

Proposal for a Supplement to the 06 series of amendments to UN Regulation No. 107 (Trolleybuses)

Annex 12,

Paragraphs 1.1. to 1.2.2., amend to read:

- "1.1. "Line voltage" means the voltage provided to the ~~vehicle~~ **trolleybus** from the external power supply.
- Trolleybuses shall be designed to operate at a rated line voltage of either:
- (a) 600 V (a working range of 400 to 720 V, **and 800 V DC for 5 minutes**); or
 - (b) 750 V (a working range of 500 to 900 V, **and 1,000 V DC for 5 minutes**); **and**
 - (c) **Withstand over-voltages of 1,270 V for 20ms.**
- 1.2. The electrical circuits of a trolleybus are classified ~~as~~ **according to their rated voltage in the following classes:**
- 1.2.1. ~~"High voltage circuits" means circuits energised at line voltage~~ **"Voltage class A" means a:**
- rated voltage \leq 30 V AC; and**
 - rated voltage \leq 60 V DC.**
- 1.2.2. ~~"Low voltage circuits" means circuits energised at a nominal voltage of 12 V, 24 V or 42 V~~ **"Voltage class B" means a:**
- 30 V AC < rated voltage \leq 1,000 V AC; and**
 - 60 V DC < rated voltage \leq 1,500 V DC."**

Paragraph 1.2.3., shall be deleted.

Paragraphs 1.3. to 2.6., amend to read:

- "1.3. Rated climatic conditions
- 1.3.1.** Trolleybuses shall be designed to operate reliably under the following environmental conditions:
- 1.3.1.1.** A temperature range of minus ~~40~~ **25** °C to plus 40 °C;
 - 1.3.1.2.** A relative humidity of 98 per cent at temperatures up to 25°C;
 - 1.3.1.3.** An atmospheric pressure range ~~of~~ from ~~866~~ **86.6** kPa to ~~1066~~ **106.6** kPa;
 - 1.3.1.4.** An altitude range from sea level to a maximum of ~~1,000~~ **1,400** m above the sea level.
- 1.3.2. Special environmental conditions, beyond the rated climatic conditions specified in para. 1.3.1., shall be indicated in the type-approval documentation (Annex 1, Part 1, Appendices 1 to 3) and certification (Annex 1, Part 2, Appendices 1 to 3).**
- 1.4. "Self-extinguishing material" means a material that does not continue to burn when the ignition source is removed.
- 1.5. "Insulation": there are different types of insulation:**
- 1.5.1. Functional insulation: ensures the functionality of the equipment;**

- 1.5.2. **Basic insulation: protects persons from electrical hazards in systems with protective bonding;**
- 1.5.3. **Supplementary insulation: protects persons from electrical hazards in systems without protective bonding;**
- 1.5.4. **Double insulation: combination of basic and supplementary, each individually testable by a metallized intermediate layer.**
- 1.6. **"Rated insulation voltage"**
- 1.6.1. **For circuits connected to the line voltage, the rated insulation voltage (U_{Nm}) for each part of the double insulation is the maximum line voltage according to paragraph 1.1. above; and**
- 1.6.2. **For circuits insulated from the line voltage, the rated insulation voltage (U_{Nm}) is the maximum permanent voltage that occurs in the circuit.**
- 2. **Power Current collection**
- 2.1. ~~Electrical power Current shall be obtained from the contact wires by means of one or more power collection connecting devices, normally comprising two trolley booms current collectors. (A single trolley boom current collector or a pantograph may be used in guided applications). A trolley boom current collector shall consist of a roof mounting (trolley base), a pole trolley rod, an electrical power a current collector head (trolley head) and a replaceable contact surface insert. Trolley booms Current collectors shall be mounted so that they can turn in both horizontal and vertical directions.~~
A current collector shall achieve, as a minimum, a $\pm 55^\circ$ rotation about the vertical axis of its attachment to the trolleybus and a $\pm 20^\circ$ rotation about the horizontal axis of its attachment to the trolleybus.
- 2.2. ~~Poles Trolley rods shall be made either of an insulated a material providing insulation or of metal covered with insulating material representing functional insulation to avoid short circuiting between the overhead lines in case of their detachment (de-wiring) and shall be resistant to mechanical shocks.~~
- 2.3. ~~Power Current collectors shall be designed to maintain adequate positive contact with the contact wires when the wires are located at least between 4 and 6 metres above the ground and, in the case of trolley booms, to allow the longitudinal axis of the trolleybus to deviate at least 4.0 metres to either side of the mean axis of the contact wires.~~
- 2.4. ~~If the power collector becomes accidentally detached from the contact wire (de-wired), the upper end of the power collector(s) shall not be raised higher than 7.2 metres above the road, or 1 metre maximum above the contact wires at the time of de-wiring, nor lower than 0.5 metres above the roof of the trolleybus. Each trolley rod shall be equipped with a device that automatically retracts the rod in the event of the current collector becoming accidentally detached from the contact wire (de-wired).~~
- 2.5. ~~Each trolley boom shall be equipped with a device which retracts the boom automatically if the pole unwires. In the event of de-wiring, contact between the retracted rods and any part of the roof shall be prevented.~~
- 2.6. ~~The trolley current collector head, if dismantled disconnected from its normal position on the pole trolley rod, shall be remain attached to the pole trolley rod and must not fall down."~~

