

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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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

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INTRODUCTION

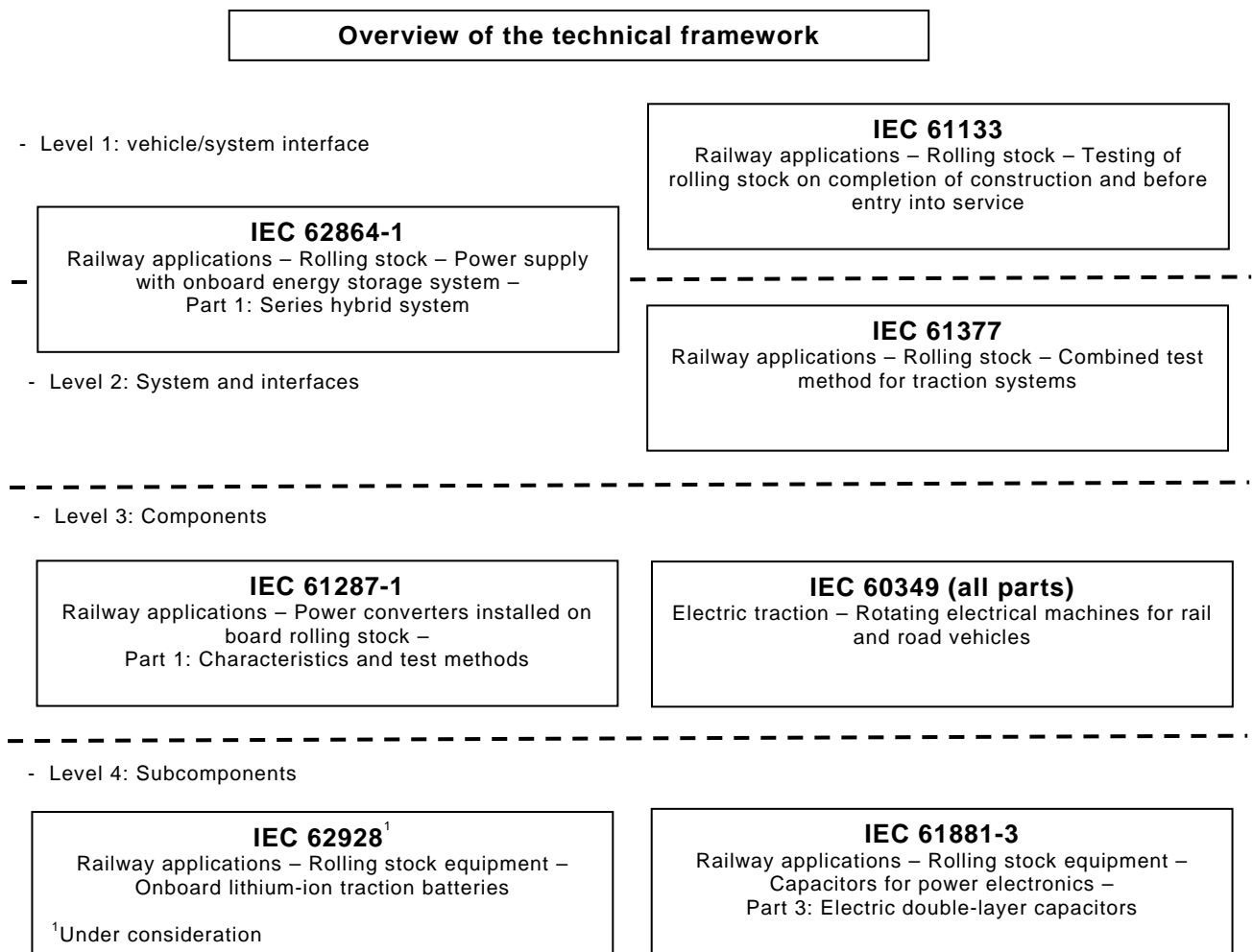
There is an increasing need for efficient use of energy due to the decrease in fossil fuel based energy sources as well as the need to reduce emissions (e.g. CO₂, NO_x, PM, etc.) that contribute to global climate change. The railway system, which is essentially an energy-efficient transportation system, 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.



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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.