

# TECHNICAL REPORT



**Electronic railway equipment – Train communication network (TCN) –  
Part 2-7: Wireless Train Backbone (WLTB)**

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IEC Central Office  
3, rue de Varembe  
CH-1211 Geneva 20  
Switzerland

Tel.: +41 22 919 02 11  
Fax: +41 22 919 03 00  
[info@iec.ch](mailto:info@iec.ch)  
[www.iec.ch](http://www.iec.ch)

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# TECHNICAL REPORT



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**Electronic railway equipment – Train communication network (TCN) –  
Part 2-7: Wireless Train Backbone (WLTB)**

INTERNATIONAL  
ELECTROTECHNICAL  
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TRAIN COMMUNICATION NETWORK (TCN) –****Part 2-7: Wireless Train Backbone (WLTB)**

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IEC TR 61375-2-7, which is a technical report, has been prepared by IEC technical committee 9: Electrical equipment and systems for railways.

The text of this technical report is based on the following documents:

|               |                  |
|---------------|------------------|
| Enquiry draft | Report on voting |
| 9/1768/DTR    | 9/1797A/RVC      |

Full information on the voting for the approval of this technical report 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 of IEC 61375 series, under the general title *Electronic railway equipment – Train Communication Network (TCN)*, 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 web site 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

IEC TR 61375-2-7 has been prepared by IEC technical committee 9: Electrical equipment and systems for railways, in the frame of the IEC 61375 series.

Considering that:

- a) inauguration is not automatic;
- b) some parameters are configured manually in the guided traction vehicle;
- c) the parameters required in the leading traction vehicle depend on the application;
- d) inauguration verification is manual and based on checking pressure in the train pipe;

IEC technical committee 9 decided to consider the result of the preparation work not suitable for being an international standard within the IEC 61375 series, nevertheless decided to publish the result of the work as a technical report which can offer to the reader the status of the technology used for the implementation of a radio based train communication network.

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# ELECTRONIC RAILWAY EQUIPMENT – TRAIN COMMUNICATION NETWORK (TCN) –

## Part 2-7: Wireless Train Backbone (WLTB)

### 1 Scope

This part of IEC 61375 describes the protocols stack of a radio based Wireless Train Backbone which is used in distributed power freight trains. This part provides information on the physical layer, the data link layer, the application layer and distributed power application.

The automatic inauguration of the radio based Wireless Train Backbone is not considered in this technical report.

### 2 Terms, definitions and abbreviations

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

#### 2.1 Terms and definitions

##### 2.1.1

##### **application layer**

upper layer in the OSI model, interfacing directly to the application

##### 2.1.2

##### **application process**

element within a real open system which performs the information processing for a particular application

##### 2.1.3

##### **broadcast**

nearly simultaneous transmission of the same information to several destinations

##### 2.1.4

##### **bus**

communication medium which broadcasts the same information to all attached participants at nearly the same time, allowing all devices to obtain the same sight of its state, at least for the purpose of arbitration

##### 2.1.5

##### **communication devices**

devices connected to consist network or train backbone with the ability to source and sink data.

##### 2.1.6

##### **composition**

number and characteristics of the vehicles forming a train

##### 2.1.7

##### **configuration**

definition of the topology of a network, the devices connected to it, their capabilities and the traffic they produce; by extension, the operation of loading the devices with the configuration information before going to regular operation

**2.1.8****consist**

single vehicle or a group of vehicles which are not separated during normal operation

Note 1 to entry: A consist contains no, one or several consist networks.

**2.1.9****consist network**

communication network interconnecting communication devices in one consist

**2.1.10****function**

application process which exchanges messages with another application process

**2.1.11****gateway**

connection between different communication technologies

**2.1.12****inauguration**

operation executed in case of composition change, which gives all nodes of the train backbone their train backbone address, their orientation and information about all named nodes on the same backbone

**2.1.13****leading traction vehicle**

the traction vehicle at the extremity towards the operation direction

**2.1.14****medium**

physical carrier of the signal: electrical wires, optical fibre, wireless, etc.

**2.1.15****medium access control**

sub-layer of the data link layer, which controls the access to the medium

**2.1.16****message**

data item transmitted in one or several packets

**2.1.17****multi-hop relay communication**

communication with each other through the relay function of the other devices for the devices not able to communicate directly

**2.1.18****network address**

address which identifies a communication device on network layer

**2.1.19****network layer**

layer in the OSI model responsible for routing between different busses

**2.1.20****node**

device on the train backbone, which may act as a gateway between train backbone and consist network

**2.1.21****operation direction**

travelling direction for a train along railway line from one station to another station, normally designated as two directions, i.e. up and down

**2.1.22****operator**

enterprise or organization which is operating trains

**2.1.23****packet**

unit of a message (information, acknowledgement or control) transmitted by protocols on network or transport layer

**2.1.24****guided traction vehicle**

the traction vehicles except the leading traction vehicle of the train

**2.1.25****train communication network**

data communication network for connecting programmable electronic equipment on-board rail vehicles