Paragraph 2.7., shall be deleted.

Paragraph 2.8. (former), renumber as paragraph 2.7. and amend to read:

- ~~2.8.2.7.~~ **Power Current collectors may be equipped with remote control from the driver's compartment, at least for retraction."**

Paragraph 2.9. (former), renumber as paragraph 2.8.

Paragraph 3.5., amend to read:

"3.5. All electrical circuits and circuit branches of **voltage class B** shall be of dual wiring. The trolleybus body ~~can be used for current earth return only for low voltage circuits~~ **may be used as a conductor for protective bonding of circuits, double insulated from the line voltage, of voltage class B. It also may be used as the return connection for voltage class A circuits.**"

Paragraph 3.7., amend to read:

"3.7. Electrical components ~~energized at the line voltage shall have additional insulation from the vehicle~~ **connected to the line voltage shall have, in addition to their basic insulation, a supplementary insulation from the trolleybus body, the onboard power supply and signal interfaces.**
For protection of current conducting parts and metallized intermediate layers inside the passenger compartment or luggage compartment, the protection degree IPXXD shall be provided (according to ISO 20653:2013).
For protection of current conducting parts and metallized intermediate layers in areas other than the passenger compartment or luggage compartment and not on the roof, the protection degree IPXXB shall be satisfied (according to ISO 20653:2013).
For protection of current conducting parts and metallized intermediate layers on the roof with protection by distance, no protection degree is required."

Insert new paragraphs 3.7.1. and 3.7.2., to read:

"3.7.1. External insulations, e.g. on the roof and at the traction motor with occasional conductivity and regular cleaning, shall have a minimum clearance of 10 mm.

They shall maintain their hydrophobic features over their lifetime. For this reason they shall be mounted with shelter from weather or be designed as umbrella insulators or insulators with drip edge or another method having equivalent effects. Silicon as material or covering is recommended. In this case, the minimum creepage distance shall be 20 mm.

With other materials or designs or mountings or extreme operation conditions, a greater creepage distance shall be chosen. Documentation of the layout is part of the approval (see item 6.2.11. of Annex 1, Part 1, Appendices 1, 2, 3).

3.7.2. Voltage class B equipment shall be marked with the lightning symbol. The symbol background shall be yellow, the bordering and the arrow shall be black.



The symbol shall also be visible on enclosures and barriers, which when removed, expose current conducting parts of voltage class B circuits. Accessibility and removability of barriers/enclosures should be considered when evaluating the requirement for the symbol."

Paragraphs 3.8. to 3.10.1., amend to read:

"3.8. **The current conducting parts of electrical components, with the exception of current collectors, surge arrestors and traction resistors, shall be**

protected against penetration of moisture and dust into the body and onto insulated and current conducting parts.

