DriveSWing DRS-10

ATO over ETCS

- **Interoperable solution meeting UNISIG GoA2 specifications**
- **Combined operation of trains equipped with DriveSWing ATO, TrainSWing RBA-10 and ERTMS/ETCS**
- **Suitable for passenger trains (intercity, suburban and regional)**
- **Suitable for freight trains**
- **Increased safety and traffic flow**
- **Increased capacity of railway lines**
- **Decreased demand on train driver – less stress, less faults**
- **Modular structure for GoA4**
- **Environmentally friendly – decreased CO_2 emmisions by 10-30%**
- **Compatibility with ETCS L3**
- **Proven solution**

GENERAL DESCRIPTION

DriveSWing DRS-10 (further DRS-10) is the system designed for increasing the level of automation of railway vehicle operation.

DRS-10 is connected with centralized traffic control CTC/TOC (e.g. TrafficSWing DOZ + TrafficSWing GTN) and provides actual route map and timetable for ATO onboard. Data transmission is provided via GSM-R network.

ATO onboard (e.g. DriveSWing CRV&AVV) coordinates a movement permission and train location with ETCS OBU.

DRS-10 combines and connects an advantages of DriveSWing CRV&AVV, TrainSWing RBA-10 and stationary and onboard part of ERTMS/ETCS.

ATO (DriveSWing CRV&AVV) has been proven by commercial operation for more than 25 years on main lines and in more than 300 railway vehicles.

BASIC TECHNICAL DESCRIPTION

DRS-10 provides target braking with stopping accuracy ± 0,5 m.

DRS-10 controls train movements between stations according to defined arrival with time accuracy (± 5 sec) and with minimum energy consumption.

DRS-10 is interoperable system according to TSI specifications (2022).

DRS-10 communicates with:
- ATO balises
- ETCS balises
- Virtual balises

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BASIC TECHNICAL PARAMETERS

Speed maintaining accuracy	± 1 kmph
Stopping accuracy at station	typically ± 0,5 m
Arrival time accuracy	typically ± 5 s
Traction energy saving	typically 10 to 30 %
Number of controlled vehicles/carriages in train set	unlimited
Service life	more than 25 years