**2.1.26****transport layer**

layer of the OSI model responsible for end-to-end flow control and error recovery

**2.1.27****wireless train backbone**

a wireless train communication network for connecting the vehicles of a train

**2.1.28****wireless train backbone node**

device connected to the wireless train backbone for connecting end devices or consist networks to the wireless train backbone

**2.2 Abbreviations**

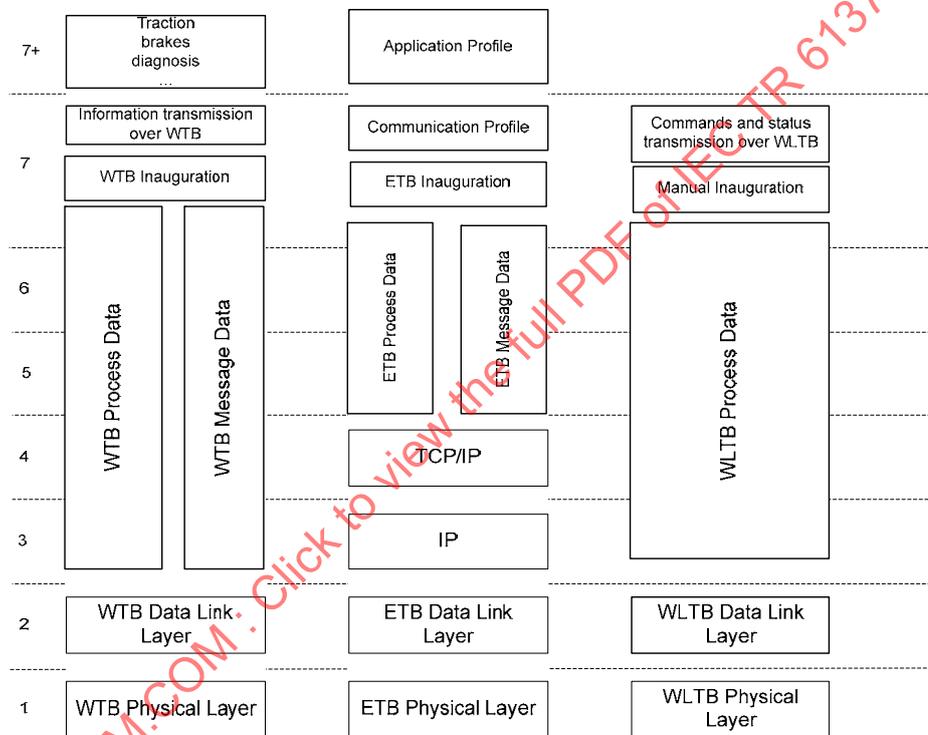
|        |   |
|--------|---|
| CAN    | Control Area Network                          |
| CN     | Consist Network                               |
| ECN    | Ethernet Consist Network                      |
| ETB    | Ethernet Train Backbone                       |
| GTV    | Guided Traction Vehicle                       |
| ISO    | International Standardization Organization    |
| LTV    | Leading Traction Vehicle                      |
| MAC    | Medium Access Control                         |
| MVB    | Multi-function Vehicle Bus                    |
| OSI    | Open System Interconnect                      |
| PD     | Process Data                                  |
| PDU    | Protocol Data Unit                            |
| TCP/IP | Transport Control Protocol /Internet Protocol |
| UDP    | User Datagram Protocol                        |
| VCU    | Vehicle Control Unit                          |

- VSWR Voltage Standing Wave Ratio
- WLTB Wireless Train Backbone
- WLTBN Wireless Train Backbone Node
- WNG Wireless train backbone Node of Guided traction vehicle
- WNL Wireless train backbone Node of Leading traction vehicle
- WTB Wire Train Bus

### 3 Architecture

#### 3.1 Framework of the train communication backbones

The radio based WLTB is one of the several train backbones of the IEC 61375 series. WLTB is used for coupling the traction vehicles of a distributed power freight train. Figure 1 describes the framework of the train communication backbones within the IEC 61375 series.



IEC 1253/14

**Figure 1 – Framework of the Train Communication Backbones**

The WTB is a widely used train backbone. The communication protocols of the process data, message data and the WTB inauguration are specified by IEC 61375-2-1 and the information transmission over WTB is specified by UIC 556. The applications, in the field of traction, brakes, diagnosis, are specified by a series of the UIC documents, such as UIC 647, UIC 541 and UIC 557, respectively.

The ETB is a wide bandwidth train backbone. The physical layer to the application layer of the ETB, including the data link, IP, TCP, UDP and the ETB inauguration protocols are specified by future IEC 61375-2-5. The communication profile, including the train real-time data protocol, the universal recourse identity addressing and the safety communication are specified in future IEC 61375-2-3. The detailed data for the control and status of a specific device is specified by the application profile in future IEC 61375-2-4.

The following considerations apply:

- wiring along the freight cars is typically not available;
- retrofit of cables may be non-economic;
- total distance between the traction vehicles in the composition may exceed the maximum transmission length of the WTB/ETB.

