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**Railway applications – Current collection systems – Validation of simulation of  
the dynamic interaction between pantograph and overhead contact line**

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## CONTENTS

FOREWORD.....	6
1 Scope.....	8
2 Normative references .....	8
3 Terms and definitions .....	9
4 Symbols and abbreviated terms.....	13
5 General .....	14
5.1 Overview of the validation process.....	14
5.2 Typical application .....	17
6 Modelling of the pantograph .....	17
6.1 General requirements .....	17
6.2 Input data requirements .....	17
6.2.1 General .....	17
6.2.2 Mass – spring – damper models (lumped parameter models).....	18
6.2.3 Multi-body models .....	18
6.2.4 Transfer function models .....	18
6.2.5 Hardware in the loop .....	18
6.3 Validation of pantograph models.....	18
7 Modelling of the overhead contact line.....	20
7.1 General requirements .....	20
7.2 Data requirements .....	20
7.3 Static check of overhead contact line model.....	21
8 Parameters of simulation.....	21
9 Output .....	22
9.1 General.....	22
9.2 Contact force .....	22
9.3 Contact wire displacement .....	23
9.4 Pantograph displacement.....	23
10 Validation with measured values.....	23
10.1 General.....	23
10.2 Comparison values .....	24
10.3 Limits of validation .....	25
10.3.1 Application of simulation tool to other conditions .....	25
10.3.2 Permissible changes of pantograph characteristics.....	25
10.3.3 Permissible changes of overhead contact line parameters .....	25
10.3.4 Permissible changes of the simulation parameters.....	25
11 Reference model .....	26
11.1 Purpose of reference model .....	26
11.2 Reference model data.....	26
11.3 Parameters of simulation .....	26
11.4 Reference model results .....	27
Annex A (normative) Reference model specification .....	28
A.1 General.....	28
A.2 Overhead contact line data .....	28
A.2.1 General data.....	28
A.2.2 Special data for the overhead contact line reference model – AC – Simple.....	30

A.2.3	Special data for the reference model of overhead contact line AC – Stitched .....	31
A.2.4	Special data for the reference model of overhead contact line DC – Simple .....	32
A.3	Pantograph data .....	33
A.4	Results of simulations for reference models .....	34
Annex B (normative)	Model specifications and measurement results for validation .....	37
B.1	Measurement results of simple AC high speed overhead contact line .....	37
B.1.1	Simulation data for overhead contact line model .....	37
B.1.2	Pantograph model .....	47
B.1.3	Measured data of dynamic interaction for validation .....	47
B.2	Measurement results of a stitched AC high speed overhead contact line .....	48
B.2.1	General .....	48
B.2.2	Simulation data for overhead contact line model .....	48
B.2.3	Pantograph data .....	59
B.2.4	Calculated and measured data of OCL-rest position for validation .....	60
B.2.5	Measuring data of dynamic interaction for validation .....	60
B.3	Measurement results of simple DC high speed overhead contact line .....	61
B.3.1	General .....	61
B.3.2	Simulation data for overhead contact line model .....	61
B.3.3	Pantograph data .....	75
B.3.4	Measured data of dynamic interaction for validation .....	75
Annex C (informative)	Assessment process example for dynamic interaction between "new" OCL design or "new" pantograph design for interoperability purpose .....	77
Annex D (informative)	National annex for Japan – Permissible changes of the simulation parameters .....	81
	Bibliography .....	82
<a href="https://standards.iteh.ai/catalog/standards/iec/35702863-da2b-45dc-8c8d-381932b81ff7/iec-63453">https://standards.iteh.ai/catalog/standards/iec/35702863-da2b-45dc-8c8d-381932b81ff7/iec-63453</a>		
Figure 1	– Evaluation process .....	16
Figure A.1	– AC – Simple – Overhead contact line model .....	30
Figure A.2	– AC – Stitched catenary overhead contact line model .....	31
Figure A.3	– DC – Simple catenary overhead contact line model .....	32
Figure A.4	– Pantograph model .....	33
Figure B.1	– Cantilever model elements in Table B.2, Table B.42 and Table B.49 .....	38
Figure B.2	– Basic dropper arrangement span type ST1 .....	54
Figure B.3	– Basic dropper arrangement span type ST2 .....	54
Figure B.4	– Basic dropper arrangement span type ST3 .....	54
Figure B.5	– Basic dropper arrangement span type ST4 .....	55
Figure B.6	– Basic dropper arrangement span type ST5 .....	55
Figure B.7	– Basic dropper arrangement span type ST6 .....	55
Figure B.8	– Basic dropper arrangement span type ST7 .....	56
Figure B.9	– Basic support arrangement Mast Type MT1 (pull-off) .....	58
Figure B.10	– Basic support arrangement Mast Type MT2 (push-off) .....	59
Figure B.11	– Basic support arrangement mast type MT3 (tube steady arm) .....	59
Figure C.1	– Method of OCL assessment .....	79
Figure C.2	– Method of pantograph assessment .....	80

