CZ\_D\_OSABSOLR |
| Speed limit for transition to OS at the platform during run to occupied station track | 40 km/h | Yes | CZ\_V\_OSPLAT |
| Speed limit for OS on call-on aspect in the LX approach area in the station (in the departure route up to the end of the outside switch point) – it is valid only for front end of the train | 40 km/h | No | CZ\_V\_OSSTALX |
| Speed limit for OS on call-on aspect in the switch point area (excluding of the running in the straight direction) – it is valid only for front end of the train | 40 km/h | Yes | CZ\_V\_OSSWITCH |
| Speed limit for exclusion of TZZ | 100 km/h | Yes | CZ\_V\_EXCLTZZ |
| Distance to be used for maximum TAF Request displaying on the DMI | 500 m | Yes | CZ\_D\_TAFREQDISP |
| Distance to be used for Text message for run to a specific km on a plain track and backwards | 500 m | Can be | CZ\_D\_TMRTKM |
| Tolerable of overspeed when the driver set the maximum max speed in SR more than value V\_NVUNFIT | 7,5 km/h | Yes | CZ\_V\_SRTOL |
| Speed limit can be higher than a signal aspect in some cases | Yes | Yes | CZ\_Q\_SPEEDHIGHSAS |