WLTB, which is based on the wireless communication between the traction vehicles, is a proper solution for the transmission of the commands and status data is needed for the distributed power train.

The WLTB is a radio based backbone for trains with distributed power traction.

The protocols of the WLTB, including the physical layer, data link layer, the manual inauguration and the data transmission over the WLTB are described in this technical report.

### 3.2 Distributed power train compositions

The distributed power freight train is composed of at least 2 traction vehicles and a number of freight cars with the traction vehicles distributed among the train. The train pipe is connected through all the train and the communication between the different traction vehicles is used for managing the distributed power.

Figure 2 gives an example of the WLTB for a distributed power train composed of 3 traction vehicles.

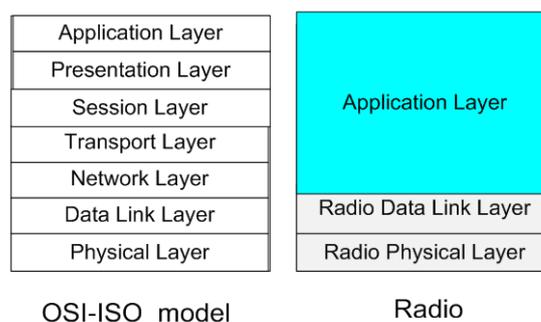


**Figure 2 – WLTB in a distributed power train composed of 3 traction vehicles**

In the distributed power train, one traction vehicle in the train is selected as the LTV, others are GTVs. The driver in the LTV controls the traction and braking of the LTV by manipulating the control panel on the driver's desk. The GTVs receive commands from the LTV for traction and braking control and transmit their status to the LTV via the WLTB.

### 3.3 Communication protocols of the WLTB nodes

The OSI-ISO model and the communication protocols of the WLTB node are shown in Figure 3.



IEC 1255/14

**Figure 3 – OSI-ISO model and structure of WLTB communication protocols**

Comparing with the OSI-ISO model, the WLTB protocol stack includes the radio physical layer, data link layer and application layer. The communication schedule, structure of PDUs, manual inauguration and related dataset, and the process data transmission are within the application layer.

## 4 Physical layer

### 4.1 General

The physical layer is based on the Chinese standard “*Technical specification of the end of the train with 800 MHz radio and the train safety pre-alarm system*”, which specifies the management of the end of the train by radio communication.

### 4.2 Transmission power

The transmission power of the radio is dependent on the distributed power application requirement and the local regulations. According to the distance between the neighbour traction vehicles, the transmission power may be adjusted, providing that the values requested to obey the local regulations are not exceeded.

### 4.3 Frequency

In order to avoid interference between different trains along the railway lines, the WLTB nodes provide several alternative radio frequencies. Table 1 lists the 8 channels and frequencies used by WLTB. In case that the frequencies are conflicting with the regulations of the radio administration authority, the operator applies for alternative frequencies compliant with such regulations.

**Table 1 – Channels and frequencies of the radio**

| Channel number | Frequency<br>MHz |
|----------------|------------------|
| 1              | 822,237 5        |
| 2              | 822,737 5        |
| 3              | 823,237 5        |
| 4              | 823,737 5        |
| 5              | 867,237 5        |
| 6              | 867,737 5        |
| 7              | 868,237 5        |
| 8              | 868,737 5        |

### 4.4 Modulation

The modulation of the radio is continuous-phase frequency shift keying.

### 4.5 Antenna and feeder

In order to guarantee the communication performances, the specifications of the antenna and feeder are shown in Table 2.

**Table 2 – Specifications of the antenna and feeder**

| Parameters                | Value              |
|---------------------------|--------------------|
| Frequency                 | 815 MHz to 875 MHz |
| Gain of antenna           | >4 dB              |
| Attenuation of the feeder | <1,5 dB            |
| Impedance                 | 50 $\Omega$        |
| VSWR                      | $\leq 1,5$         |
| Polarize of antenna       | Vertical           |
| Maximum power             | 10 W               |

## 5 Data link layer

There is no MAC layer in the radio based WLTB nodes. The communication schedule is mandatory at the application layer in order to avoid the collision. The transmission rate of the radio is equal to or greater than 9 600 bps. The logical link control of the radio based WLTB is in accordance with the Chinese standard “*Technical Specification of the end of the train with 800 MHz radio and the train safety pre-alarm system*”.

