



NSAI
Standards

Irish Standard
I.S. EN 62864-1:2016

Railway applications - Rolling stock - Power supply with onboard energy storage system - Part 1: Series hybrid system

I.S. EN 62864-1:2016

Incorporating amendments/corrigenda/National Annexes issued since publication:

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National Foreword

I.S. EN 62864-1:2016 is the adopted Irish version of the European Document EN 62864-1:2016, Railway applications - Rolling stock - Power supply with onboard energy storage system - Part 1: Series hybrid system

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EUROPEAN STANDARD

EN 62864-1

NORME EUROPÉENNE

EUROPÄISCHE NORM

November 2016

ICS 45.060

English Version

**Railway applications - Rolling stock - Power supply with onboard
energy storage system - Part 1: Series hybrid system
(IEC 62864-1:2016)**

Applications ferroviaires - Matériel roulant - Alimentation
équipée d'un système embarqué de stockage de l'énergie -
Partie 1: Système hybride série
(IEC 62864-1:2016)

Bahnanwendungen - Schienenfahrzeuge -
Stromversorgung durch Energiespeichersysteme auf
Schienenfahrzeugen - Teil 1: Serienhybridsystem
(IEC 62864-1:2016)

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Comité Européen de Normalisation Electrotechnique
Europäisches Komitee für Elektrotechnische Normung

CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

EN 62864-1:2016**European foreword**

The text of document 9/2154/FDIS, future edition 1 of IEC 62864-1, prepared by IEC/TC 9 "Electrical equipment and systems for railways" was submitted to the IEC-CENELEC parallel vote and approved by CENELEC as EN 62864-1:2016.

The following dates are fixed:

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implemented at national level by
publication of an identical national
standard or by endorsement
- latest date by which the national (dow) 2019-11-04
standards conflicting with the
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In the official version, for Bibliography, the following notes have to be added for the standards indicated:

IEC 60076-10	NOTE	Harmonized as EN 60076-10.
IEC 60077-1	NOTE	Harmonized as EN 60077-1.
IEC 60216-5	NOTE	Harmonized as EN 60216-5.
IEC 60254-1:2005	NOTE	Harmonized as EN 60254-1:2005 (not modified).
IEC 60254-2:2008	NOTE	Harmonized as EN 60254-2:2008 (not modified).
IEC 60310	NOTE	Harmonized as EN 60310.
IEC 60721-3-5	NOTE	Harmonized as EN 60721-3-5.
IEC 62619	NOTE	Harmonized as EN 62619 ¹⁾ .
IEC 62620	NOTE	Harmonized as EN 62620.
IEC 62928	NOTE	Harmonized as EN 62928 ¹⁾ .

¹⁾ At draft stage.

Annex ZA (normative)

Normative references to international publications with their corresponding European publications

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NOTE 1 When an International Publication has been modified by common modifications, indicated by (mod), the relevant EN/HD applies.

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<u>Publication</u>	<u>Year</u>	<u>Title</u>	<u>EN/HD</u>	<u>Year</u>
IEC 60050-811	-	International Electrotechnical Vocabulary (IEV) - Chapter 811: Electric traction	-	-
IEC 60349-2	-	Electric traction - Rotating electrical machines for rail and road vehicles - Part 2: Electronic converter-fed alternating current motors	EN 60349-2	-
IEC 60349-4	-	Electric traction - Rotating electrical machines for rail and road vehicles - Part 4: Permanent magnet synchronous electrical machines connected to an electronic converter	EN 60349-4	-
IEC 60529	-	Degrees of protection provided by enclosures (IP Code)	EN 60529	-
IEC 61133	2016	Railway applications - Rolling stock - Testing of rolling stock on completion of construction and before entry into service	-	-
IEC 61287-1	-	Railway applications - Power converters installed on board rolling stock - Part 1: Characteristics and test methods	EN 61287-1	-
IEC 61373	-	Railway applications - Rolling stock equipment - Shock and vibration tests	EN 61373	-
IEC 61377	2016	Railway applications - Rolling stock - Combined test method for traction systems	EN 61377	2016
IEC 61881-3	-	Railway applications - Rolling stock equipment - Capacitors for power electronics - Part 3: Electric double-layer capacitors	EN 61881-3	-
IEC 61991	-	Railway applications - Rolling stock - Protective provisions against electrical hazards	-	-
IEC 62262	-	Degrees of protection provided by enclosures for electrical equipment against external mechanical impacts (IK code)	EN 62262	-
IEC 62498-1	2010	Railway applications - Environmental conditions for equipment - Part 1: Equipment on board rolling stock	-	-

