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Diagnostic measurements on corridors will be carried out by one train set

Správa železnic switched to a more efficient way of measuring corridor sections at speeds above 120 km/h. The relevant diagnostic runs will take place simultaneously, using all the necessary vehicles in one set. This will result in significant savings in operating costs and the necessary operating restrictions. The first integrated measurement will take place today between Prague and České Budějovice, followed by others across the republic by the end of March.

Measurements on corridors at speeds above 120 km/h are carried out at least once a year, previously they were carried out individually. This involves detecting the response of the overhead contact line at maximum line speed, measuring track geometry parameters and verifying the quality and level of the GSM-R signal used to transmit information within the ETCS signalling system.

The set led by Vectron locomotive of Správa železnic will also consist of measuring cars for diagnostics of the railway superstructure (MVŽSv2), fixed traction equipment (MV PTZ), radio systems (MV RS) and railway substructure (MV GPR). All vehicles can go 160 km/h, some vehicles up to 200 km/h.

Savings of CZK 1.5 to 2 million are expected thanks to the integrated metering. The exact quantification will take place after all measurements have been completed.