- 3.9. **Means shall be provided for a periodic resistance test to be conducted on each basic and supplementary insulation of components with double insulation.** ~~Within the rated climate conditions, With the trolleybus a new and dry and clean trolleybus,~~ the insulation resistance of electrical circuits at a test voltage of 1,000 V DC, when all rotating machines and apparatus are switched on, shall not be less than:
- 3.9.1. ~~Body to high voltage circuits~~
For each basic insulation: $\leq 10 \text{ M}\Omega$;
- 3.9.2. ~~High voltage circuits to low voltage circuits~~
For each supplementary insulation: $\leq 10 \text{ M}\Omega$;
- 3.9.3. ~~Body to positive pole of low voltage circuits~~
For the overall double insulation: $\pm 10 \text{ M}\Omega$.
- 3.10. Wiring and apparatus
- 3.10.1. ~~Only multi-core Flexible wires shall be used for high voltage all circuits. All high voltage DC wiring shall have insulation rated for 3,000 V DC or AC~~ **The rated insulation voltage of wires to ground shall be at least the rated insulation voltage according to paragraph 1.6."**

Paragraphs 3.10.4. and 3.10.5., amend to read:

- "3.10.4. Wiring of different voltages ~~classes~~ shall be mounted separately.
- 3.10.5. Wiring conduits shall be made of non-flammable **or self-extinguishing** material. **Conduits inside the passenger compartment of voltage class B shall be closed and be made of metal. Metallic conduits shall be connected to the vehicle chassis."**

Paragraph 3.10.12., amend to read:

- "3.10.12. ~~All electrical circuits shall undergo an excess voltage test. The test voltage shall be AC with a frequency of 50 Hz and approximately sinusoidal form. The time of application of the test voltage shall be 1 min.~~

Each of the insulations of voltage class B equipment onboard the trolleybus shall be tested with an AC power supply at test frequency of 50 - 60 Hz for 1 minute.

The test voltage (U_{Test}) for wiring and components at the trolleybus shall be:

Basic Insulation:	$U_{\text{Test}} = 2 \times U_{\text{Nm}} + 1,500 \text{ V}$
Supplementary Insulation:	$U_{\text{Test}} = 1.6 \times U_{\text{Nm}} + 500 \text{ V}$

~~The values for basic and supplementary insulations may be reversed.~~

For circuits double insulated from overhead line voltage, the test voltage (U_{Test}) shall be at least 1,500 V, or:

Basic Insulation:	$U_{\text{Test}} = 2 \times U_{\text{Nm}} + 1,000 \text{ V}$
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The equivalent DC test voltage is $\sqrt{2}$ times the AC value.

~~Components that have already been tested at their time of manufacture shall be excluded. The factory tests may be performed with the voltages or durations according to EN/IEC product standards.~~

Reinforced insulation in trolleybuses is not allowed for circuits directly connected to overhead line."

Paragraphs 3.10.12.1. and 3.10.12.2., shall be deleted.

Paragraphs 3.11. to 3.11.2., shall be deleted.

Paragraphs 4.1. to 4.3., amend to read:

- "4.1. **In a trolleybus, each circuit energized by an overhead line voltage shall have double insulation of the vehicle chassis.**
- 4.2. **The influence of dynamic charge currents, caused by capacitive couplings between voltage class B equipment and electric chassis, shall be reduced by the protective impedance of insulating materials used in entrance areas. Stanchions and handrails at doorways, door panels and handles, mobility aid ramps and the first steps shall be made of insulating material, or covered with mechanical durable insulation or insulated from the trolleybus body.**
- 4.3. **The trolleybus shall be equipped with an onboard device for permanent monitoring of leakage current or voltage between the chassis and the road surface. The device shall automatically disconnect the high voltage circuits from the contact system (when trolleybus is stationary) if the leakage current exceeds 3 mA or if the leakage voltage exceeds [60 V DC] (according to EN 50122-1 or IEC 62128-1).**

Paragraphs 4.4. to 4.7., shall be deleted.