Table 1 – Required accuracy of simulated static values .....	21
Table 2 – Required accuracy of simulated dynamic values.....	24
Table 3 – Combinations of OCL and pantograph reference models .....	26
Table A.1 – Data for reference overhead contact lines .....	29
Table A.2 – AC – Simple – Overhead contact line model – Geometry and elasticity of droppers .....	31
Table A.3 – AC – Stitched catenary overhead contact line model – Geometry and elasticity of droppers.....	32
Table A.4 – DC – Simple catenary overhead contact line model – Geometry and elasticity of overhead contact line .....	33
Table A.5 – Pantograph model parameters .....	34
Table A.6 – Ranges of results from reference model AC simple .....	35
Table A.7 – Ranges of results from reference model AC stitched .....	35
Table A.8 – Ranges of results from reference model DC simple .....	36
Table B.1 – Mechanical values of wires .....	37
Table B.2 – Mechanical values of clamps and other OCL-components.....	37
Table B.3 – Pre-sag information in open route and overlap .....	38
Table B.4 – Cantilever information in open route and overlap: steady arm geometry .....	38
Table B.5 – Span definition of tension length 1 .....	39
Table B.6 – Span definition of tension length 2 .....	39
Table B.7 – Span definition of tension length 3 .....	39
Table B.8 – Support definition of tension length 1 .....	40
Table B.9 – Support definition of tension length 2 .....	41
Table B.10 – Support definition of tension length 3 .....	42
Table B.11 – Span length = 44,7 m .....	42
Table B.12 – Span length = 45,3 m .....	43
Table B.13 – Span length = 45,5 m .....	43
Table B.14 – Span length = 45 m .....	43
Table B.15 – Span length = 49,5 m .....	43
Table B.16 – Span length = 50 m .....	43
Table B.17 – Span length = 49,8 m .....	43
Table B.18 – Span length = 49,2 m .....	43
Table B.19 – Span length = 49,2 m .....	44
Table B.20 – Span length = 49,8 m .....	44
Table B.21 – Span length = 50 m .....	44
Table B.22 – Span length = 48,5 m .....	44
Table B.23 – Span length = 49,5 m .....	44
Table B.24 – Span length = 54 m .....	44
Table B.25 – Span length = 50 m .....	45
Table B.26 – Span length = 49,8 m .....	45
Table B.27 – Span length = 49,2 m .....	45
Table B.28 – Span length = 49,2 m .....	45
Table B.29 – Span length = 49,8 m .....	45
Table B.30 – Span length = 41 m .....	45

Table B.31 – Span length = 38 m .....	46
Table B.32 – Span length = 45 m .....	46
Table B.33 – Span length = 40 m .....	46
Table B.34 – Span length = 47,5 m .....	46
Table B.35 – Span length = 49,5 m .....	46
Table B.36 – Span length = 54 m .....	46
Table B.37 – Span length = 49,8 m .....	46
Table B.38 – Span length = 49,2 m .....	47
Table B.39 – Pantograph model parameters .....	47
Table B.40 – Measurement result from line test .....	47
Table B.41 – Mechanical values of wires and tubes .....	48
Table B.42 – Mechanical values of clamps and other OCL-components .....	49
Table B.43 – Position of droppers and CW-height at dropper .....	50
Table B.44 – Data of supports .....	56
Table B.45 – Pantograph model parameters .....	60
Table B.46 – Dropper length and system elasticity .....	60
Table B.47 – Measurement result from line test .....	61
Table B.48 – Mechanical values of wires .....	62
Table B.49 – Mechanical values of clamps and other OCL-components .....	62
Table B.50 – Position of droppers and CW-height at dropper .....	63
Table B.51 – Data of supports .....	73
Table B.52 – Pantograph model parameters .....	75
Table B.53 – Measurement result from line test .....	76