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INTERNATIONAL STANDARD

NORME INTERNATIONALE

**Railway applications – Rolling stock – Power supply with onboard energy
storage system –
Part 1: Series hybrid system**

**Applications ferroviaires – Matériel roulant – Alimentation équipée d'un système
embarqué de stockage de l'énergie –
Partie 1: Système hybride série**



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IEC 62864-1

Edition 1.0 2016-06

INTERNATIONAL STANDARD

NORME INTERNATIONALE

**Railway applications – Rolling stock – Power supply with onboard energy
storage system –
Part 1: Series hybrid system**

**Applications ferroviaires – Matériel roulant – Alimentation équipée d'un système
embarqué de stockage de l'énergie –
Partie 1: Système hybride série**

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CONTENTS

FOREWORD.....	6
INTRODUCTION.....	8
1 Scope.....	10
2 Normative references.....	11
3 Terms, definitions and abbreviations	11
3.1 Terms and definitions	11
3.2 Abbreviations	14
4 Power source configuration of hybrid systems	15
4.1 General.....	15
4.1.1 Overview	15
4.1.2 System configuration requirements.....	15
4.1.3 Major operating modes of the series hybrid system	16
4.1.4 Typical configuration of the series hybrid systems.....	18
4.2 Application examples	19
4.2.1 Diesel electric vehicles.....	19
4.2.2 Fuel cell vehicles	20
4.2.3 DC contact line powered vehicles: parallel connection of ESS.....	21
4.2.4 DC contact line powered vehicles: series connection of ESS.....	23
4.3 Performance of the series hybrid systems.....	24
4.3.1 Improving efficiency	24
4.3.2 Boosting the motoring performance	25
4.3.3 Degraded mode operation	27
5 Environmental conditions	28
5.1 General.....	28
5.2 Altitude	28
5.3 Temperature	28
6 Functional and system requirements	29
6.1 Mechanical requirements.....	29
6.1.1 Mechanical stress	29
6.1.2 Protection against external mechanical influences	29
6.2 Control requirement	29
6.3 Electrical requirement	29
6.3.1 External charge and discharge function	29
6.3.2 Operating with energy storage system only.....	30
6.4 Disconnecting requirement.....	30
6.5 Degraded mode	30
6.6 Safety requirements	30
6.6.1 Protection against electrical hazards	30
6.6.2 Fire behaviour and protection	30
6.6.3 Protection against any other impacts	30
6.6.4 Short-circuit protection.....	30
6.7 Lifetime requirements.....	30
6.8 Additional requirement for noise emission of hybrid system	31
7 Kinds of tests	31
7.1 General.....	31

7.2	Type test.....	31
7.3	Optional test	32
7.4	Routine test	32
7.5	Test categories	32
7.6	Acceptance criteria.....	34
8	Combined tests	34
8.1	General.....	34
8.2	Test conditions.....	34
8.3	ESS control.....	34
8.3.1	ESS charge/discharge control function	34
8.3.2	External charge test.....	34
8.3.3	Disconnection test.....	34
8.3.4	Degraded mode test.....	35
8.3.5	SOC/SOE test.....	35
8.4	Output torque.....	35
8.4.1	Sweeping speed under full torque test	35
8.4.2	Output torque test with energy storage system only	35
8.5	System sequence test	35
8.6	Energy efficiency and consumption.....	36
8.6.1	General	36
8.6.2	Energy efficiency and consumption measurement	37
8.6.3	Determination of fuel consumption and exhaust gas emission (in case of engine or fuel cell)	38
8.7	Duration of vehicle operation by ESS.....	39
8.7.1	General	39
8.7.2	Duration measurement of ESS	39
8.8	Environmental test	39
8.8.1	General	39
8.8.2	Low-temperature operation test.....	39
8.8.3	High-temperature operation test	39
8.9	Short-circuit protection test.....	40
8.10	ESU endurance test	40
9	Vehicle test	40
9.1	General.....	40
9.2	ESS disconnection test.....	40
9.3	Vehicle sequence test	40
9.4	Drive system energy consumption measurement.....	41
9.5	Determination of fuel consumption and exhaust gas emission (in case of engine or fuel cell)	42
9.5.1	Determination of fuel consumption.....	42
9.5.2	Determination of the exhaust gas emission levels	42
9.6	Auxiliary circuit energy consumption measurement	42
9.7	Duration of vehicle operation by ESS.....	42
9.8	Determination of acoustic noise emission	42
Annex A (informative)	State of charge (SOC) and state of energy (SOE) for batteries and capacitors	43
A.1	Content of capacity and energy	43
A.1.1	General	43
A.1.2	Theoretical energy	44