## 6 Application layer

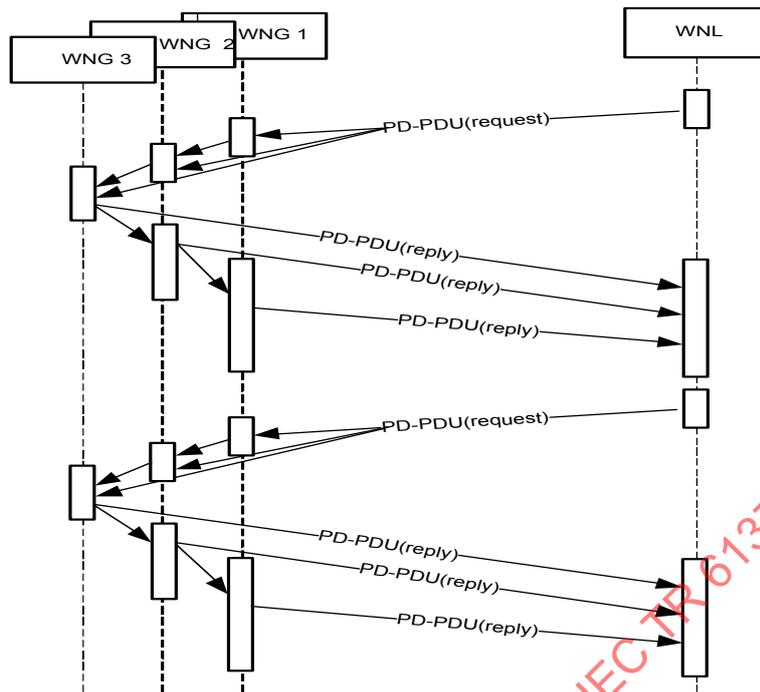
### 6.1 Communication schedule

#### 6.1.1 General

The communication schedule is used to manage the timing of sending, relaying and responding of frames, carrying command and status data, among the WLTBNs. Since the distances between the WLTBNs may exceed the maximum transmission distance of the radio, the WLTBNs support the multi-hop relay communication mode. In the multi-hop relay communication mode, all the WLTBN, including the WNL and the WNGs, have knowledge of each other.

WNGs relay commands from the WNL and status of the GTVs in a sequence according to the WLTBN sequence number. As shown in Figure 4, in a train composed of 4 traction vehicles with 1 LTV and 3 GTVs, WNL sends the command, and WNG 1 relays the command immediately after receiving the command. WNG 2 will relay the command only after receiving the command relayed by the WNG 1.

WNG 3 will respond with the status data immediately after receiving the command relayed by WNG 2. WNG 2 will relay the status of GTV 3 and the status data of itself towards WNL. WNG 1 will relay the status data of GTV 3, GTV 2 and the status data of itself towards WNL.



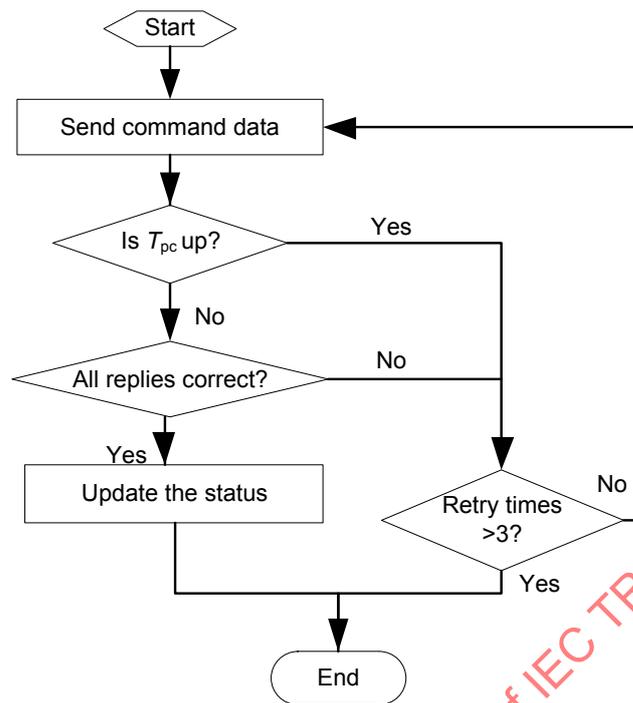
IEC 1256/14

Figure 4 – Example of communication in a train composed of 4 traction vehicles

### 6.1.2 Flow chart of sending command by the WNL

WNL sends command data to WNGs and checks the status data replies from the WNGs. If the WNL receives the replies from all WNGs within the specified time  $T_{pc}$ , the procedure is finished. Otherwise, WNL sends the command data again. If WNL has not received the correct replies from all WNGs after sending the command data 3 times, WNL stops sending this command data. The flow chart of sending command data by WNL is shown in Figure 5.