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**RAILWAY APPLICATIONS – CURRENT COLLECTION SYSTEMS –  
VALIDATION OF SIMULATION OF THE DYNAMIC INTERACTION  
BETWEEN PANTOGRAPH AND OVERHEAD CONTACT LINE**

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The text of this International Standard is based on the following documents:

Draft	Report on voting
9/3145/FDIS	9/3163/RVD

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

The language used for the development of this International Standard is English.



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# RAILWAY APPLICATIONS – CURRENT COLLECTION SYSTEMS – VALIDATION OF SIMULATION OF THE DYNAMIC INTERACTION BETWEEN PANTOGRAPH AND OVERHEAD CONTACT LINE

## 1 Scope

Simulation techniques are used to assess the dynamic interaction between overhead contact lines and pantographs, as part of the prediction of current collection quality. This document specifies functional requirements for the validation of such simulation tools to ensure confidence in, and mutual acceptance of the results of the simulations.

This document deals with:

- input and output parameters of the simulation;
- comparison with line test measurements, and the characteristics of those line tests;
- validation of pantograph models;
- comparison between different simulation tools;
- limits of application of validated methods to assessments of pantographs and overhead contact lines.

This document applies to the current collection from an overhead contact line by pantographs mounted on railway vehicles. It does not apply to trolley bus systems.

## 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

IEC 60494-1:2013, *Railway applications – Rolling stock – Pantographs – Characteristics and tests – Part 1: Pantographs for main line vehicles*

IEC 60913:2024, *Railway applications – Fixed installations – Electric traction overhead contact line systems*

IEC 62846:2016, *Railway applications – Current collection systems – Requirements for and validation of measurements of the dynamic interaction between pantograph and overhead contact line*

IEC 62486:2017, *Railway applications – Current collection systems – Technical criteria for the interaction between pantograph and overhead contactline (to achieve free access)*

### 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

- IEC Electropedia: available at <https://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp>

#### 3.1

##### **contact point**

<for a pantograph> location of mechanical contact between a pantograph contact strip and a contact wire

#### 3.2

##### **contact force**

$F$

<for a pantograph> vertical force applied by a pantograph to the overhead contact line

Note 1 to entry: The contact force is the sum of forces of all contact points of one pantograph.

#### 3.3

##### **static contact force**

vertical force exerted upward by the collector head on the overhead contact line system at standstill

[SOURCE: IEC 60494-1:2013, 3.3.5]

#### 3.4

##### **aerodynamic force**

additional vertical force applied by the pantograph as a result of air flow around the pantograph assembly

#### 3.5

##### **mean contact force**

$F_m$

statistical mean value of the contact force

Note 1 to entry:  $F_m$  is formed by the static and aerodynamic components of the pantograph contact force.

[SOURCE: IEC 62486:2017, 3.11]

#### 3.6

##### **standard deviation**

<of contact force> square root of the sum of the squared sample variance divided by the number of output values minus 1

#### 3.7

##### **skewness**

$sk$

parameter that quantifies the symmetry of the shape of a data distribution

$$sk = \frac{\sum \frac{(F - F_m)^3}{n}}{\left( \sum \frac{(F - F_m)^2}{n} \right)^{\frac{3}{2}}} \quad (1)$$

**3.8**  
**excess of kurtosis**  
**ek**

parameter that quantifies whether the shape of the data distribution matches the Gaussian distribution

$$ek = \frac{\sum \frac{(F - F_m)^4}{n}}{\left( \sum \frac{(F - F_m)^2}{n} \right)^2} - 3 \quad (2)$$

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**3.9**  
**minimum contact force**

minimum value of the contact force while the pantograph passes over the analysis section

**3.10**  
**maximum contact force**

maximum value of the contact force while the pantograph passes over the analysis section

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**3.11**  
**contact loss**

condition where the contact force is zero

Note 1 to entry: Contact loss surely induces arcing except in the case of coasting. However, if two or more pantographs are connected electrically each other, arc will immediately disappear and then the condition will shift to "current loss".