~~Paragraph 5.2.5., shall be deleted.~~

Annex 1, Part 1, Appendices 1, 2 and 3, insert new items 6 to 6.6.2. to read:

- "6. **Special provisions for trolleybuses**
- 6.1. **Special environmental conditions for reliable operation:**
 - 6.1.1. **temperature**
 - 6.1.2. **external humidity level**
 - 6.1.3. **atmospheric pressure**
 - 6.1.4. **altitude**
- 6.2. **Vehicle**
 - 6.2.1. **dimensions with locked poles**
 - 6.2.3. **supply**
 - 6.2.4. **rated voltage of overhead line (V)**
 - 6.2.5. **rated line current of vehicle (A) including auxiliary drives, HVAC**
 - 6.2.6. **performance**
 - 6.2.7. **maximum velocity (km/h: normal service/autonomous service)**
 - 6.2.8. **maximum inclination (%: normal service/autonomous service)**
 - 6.2.9. **description of main power circuits**
 - 6.2.10. **circuit diagrams**
 - 6.2.11. **protection measures (overview diagrams and drawings).....**
 - 6.2.12. **insulation monitoring (if any)**
 - 6.2.13. **make and type of monitoring device**
 - 6.2.14. **principle of monitoring, description**

6.2.15.	description of insulation levels of components
6.3.	Electric motor
6.3.1.	make and type of electric motor
6.3.2.	type (winding, excitation)
6.3.3.	maximum hourly/continuous power (kW)
6.3.4.	rated voltage (V)
6.3.5.	rated current (A)
6.3.6.	nominal frequency (Hz)
6.3.7.	location in the vehicle
6.4.	Power electronics
6.4.1.	make an type of traction inverter
6.4.2.	maximum continuous power
6.4.3.	cooling system
6.4.4.	make and type of 24V-battery charger
6.4.5.	maximum continuous power
6.4.6.	cooling system
6.4.7.	make and type of 3-phase AC supply
6.4.8.	maximum continuous power
6.4.9.	cooling system
6.5.	Power supply for autonomous service:
6.5.1.	storage system
6.5.2.	battery/supercaps
6.5.3.	make and type of storage system
6.5.4.	weight (kg)
6.5.5.	capacity (Ah)
6.5.6.	location in the vehicle
6.5.7.	make and type of control unit
6.5.8.	make and type of charger
6.5.9.	rated voltage (V) / minimum voltage (V), end of charge voltage (V)
6.5.10.	rated current (A) / max. discharge current (A), max. charge current (A)
6.5.11.	Diagram of operation, control and safety
6.5.12.	Characteristics of charge periods
6.5.13.	motor-generator unit
6.5.14.	hourly/cont. power (kW)
6.5.15.	make and type of unit or of motor and generator
6.5.16.	fuel and fuel system
6.5.17.	location in the vehicle
6.6.	Current collector

- 6.6.1. **make and type of current collector**
- 6.6.2. **operation of current collector "**

Annex 1, Part 2:

Appendix 1, insert new items 1.13. to 1.13.1.4. to read:

- "1.13 **Trolleybuses**
- 1.13.1. **Special environmental conditions for reliable operation:**
- 1.13.1.1. **temperature**
- 1.13.1.2. **external humidity level**
- 1.13.1.3. **atmospheric pressure**
- 1.13.1.4. **altitude "**

Appendix 2, insert new items 1.9. to 1.9.1.4. to read:

- "1.9. **Trolleybuses**
- 1.9.1. **Special environmental conditions for reliable operation:**
- 1.9.1.1. **temperature**
- 1.9.1.2. **external humidity level**
- 1.9.1.3. **atmospheric pressure**
- 1.9.1.4. **altitude "**

Appendix 3, insert new items 1.5. to 1.5.1.4. to read:

- "1.5 **Trolleybuses**
- 1.5.1 **Special environmental conditions for reliable operation:**
- 1.5.1.1. **temperature**
- 1.5.1.2. **external humidity level**
- 1.5.1.3. **atmospheric pressure**
- 1.5.1.4. **altitude "**