A.1.3	Rated energy	44
A.1.4	Usable energy	44
A.2	Content of SOC and SOE	45
A.2.1	General	45
A.2.2	Theoretical purpose	45
A.2.3	Common purpose	45
A.2.4	Effective or practical purpose	46
A.2.5	Coefficient of usage	46
Annex B (informative)	Energy related terms and definitions	48
B.1	General	48
B.2	Terms and definitions for regenerative indices	48
B.3	Energy-related performance indices of the series hybrid systems	49
B.3.1	General	49
B.3.2	Measuring locations	49
B.3.3	Class of primary power source	50
B.3.4	Energy consumption	51
B.3.5	Regenerative efficiency	53
Annex C (informative)	Laws and regulations for fire protection applicable for this standard	55
C.1	General	55
C.2	China	55
C.3	Europe	55
C.4	Japan	55
C.5	Russia	55
C.6	United states of America	55
Annex D (informative)	List of subclauses requiring agreement between the user and the manufacturer	56
Bibliography	58
Figure 1	Hierarchy of standards related to IEC 62864-1	9
Figure 2	Block diagram of a series hybrid system	16
Figure 3	Example configuration of a series hybrid system in which all main circuit subsystems are connected to the common DC link	19
Figure 4	Series hybrid system in diesel electric vehicles	20
Figure 5	Series hybrid system in fuel cell vehicles	21
Figure 6	Series hybrid system in contact line powered vehicles with parallel connection of energy storage	22
Figure 7	Series hybrid system in contact line powered vehicles with series connection of energy storage	23
Figure 8	Diesel electric propulsion system (without an ESS)	24
Figure 9	Contact line powered propulsion system (without an ESS)	25
Figure 10	Boosting of the motoring performance by onboard ESS	27
Figure 11	An example of degraded mode performance by onboard ESS	28
Figure A.1	Difference of capacity and energy content	43
Figure B.1	Example block diagram of a series hybrid system	50
Table 1	Major operating modes of the series hybrid system	18

Table 2 – List of tests	32
Table D.1 – List of subclauses requiring agreement between the user and the manufacturer	56

INTERNATIONAL ELECTROTECHNICAL COMMISSION

**RAILWAY APPLICATIONS – ROLLING STOCK –
POWER SUPPLY WITH ONBOARD ENERGY STORAGE SYSTEM –****Part 1: Series hybrid system****FOREWORD**

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International Standard IEC 62864-1 has been prepared by IEC technical committee 9: Electrical equipment and systems for railways.

The text of this standard is based on the following documents:

FDIS	Report on voting
9/2154/FDIS	9/2176/RVD

Full information on the voting for the approval of this standard can be found in the report on voting indicated in the above table.

This publication has been drafted in accordance with the ISO/IEC Directives, Part 2.

A list of all parts in the IEC 62864 series, published under the general title *Railway applications – Rolling stock – Power supply with onboard energy storage system*, can be found on the IEC website.