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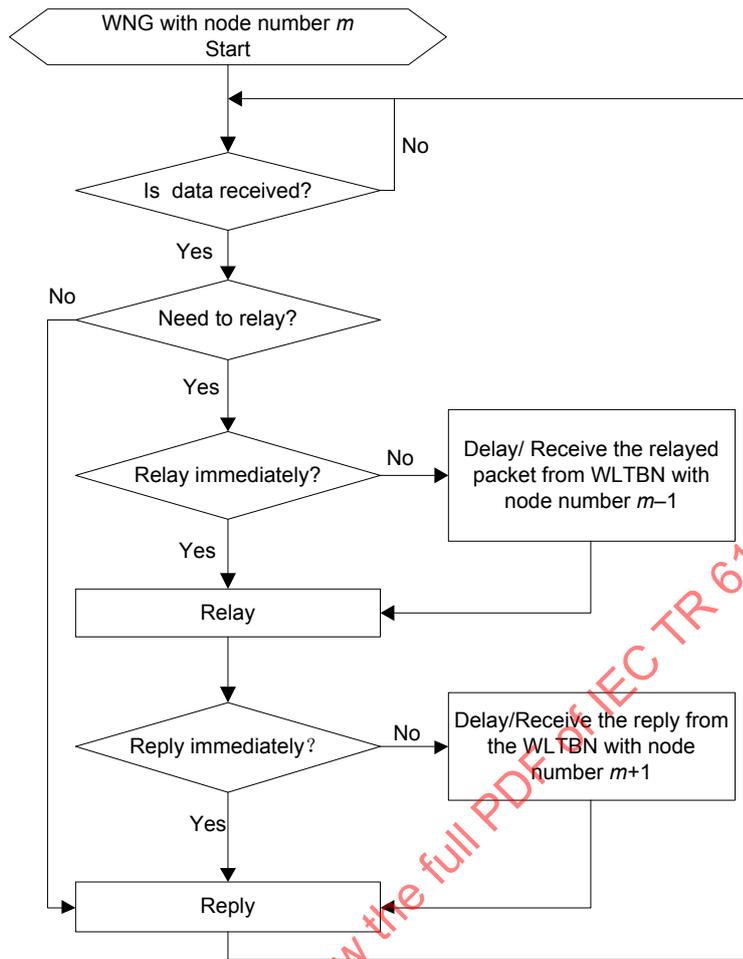


IEC 1257/14

**Figure 5 – Flow chart of sending command data by the WNL**

### 6.1.3 Flow chart of receiving command data and status data by the WNGs

WNGs receive the command data from WNL. After receiving the command data from WNL or WNGs closer to the WNL that relayed the command data, WNG starts to process the command data. Meanwhile, WNG receives the status data of LTV and the other GTVs and relays the status data towards WNL. The flow chart of receiving command data and status data by WNGs is shown in Figure 6.



IEC 1258/14

Figure 6 – Flow chart of the GTV

#### 6.1.4 Addressing

The purpose of WLTB node address is to identify the destination of PDUs. The address is composed of the following 2 segments as shown in Table 3.

Table 3 – Segments of the address for the WLTB node

| Segments | Size    | Description                           |
|----------|---------|---------------------------------------|
| 1        | 1 Byte  | Nation code                           |
| 2        | 3 Bytes | Serial number of the traction vehicle |

NOTE For the nation code, refer to Annex A.

The WLTB node address of the LTV is also the train address of the distributed power freight trains.

#### 6.2 PDU

The structure of a PDU is defined in Figure 7, the parameters description is reported in Table 4.

