

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

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	100 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 ¹⁾	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 ¹⁾	200 m	D_NV OVTRP
Max. time for train trip suppression when override end of authority function is triggered	100 s ¹⁾	60 s	T_NV OVTRP
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

Seznam národních/defaultních hodnot a SŽDC dat

Limited Supervision mode speed limit	100 km/h	100 km/h	V_NVLIMSUPERV
Default accuracy of the balise location (absolute value)	TBD	12 m	Q_NVLOCACC
Maximum deceleration under reduced adhesion conditions (1)	TBD	1,0 m/s ²	A_NVMAXREDADH1
Maximum deceleration under reduced adhesion conditions (2)	TBD	0,7 m/s ²	A_NVMAXREDADH2
Maximum deceleration under reduced adhesion conditions (3)	TBD	0,7 m/s ²	A_NVMAXREDADH3
Lower deceleration limit to determine the set of Kv to be used	TBD	N/A	A_NVP12
Upper deceleration limit to determine the set of Kv to be used	TBD	N/A	A_NVP23
Train length step used to define the integrated correction factor Kr	TBD	N/A	L_NVKRINT
Weighting factor for available wheel/rail adhesion	TBD	0	M_NVAVADH
Confidence level for emergency brake safe deceleration on dry rails	TBD	99,9999999 %	M_NVEBCL
Integrated correction factor Kr	TBD	0,9	M_NVKRINT
Integrated correction factor Kt	TBD	1,1	M_NVKTINT
Integrated correction factor Kv	TBD	0,7	M_NVKVINT
Permission to use the guidance curve	TBD	No	Q_NVGUIPERM
Permission to inhibit the compensation of the speed measurement inaccuracy	TBD	No	Q_NVINHSMICPERM
Qualifier for integrated correction factors	TBD	---	Q_NVKINT
Type of Kv_int set	TBD	---	Q_NVKVINTSET
Permission to use the service brake feedback	TBD	No	Q_NVSBFBPERM
Speed step used to define the integrated correction factor Kv	TBD	N/A	V_NVKVINT

¹⁾ Hodnoty budou zhotoviteli potvrzeny nebo změněny objednatelem do konce první poloviny roku 2019.

TBD Hodnoty budou dodány objednatelem zhotoviteli do konce první poloviny roku 2019.

List of SŽDC Data / Seznam SŽDC dat

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	40 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	20 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	No	Yes	CZ_Q_SPEEDHIGHSAS