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(54)A rail train diagnostics system

(57)A train diagnostics system has an on-board control unit (2) linked by a local area network (30) to interfaces (31, 33, 35) to train systems and sensors (32, 34). A wireless interface (11) for transmission of diagnostics data from the on-board control unit. A ground-based server (3) receives diagnostics data and processes it to generate diagnostic reports. The wireless interface (11) transmits the diagnostics data in multiple channels, including a live data channel and a backfill data channel for data not successfully transmitted on the in real time channel. There is a separate software process for each of said real time and backfill channels, and the real time channel process automatically hands over to the backfill channel process a message for which a positive acknowledgement has not been received when transmitted on the live channel.

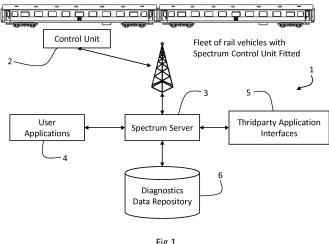


Fig.1



EUROPEAN SEARCH REPORT

Application Number EP 14 15 4105

DOCUMENTS CONSIDERED TO BE RELEVANT CLASSIFICATION OF THE APPLICATION (IPC) Citation of document with indication, where appropriate, Relevant Category of relevant passages to claim Χ EP 1 535 418 A1 (GEN ELECTRIC [US]) 1 - 15INV. 1 June 2005 (2005-06-01)
* paragraphs [0005] and [0026] - [0032];
figures 1,2 * B61L27/00 B61L15/00 GB 2 510 561 A (INSIGHT DESIGN SERVICES LTD [IE]) 13 August 2014 (2014-08-13) Ε 1-15 * claims 1-28 * ____ 20 25 TECHNICAL FIELDS SEARCHED (IPC) 30 **B61L** The present search report has been drawn up for all claims 1 Place of search Date of completion of the search Examiner 1503 03.82 (P04C01) 29 July 2015 Munich Plützer, Stefan 50 T: theory or principle underlying the invention
E: earlier patent document, but published on, or after the filing date
D: document cited in the application
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O : non-written disclosure
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ANNEX TO THE EUROPEAN SEARCH REPORT ON EUROPEAN PATENT APPLICATION NO.

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Publication

01-06-2005

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