

Release Notes Dynamis® Version 2.0

The new version 2.0 of Dynamis® includes many new features, like the extension of the calculation results, e.g. energy consumption at catenary or energy consumption per kilometre. The new version has also the option to reduce step by step the maximum speed at the energy saving calculation algorithm.



Advanced energy saving algorithm

The new version of Dynamis® enables the user to provide the buffer time for reducing the maximum speed with the energy saving algorithm. This kind of ESF is particularly expedient for tracks with long intervals between two stops, because it is often not possible to use the whole buffer with only coasting at the end of an interval. A percentage value defines how much buffer is used to reduce the maximum speed and how much buffer is used to coast.

Energy consumption at catenary

At the advanced loco dialogue of Dynamis® 2.0 the user can now define an efficiency factor. Thereby it is now possible to calculate the energy at catenary in the dynamic protocol structure. Furthermore the user can provide a value for power assisting operations and heating/conditioning to calculate the energy consumption per km. This information is located at the comment above the diagrams.

Brake energy at wheel and catenary

Within the dynamic protocol structure the column entries brake energy at wheel/catenary are selectable. This brake energy is caused by the generic brake which is defined in the brake force vs speed diagram inside the locomotive dialogue. These values determine itself analogue to the values at energy consumption at catenary with the efficiency factor of the locomotive.

Usability features

- The so called RUT-comment of the loco dialogue will now be shown behind the loco name of the data browser.
- At the diagram header the name of the program user is now be shown.
- The value selection at the dynamic protocol has now a plausibility check. The sum value of the speed is e.g. now not selectable any more.

Enhancement of the tunnel resistance

The tunnel resistance acts now also on the wind part of the locomotive resistance (before only at the wagon train resistance).