



# **IEEE Recommended Practice for Communications-Based Train Control (CBTC) System Design and Functional Allocations**

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## **IEEE Vehicular Technology Society**

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Rail Transit Vehicle Interface Standards Committee

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# IEEE Recommended Practice for Communications-Based Train Control (CBTC) System Design and Functional Allocations

Sponsor

**IEEE Rail Transit Vehicle Interface Standards Committee**

of the

**IEEE Vehicular Technology Society**

Approved 12 June 2008

**IEEE-SA Standards Board**

**Abstract:** This recommended practice for communications-based train control (CBTC) system design and functional allocations builds on IEEE Std 1474.1 by decomposing each identified automatic train protection, automatic train operation and automatic train supervision function to a level where each subfunction can be allocated to one of the CBTC subsystems.

**Keywords:** automation, communication, signaling, train control, function

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## Introduction

This introduction is not part of IEEE Std 1474.3-2008, IEEE Recommended Practice for Communications-Based Train Control (CBTC) System Design and Functional Allocations.

IEEE Std 1474.1-2004 establishes performance and functional requirements for communications-based train control (CBTC) systems. Although there could be many possible system designs to achieve these performance and functional requirements, the current state-of-the-art and industry trends reflect that in many areas there is a preferred approach to allocating the functional requirements to the individual CBTC subsystems. This recommended practice for CBTC system design and functional allocations documents these preferred approaches as current best industry practice. In those areas where there are no clear recommendations, alternative approaches may be described. In such cases, however, it is not the intent to provide any recommendation or guide as to which alternative approach should be selected for a specific application. This decision would typically be made by the CBTC system supplier, in association with the authority having jurisdiction.

The approach adopted in this recommended practice is to build on IEEE Std 1474.1-2004 by decomposing each identified automatic train protection, automatic train operation, and automatic train supervision function to a level where each subfunction can be allocated to one of the CBTC subsystems.

In addition to capturing best industry practice, this recommended practice is intended to be of value in providing a means for interested parties to gain a better understanding of CBTC system architectures and principles of operation.

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## Contents

1.	Overview .....	1
1.1	General .....	1
1.2	Scope .....	2
1.3	Purpose .....	2
1.4	Application .....	2
2.	Normative references .....	2
3.	Definitions, acronyms, and abbreviations .....	2
3.1	Definitions .....	2
3.2	Acronyms and abbreviations .....	3
4.	General requirements .....	3
4.1	Range of applications .....	3
4.2	Operating modes .....	3
4.3	Failure management .....	4
5.	CBTC system design .....	4
5.1	CBTC system architecture .....	4
5.1.1	CBTC ATS equipment .....	5
5.1.2	CBTC wayside equipment .....	5
5.1.3	CBTC train-borne equipment .....	5
5.1.4	CBTC data communications equipment .....	5
5.2	Principles of operation .....	7
5.3	External interfaces .....	7
5.3.1	Interlockings .....	7
5.3.2	Other external wayside equipment .....	8
5.3.3	Train subsystems .....	8
5.3.4	User interfaces .....	8
5.4	Integration with other systems .....	8
6.	ATP functional allocations .....	9
6.1	Train location determination .....	13
6.1.1	CBTC train location initialization .....	15
6.1.2	Determine location of CBTC train .....	17
6.1.3	Determine occupancy status of track sections .....	20
6.1.4	Failure management .....	21
6.2	Limit of safe route determination .....	24
6.2.1	Determine potential limits of safe route .....	26
6.2.2	Determine limit of safe route .....	28
6.2.3	Provide route status information .....	29
6.3	Limit of movement protection and target point determination .....	29
6.3.1	Determine potential limits of movement protection .....	31
6.3.2	Determine limit of movement protection .....	35
6.3.3	Determine target point .....	36
6.4	ATP profile determination .....	37
6.4.1	Determine permanent speed restrictions .....	39
6.4.2	Determine temporary speed restrictions .....	41
6.4.3	Determine braking profiles .....	42
6.4.4	Calculate ATP profile .....	43