[SOURCE: IEC 62486:2017, 3.22]

**3.12**  
**simulation method**

numerical method that uses a fixed set of input parameters describing a system (e.g. pantograph and overhead contact line system) to calculate a set of output values representative of the dynamic behaviour of this system

**3.13**  
**simulation tool**

software implementing one or more simulation methods

**3.14**  
**pantograph model**

mathematical model in a one- or more-dimensional geometry describing the dynamic characteristics of the pantograph

**3.15****mass–spring–damper model  
lumped parameter model**

method representing a dynamic mechanical system (e.g. pantograph) as a series of discrete concentrated masses connected together by spring and damper elements

**3.16****transfer function**

<of a pantograph> ratio of an applied input on pantograph head to the response of the pantograph, depending on frequency

**3.17****apparent mass**

<of a pantograph> transfer function describing the relation between applied contact force and resulting acceleration at the contact point for the frequency range of interest

**3.18****hardware in the loop**

hybrid method (simulation and dynamic laboratory test), where a real pantograph responds interacting with a simulation model of the overhead contact line

**3.19****multi-body model**

method representing a dynamic mechanical system (e.g. pantograph) based on interconnected rigid or flexible bodies

**3.20****pantograph head  
pantograph pan**

part of the pantograph comprising the contact strips and their mountings, horns and possibly a suspension

[SOURCE: IEC 60050-811:2017, 811-32-05]

**3.21****overhead contact line model**

mathematical model in a two- or three-dimensional geometry describing the characteristics of an overhead contact line for interaction with pantographs

**3.22****compound catenary**

overhead contact line with one or two contact wires suspended from an auxiliary messenger wire which is suspended from the main messenger wire

[SOURCE: IEC 60050-811:2017, 811-33-12 modified: catenary wire to messenger wire, deleted: equipment]

**3.23****messenger wire**

longitudinal cable supporting the contact wire or wires either directly or indirectly

[SOURCE: IEC 60050-811:2017, 811-33-06, deleted: catenary wire]

**3.24****wave propagation velocity**

<of the contact wire> speed of a transversal wave, which runs along the contact wire

### 3.25

#### **contact wire height**

distance from the top of the rail to the lower face of the contact wire at rest position without pantograph contacted

Note 1 to entry: The contact wire height is measured perpendicular to the track.

[SOURCE: IEC 60050-811:2017, 811-33-62 modified; added: at rest position; deleted: (or road surface for overhead contact line system for trolleybus applications)]

### 3.26

#### **maximum uplift at the support**

maximum value of the vertical uplift of the contact wire at a support

### 3.27

#### **analysis section**

subset of the total overhead contact line model length over which the simulation will be evaluated

### 3.28

#### **frequency range of interest**

frequency range within which the dynamic performance of the overhead contact line and pantograph system is considered

Note 1 to entry: For validation with measurements this range correlates with the frequency range defined in IEC 62846.

### 3.29

#### **dynamic interaction**

behaviour between pantograph(s) and overhead contact line when in contact, described by contact forces and vertical displacements of contact point(s)

### 3.30

#### **frequency band analysis**

analysis inside a frequency range of interest using subranges of frequencies to study special topics

### 3.31

#### **elasticity of overhead contact line**

uplift divided by the force applied to the contact wire in a static state

### 3.32

#### **range of vertical position of the point of contact**

difference between maximum and minimum dynamic height of the contact point, relative to the track, during dynamic interaction between the pantograph and the contact wire

### 3.33

#### **operation height**

vertical distance between actual operating position of the pantograph and pantograph's housed height

### 3.34

#### **active pantograph**

pantograph fitted with any type of active control system which enhances or alters its dynamic response