

Simulation-based Verification of Braking Distance Controllability under Shunting Train Conditions

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In train shunting at railway facilities, it is difficult to control the stopping distance due to differences from main line operation regarding brake control elements. In this study, we create a simulation environment to reproduce expected shunting train conditions and conduct Train Automatic Stopping Control (TASC) simulations. We will also confirm the controllability of the stopping distance using a previous brake control method under shunting train conditions.