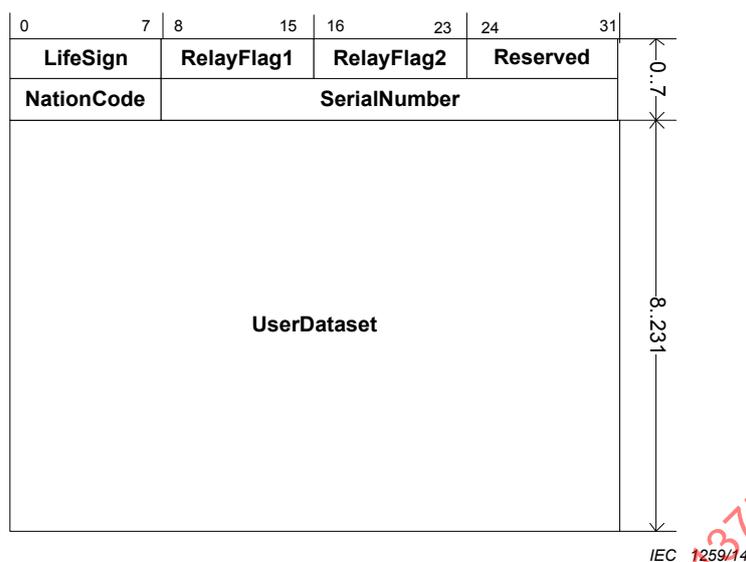


Figure 7 – Structure of PDU

Table 4 – PDU for the inauguration

| Offset | Parameter    | Description   | Size (Byte) |
|--------|--------------|---|-------------|
| 0      | LifeSign     | From 0 to 255 cyclically  | 1           |
| 1      | RelayFlag1   | Relay flag byte 1 for relaying PDUs from LTV towards GTVs. Bit 0 relaying from GTV 1, Bit 1 relaying from GTV 2...Bit 6 relaying from GTV 7, bit 7 reserved.  | 1           |
| 2      | RelayFlag2   | Relay flag byte 2 for relaying PDUs from GTVs towards LTV. Bit 0 relaying from GTV 1, Bit 1 relaying from GTV 2...Bit 6 relaying from GTV 7, bit 7 reserved.  | 1           |
| 3      | Reserved     | -   | 1           |
| 4      | NationCode   | Nation code of traction vehicle, combined with serial number to form the universal unique traction vehicle number, refer to Annex A.  | 1           |
| 5      | SerialNumber | Serial number for the traction vehicle designated by the manufacture, combined with nation code to form the universal unique traction vehicle number  | 3           |
| 6      | UserDataset  | User data.<br>The length of the user data set is variable. The length for one traction vehicle is 32 bytes. In the case of a train composed of an LTV and $m$ ( $m$ is from 1 to 7) GTVs, the WNG with sequence number $n$ ( $n$ is from 1 to $m$ ) replies status with the length of the user data set $32 + (m-n) \times 32$ bytes. | 224         |

### 6.3 Network security

The security mechanism for the radio based WLTB is based on the dynamic key management method.

## 7 WLTB inauguration

### 7.1 General

Unlike ETB, WLTB is unable to perform the automatic identification of the neighbouring nodes; consequently WLTB needs to be inaugurated manually.

The parameters required for the inauguration are manually inputted into all the WLTB nodes, installed in the traction vehicles of the train. The procedure of inauguration info check, including data exchange and verification among the LTV and GTVs, is started by the driver in the LTV. The train pipe pressure is tested and the inauguration is verified during the inauguration test and completion procedures.

## 7.2 Parameters

The following parameters are inputted into the WNGs:

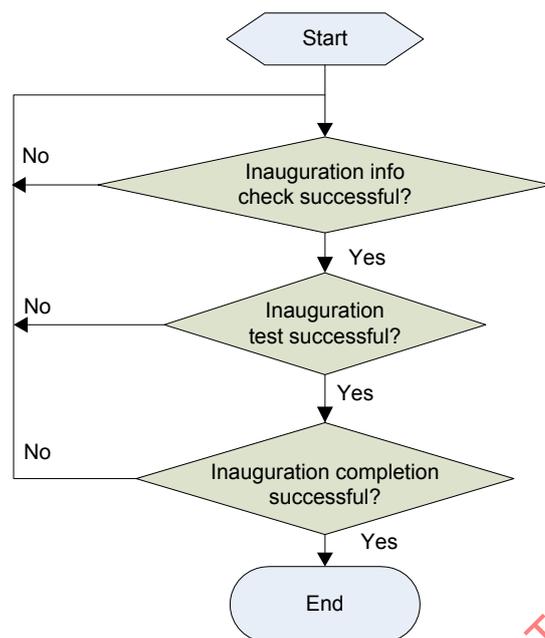
- Nation code of the traction vehicle;
- Serial number of the traction vehicle;
- Flag of the selection as WNG;
- Distance(in m) between GTV and the nearest traction vehicle towards LTV;
- Sequence number of the WNG;
- Total number of the traction vehicles in the distributed power train;
- Operation direction of the train, in order to select the radio channel and frequency;
- Nation code of LTV;
- Serial number of LTV.

The following parameters are inputted into WNL:

- Nation code of LTV;
- Serial number of LTV;
- Flag of the selection as WNL;
- Distances (in m) between neighbouring traction vehicles of the train;
- Sequence number of each WNG;
- Total number of the traction vehicles of the train;
- Train operation direction (up or down);
- Nation code of each GTV;
- Serial number of each GTV.

## 7.3 Procedure

Figure 8 shows the procedure of inauguration of the WLTB.



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**Figure 8 – Procedure of inauguration**

The driver of the LTV starts the inauguration after the parameters are inputted. The procedure of the inauguration includes the following 3 steps:

- Inauguration info check.** WNL sends the inauguration info check request PDU to all WNGs. WNGs respond sending an inauguration info check reply PDU to WNL. The detailed user dataset in the PDU within this procedure are specified in Table 5, Table 6 and Table 7.
- Inauguration info test.** WNL sends the inauguration info test request PDU to all WNGs after the success of the inauguration info checking procedure. WNGs respond sending an inauguration info test reply PDU to WNL. The user dataset in PDU within this procedure are specified in Table 8 and Table 9.
- Inauguration completion.** The WNL sends the inauguration completion request PDU to all WNGs after the success of the inauguration info test procedure. WNGs respond sending an inauguration completion reply PDU to WNL. The user dataset in PDU within this procedure are specified in Table 10 and Table 11.

When the above procedures are successfully completed, the inauguration is finished and GTVs are controlled by LTV.

## 7.4 User Dataset

### 7.4.1 InaugInfoCheckRequest1

InaugInfoCheckRequest1 user dataset is shown in Table 5.

