

Das Bremsvermögen der Eisenbahnzüge

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For the clarification of accidents either between trains among each other or between motor vehicles respectively people and trains one has to investigate the interdependence between way and time, the speed and the possibilities for avoidance (similar the investigations of accidents in road traffic). It is necessary to calculate the braking distances and the braking processes. One has to take into consideration the diversity of technical parameters. The paper describes a model for the calculation the braking distances and the braking processes, which is practical for the accident analysis. It rests upon a model (which consists of three parts) for the braking process and it includes a non-linear and time-dependent acceleration during the "rising step" and it includes a medium braking force acceleration during the step of the fully developed braking force". The acceleration depends on the speed during the braking begin. The author generates with the aid of statistical analysis of braking tests equations for the calculation the interdependence either up the rising time and of the exponents for the characteristic curves and up the dependence the braking force accelerations up the train length, the braking action, the braking construction and the speed during the braking begin. The calculation is divided up in shunting drives and in train drives. There is an explanation of the practical appliance of the method on the basis of some calculation examples. By application of computer-technique it is possible to shorten the calculation time substantially.

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Zitat

[Wende, D.](#): Das Bremsvermögen der Eisenbahnzüge. Verkehrsunfall und Fahrzeugtechnik 39 (2001), pp. 311 - 320 (#11), Teil I

Inhaltsangabe

Weitere Beiträge zum Thema im VuF

- 1991 #3 [Zum Problem der Bremsfähigkeit und des passiven Unfallschutzes bei Stadtbahnfahrzeugen](#)
- 1993 #1 [Konstruktionsempfehlungen zur Frontpartiegestaltung bei Stadtbahnfahrzeugen](#)
- 2002 #1 [Das Bremsvermögen der Eisenbahnzüge - Teil II](#)

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