The committee has decided that the contents of this publication will remain unchanged until the stability date indicated on the IEC website under "<http://webstore.iec.ch>" in the data related to the specific publication. At this date, the publication will be

- reconfirmed,
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INTRODUCTION

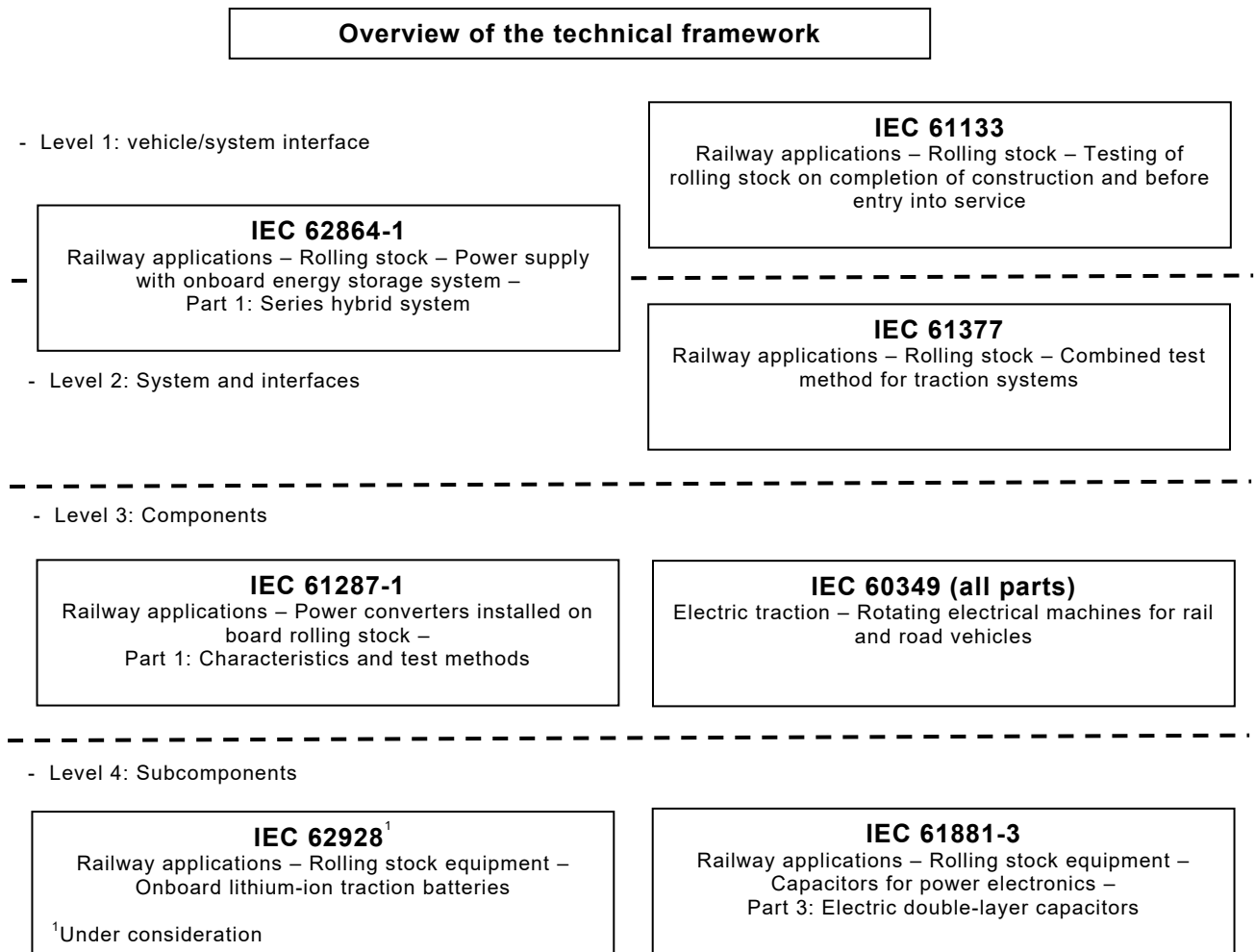
There is an increasing need for efficient use of energy due to the decrease in fossil fuel based energy sources as well as the need to reduce emissions (e.g. CO₂, NO_x, PM, etc.) that contribute to global climate change. The railway system, which is essentially an energy-efficient transportation system, should also meet these requirements. In addition to saving energy, it is necessary to achieve a reduction in peak power, voltage stabilization and the ability to run without collecting power in scenic reserve areas, and the running capability to safely reach the next station in the event of electrical power failure onboard or at power supply system. To address these issues, hybrid systems are appearing in railway vehicles. These hybrid system vehicles are equipped with an energy storage system that allows effective use of regenerative energy. A hybrid system should be required to improve energy efficiency by actively controlling the power flow among the engine or power supply system, auxiliary power supply, traction and braking system, the energy storage system, etc.