**Table 5 – InaugInfoCheckRequest1 user dataset**

| Index | Parameter         | Description  | Size (Byte) |
|-------|-------------------|--|-------------|
| 0     | UserdataType      | User dataset type<br>0x01: Inauguration dataset        | 1           |
| 1     | ControlCode       | Control code<br>0x01: Inauguration info check 1        | 1           |
| 2     | TVNumber          | Number of traction vehicles in the train               | 1           |
| 3     | TVSerial          | Serial number of this traction vehicle                 | 1           |
| 4     | NationCodeofTV1   | Nation code of traction vehicle 1                      | 1           |
| 5     | SerialNumberOfTV1 | Serial number of traction vehicle 1                    | 3           |
| 6     | NationCodeofTV2   | Nation code of traction vehicle 2                      | 1           |
| 7     | SerialNumberOfTV2 | Serial number of the traction vehicle 2                | 3           |
| 8     | DistanceofTV2     | Distance from traction vehicle 2 to traction vehicle 1 | 2           |
| 9     | NationCodeofTV3   | Nation code of traction vehicle 3                      | 1           |
| 10    | SerialNumberOfTV3 | Serial number of traction vehicle 3                    | 3           |
| 11    | DistanceofTV3     | Distance from traction vehicle 3 to traction vehicle 2 | 2           |
| 12    | NationCodeofTV4   | Nation code of traction vehicle 4                      | 1           |
| 13    | SerialNumberOfTV4 | Serial number of traction vehicle 4                    | 3           |
| 14    | DistanceofTV4     | Distance from traction vehicle 4 to 3                  | 2           |
| 15    | Reserved          | -  | 6           |

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### 7.4.2 InaugInfoCheckRequest2

InaugInfoCheckRequest2 user dataset is shown in Table 6.

**Table 6 – InaugInfoCheckRequest2 user dataset**

| Index | Parameter         | Description  | Size (Byte) |
|-------|-------------------|--|-------------|
| 0     | UserdataType      | User dataset type<br>0x01: Inauguration dataset        | 1           |
| 1     | ControlCode       | Control code<br>0x02: Inauguration info check 2        | 1           |
| 2     | TVNumber          | Number of traction vehicles in the train.              | 1           |
| 3     | TVSerial          | Serial number of this traction vehicle                 | 1           |
| 4     | NationCodeofTV5   | Nation code of traction vehicle 5                      | 1           |
| 5     | SerialNumberOfTV5 | Serial number of traction vehicle 5                    | 3           |
| 6     | NationCodeofTV6   | Nation code of traction vehicle 6                      | 1           |
| 7     | SerialNumberOfTV6 | Serial number of the traction vehicle 6                | 3           |
| 8     | DistanceofTV6     | Distance from traction vehicle 6 to traction vehicle 5 | 2           |
| 9     | NationCodeofTV7   | Nation code of traction vehicle 7                      | 1           |
| 10    | SerialNumberOfTV7 | Serial number of traction vehicle 7                    | 3           |
| 11    | DistanceofTV7     | Distance form traction vehicle 7 to traction vehicle 6 | 2           |
| 12    | NationCodeofTV8   | Nation code of traction vehicle 8                      | 1           |
| 13    | SerialNumberOfTV8 | Serial number of traction vehicle 8                    | 3           |
| 14    | DistanceofTV8     | Distance from traction vehicle 8 to 7                  | 2           |
| 15    | Reserved          | -  | 6           |

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### 7.4.3 InaugInfoCheckResponse

InaugInfoCheckResponse user dataset of the GTV with sequence number  $n$  is shown in Table 7.

**Table 7 – InaugInfoCheckResponse user dataset**

| Index | Parameter            | Description  | Size (Byte) |
|-------|----------------------|--|-------------|
| 0     | UserdataType         | User dataset type<br>0x01: Inauguration dataset.                                   | 1           |
| 1     | ControlCode          | Control code<br>0x01/0x02: Inauguration info check response                        | 1           |
| 2     | TVNumber             | Number of traction vehicles in the train   | 1           |
| 3     | TVSerail             | Serail number of this traction vehicle   | 1           |
| 4     | NationCodeofLTV      | Nation code of LTV   | 1           |
| 5     | SerialNumberOfLTV    | Serial number of LTV   | 3           |
| 6     | NationCodeofGTV      | Nation code of GTV $n$   | 1           |
| 7     | SerialNumberOfGTV    | Serial number of GTV $n$   | 3           |
| 8     | DistanceofGTV        | Distance from GTV $n$ to GTV $n-1$ ( $n>1$ )<br>Distance from GTV to LTV ( $n=1$ ) | 2           |
| 9     | InaugInfoCheckStatus | Status of the inauguration info check<br>0x00 Info incorrect<br>0x01 Info correct  | 1           |
| 10    | Reserved             | -  | 17          |

### 7.4.4 InaugTestRequest

InaugTestRequest user dataset is shown in Table 8.

**Table 8 – InaugTestRequest user dataset**

| Index | Parameter              | Description                                     | Size(Byte) |
|-------|------------------------|---|------------|
| 0     | UserdataType           | User dataset type<br>0x01: Inauguration dataset | 1          |
| 1     | ControlCode            | Control code<br>0x03: Inauguration test request | 1          |
| 2     | TrainPipePressureofLTV | Pressure of the train pipe of the LTV           | 2          |
| 3     | reserved               | -   | 28         |

#### 7.4.5 InaugtestResponse

InaugTestResponse user dataset is shown in Table 9.