6.5	Authorized speed determination.....	44
6.5.1	Determine authorized speed.....	44
6.6	Actual train speed/train travel direction determination.....	45
6.6.1	Determine actual train speed.....	46
6.6.2	Determine actual train travel direction.....	48
6.7	Supervise/enforce authorized speed and travel direction.....	48
6.7.1	Speed supervision.....	50
6.7.2	Travel direction supervision.....	51
6.7.3	Failure management.....	52
6.8	Door control interlocks.....	55
6.8.1	Door open interlocks.....	57
6.8.2	Departure interlocks.....	59
6.8.3	Failure management.....	61
6.9	External interlocking commands.....	62
6.9.1	External interlocking interface.....	62
6.10	Highway grade crossing warning device control/supervision.....	65
6.10.1	Control of highway grade crossing warning device.....	66
6.10.2	Supervision of highway grade crossing warning device.....	67
6.11	Train-borne ATP user interfaces.....	68
6.11.1	Train-borne ATP display data interface.....	68
6.11.2	CBTC train-borne ATP input data interface.....	69
6.12	Fixed ATP data management.....	69
7.	ATO functional allocations.....	70
7.1	Determine ATO profile.....	72
7.1.1	Determine ATO profile for starting, stopping, and speed regulation.....	72
7.2	Determine train berthing location.....	73
7.2.1	Platform berthing control.....	73
7.2.2	Platform entry control.....	75
7.3	Regulate train speed.....	76
7.3.1	Regulate train speed in accordance with ATO profile.....	76
7.4	Door control.....	77
7.4.1	Opening train/platform doors.....	77
7.4.2	Closing train/platform doors.....	79
7.4.3	Failure management.....	81
7.5	Train-borne ATO user interfaces.....	83
7.5.1	Train-borne ATO display data interface.....	83
7.5.2	Train-borne ATO input data interface.....	83
8.	ATS functional allocations.....	84
8.1	Train identification.....	86
8.1.1	Determine train identification.....	86
8.2	Train tracking.....	87
8.2.1	Automatic train tracking.....	87
8.3	Train routing.....	88
8.3.1	Route train.....	88
8.4	Train regulation.....	90
8.4.1	Automatic train regulation.....	90
8.5	Station stop functions.....	93
8.5.1	Stop train at next station.....	93
8.5.2	Hold train at station.....	93
8.5.3	Skip station stop.....	94
8.5.4	Door control inhibit.....	95
8.6	Restricting train operations.....	96
8.6.1	Stopping/restarting a train enroute.....	96

8.6.2	Impose/remove temporary speed restrictions .....	97
8.6.3	Block/unblock route/section .....	98
8.6.4	Establish/remove work zones .....	99
8.7	Passenger information system interfaces .....	100
8.7.1	Wayside passenger information systems .....	100
8.7.2	Train-borne passenger information systems .....	101
8.8	Fault reporting .....	102
8.8.1	CBTC fault reporting .....	102
8.8.2	Train fault reporting .....	103
8.9	ATS user interfaces .....	104
8.9.1	Display data .....	104
8.9.2	Input data .....	105
9.	Data flows between CBTC subsystems .....	106
9.1	From CBTC ATS .....	106
9.2	From CBTC wayside .....	108
9.3	From external wayside .....	110
9.4	From CBTC train-borne .....	111
9.5	From external train-borne .....	113
A.1	Introduction .....	114
A.2	Train orientation .....	114
A.3	Track segment orientation .....	114
A.4	Train polarity .....	115
A.5	Train travel direction .....	116
A.6	Summary .....	116



# IEEE Recommended Practice for Communications-Based Train Control (CBTC) System Design and Functional Allocations

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## 1. Overview

### 1.1 General

This recommended practice establishes the system design and functional allocations for a communications-based train control (CBTC) system. It is divided into nine clauses, as follows:

- Clause 1 describes the scope and purpose of this recommended practice.
- Clause 2 lists normative references that are useful in applying this recommended practice.
- Clause 3 provides definitions that are either not found in other IEEE standards or have been modified for use with this recommended practice.
- Clause 4 provides a top-level description of operations and train operating modes to be supported by CBTC systems.
- Clause 5 defines the general system architecture and principles of operation for CBTC systems.
- Clause 6 defines the detailed automatic train protection (ATP) functional requirements for CBTC systems, including allocation of subfunctions to CBTC subsystems.
- Clause 7 defines the allocation of automatic train operation (ATO) subfunctions.
- Clause 8 defines the allocation of automatic train supervision (ATS) subfunctions.
- Clause 9 summarizes the primary data flows between CBTC subsystems.