The purpose of introducing hybrid systems includes:

- reducing energy consumption;
- improving vehicle performance;
- providing the ability to run with energy stored onboard; and
- improving environmental characteristics.

The aim of this standard is to establish the basic system configuration for series hybrid systems (electrically connected) and the tests to verify effective use of energy, as well as to provide railway operators and manufacturers with guidelines for manufacturing and evaluating hybrid systems.

The hierarchy of relevant standards related to hybrid systems are summarized in Figure 1. The standards listed in Figure 1 are not exhaustive.



IEC

Figure 1 – Hierarchy of standards related to IEC 62864-1

In this standard, the hybrid system has the following four levels of hierarchy:

- a) vehicle/system interface (level 1);
- b) systems and interfaces (level 2);
- c) components (level 3); and
- d) subcomponents (level 4).

Detailed descriptions of the levels are described in 7.1.

E.g. subcomponent (level 4) is a cell, module etc. (for a battery, a subcomponent is defined in IEC 62620).

RAILWAY APPLICATIONS – ROLLING STOCK – POWER SUPPLY WITH ONBOARD ENERGY STORAGE SYSTEM –

Part 1: Series hybrid system

1 Scope

This part of IEC 62864 applies to series hybrid systems (electrically connected) with onboard energy storage (hereinafter referred as hybrid system).

A hybrid system has two (or more) power sources including energy storage system (ESS) on board to achieve the following features by combining converter and motors and performing energy management control:

- improving energy and fuel efficiency, improving acceleration characteristics, increasing running distance and uninterrupted running in the event of the loss of the primary power source (PPS), by using an ESS in addition to the primary power source under conditions where the power and capacity of the power source including regenerative power are limited, thus alleviating those limitations;
- reducing fuel consumption, reducing emissions (e.g. CO₂, NO_x, PM, etc.);
- reducing environmental impact (e.g. visible obstruction, noise, etc.).

By extension, systems that have only onboard ESS, without other PPSs, is also considered in this standard.

This standard intends to specify the following basic requirements, characteristics, functions and test methods for hybrid systems:

- energy management to control the power flow among primary power source, energy storage system and power converters;
- energy consumption, energy efficiency and regenerated energy;
- vehicle characteristics achieved by energy storage system;
- test methods of combined test; and
- test methods of completed vehicles based on factory (stationary) and field (running) tests.

NOTE Converter in this standard means combined equipment consisting of one or more converters (e.g. rectifier, inverter, chopper, etc.).

The interfaces between the following power sources are covered:

- external electric power supply system;
- onboard ESSs (including pure onboard energy storage);
- fuel cell, diesel electric generator; and
- other power sources.

As for the combination of inverters and motors, this standard applies to asynchronous motors or synchronous motors that are powered via voltage-source inverters.

Power source systems and combination of inverters and motors are not limited to the listed above, but this standard can also be applied to future systems.

This part of IEC 62864 covers electrically connected systems (series hybrid), and not systems that mechanically transmit the driving force (parallel hybrid).

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

IEC 60050-811, *International Electrotechnical Vocabulary (IEV) – Chapter 811: Electric traction*

IEC 60349-2, *Electric traction – Rotating electrical machines for rail and road vehicles – Part 2: Electronic converter-fed alternating current motors*

IEC 60349-4, *Electric traction – Rotating electrical machines for rail and road vehicles – Part 4: Permanent magnet synchronous electrical machines connected to an electronic converter*

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IEC 61991, *Railway applications – Rolling stock – Protective provisions against electrical hazards*

IEC 62262, *Degrees of protection provided by enclosures for electrical equipment against external mechanical impacts (IK code)*

IEC 62498-1:2010, *Railway applications – Environmental conditions for equipment – Part 1: Equipment on board rolling stock*

3 Terms, definitions and abbreviations

For the purposes of this document, the terms and definitions given in IEC 60050-811, as well as the following, apply.

3.1 Terms and definitions

3.1.1 hybrid

system that combines two (or more) different types of components for a specific purpose

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