



RIS-2716-RST issue one Rolling Stock Subsystem and Interfaces to DC Conductor Rail Energy Subsystem

Background

Some requirements in GMRT2113 issue one did not meet the criteria to be national technical rules and needed to be removed; however, the requirements were considered to remain relevant and useful to industry and needed to be retained. The requirements set out for all rail vehicles, and for vehicles interfacing to the dc conductor rail energy subsystem in this document, support route compatibility as well as the interface between other rail vehicle systems and the dc conductor rail energy subsystem, such as heat emissions from exhausts and cooling fans.

What is it about?

RIS-2716-RST issue one is applicable to rolling stock operating over the GB mainline 750 V dc electrified railway and sets out the interface requirements to the dc conductor rail energy subsystem that are route specific. The topics covered in the standard are heat emissions from all rail vehicles, current collector retraction and deployment, and the raising and retaining of current collectors at the lineside.

What has changed?

GMRT2113 issue one, *Rolling Stock Subsystem and Interfaces to DC Energy Subsystem*, contained requirements that did not meet the criteria to be classified as national technical rules (NTRs). Requirements in GMRT2113 issue one that were valid and useful but cannot be NTRs have been retained in RIS-2716-RST issue one.

Guidance that remains useful in the associated guidance note GMGN2613 issue one, *Guidance on*

Rolling Stock Subsystem and Interfaces to DC Energy Subsystem, has also been updated with additional good practice and transferred to RIS-2716-RST issue one or GMRT2113 issue two.

RIS-2716-RST issue one is published in parallel with GMRT2113 issue two and the withdrawal of GMGN2613 issue one, which is redundant. Additional or updated requirements have been added in some sections. The rationale and guidance supporting requirements have been updated throughout.

What are the benefits?

This standard sets out industry good practice and the industry will benefit from requirements and guidance that help to achieve compatibility between the rolling stock subsystem and the dc conductor rail energy subsystem.

The publication of this document (along with GMRT2113 issue two, GLRT1212 issue two, *DC Energy Subsystem and Interfaces to Rolling Stock Subsystem*, and RIS-1852-ENE issue one, *DC Energy Subsystem and Interfaces to Rolling Stock Subsystem*) will provide an estimated overall benefit to industry in excess of £330,000 over five years.

Who is it for?

This document is intended to be used by:

- Rolling stock owning companies
- Railway undertakings
- Assessment bodies
- Vehicle manufacturers