**Table 9 – InaugTestResponse user dataset**

| Index | Parameter              | Description   | Size(Byte) |
|-------|------------------------|---|------------|
| 0     | UserdataType           | User dataset type<br>0x01: Inauguration dataset               | 1          |
| 1     | ControlCode            | Control code<br>0x03: Inauguration test response              | 1          |
| 2     | TrainPipePressureofGTV | Pressure of the train pipe of the GTV <i>n</i>                | 2          |
| 3     | Resultsoftest          | Test result of this GTV                                       | 1          |
| 4     | Timetodecreasepressure | Time (ms) to decrease the pressure of train pipe to set value | 4          |
| 5     | reserved               | -   | 23         |

#### 7.4.6 InaugCompletionRequest

InaugCompletionRequest user dataset is shown in Table 10.

**Table 10 – InaugCompletionRequest user dataset**

| Index | Parameter    | Description   | Size(Byte) |
|-------|--------------|---|------------|
| 0     | UserdataType | User dataset type<br>0x01: Inauguration dataset       | 1          |
| 1     | ControlCode  | Control code<br>0x04: Inauguration completion request | 1          |
| 2     | reserved     | -   | 30         |

#### 7.4.7 InaugCompletionResponse

InaugCompletionResponse user dataset is shown in Table 11.

**Table 11 – InaugCompletionResponse user dataset**

| Index | Parameter                  | Description  | Size(Byte) |
|-------|----------------------------|--|------------|
| 0     | UserdataType               | User dataset type<br>0x01: Inauguration dataset  | 1          |
| 1     | ControlCode                | Control code<br>0x04: Inauguration completion response                                 | 1          |
| 2     | InaugurationCompletionFlag | Flag of the inauguration completion status<br>0x00: not successful<br>0x01: successful | 1          |
| 3     | reserved                   | -  | 29         |

## 8 Process data communication

### 8.1 General

The process data communication is used for transmitting LTV command data and GTV status data. The multi-hop relay communication mode is used for process data communication.

### 8.2 LTV process dataset

LTV process dataset is shown in Table 12.

**Table 12 – LTV process dataset**

| Index | Parameter    | Description                                | Size(Byte) |
|-------|--------------|--|------------|
| 0     | UserdataType | User dataset type<br>0x02: Process dataset | 1          |
| 1     | ControlCode  | Control code<br>0x00: LTV process dataset  | 1          |
| 2     | CommandofLTV | Command of LTV                             | 12         |
| 3     | StatusofLTV  | Status of LTV                              | 13         |
| 4     | Reserved     | -  | 5          |

### 8.3 GTV process dataset

GTV process dataset is shown in Table 13.

**Table 13 – GTV process dataset**

| Index | Parameter    | Description                                 | Size(Byte) |
|-------|--------------|---|------------|
| 0     | UserdataType | User dataset type<br>0x02: Process dataset. | 1          |
| 1     | ControlCode  | Control code<br>0x00: GTV process dataset   | 1          |
| 3     | StatusofGTV  | Status of GTV                               | 24         |
| 4     | Reserved     | -   | 6          |

## 9 Distributed power operation application

### 9.1 Operating conditions

The conditions to allow the radio based distributed power application to work properly are:

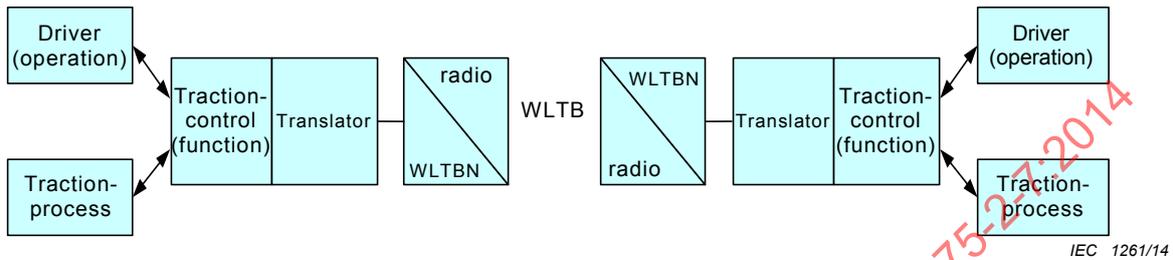
- a) The control system of the involved traction vehicles is active.
- b) The inauguration of the WLTB is completed.

For the majority of the functions described hereinafter, LTV is present in the composition.

**9.2 Function model**

**9.2.1 Remote control process**

Signals that contain all the necessary information are defined for the WLTB. These signals are "translated" in each vehicle in order to work with the actual control equipment. This process of the radio based remote control is represented in Figure 9.



**Figure 9 – Logic diagram of the remote control process**

**9.3 Function definition**

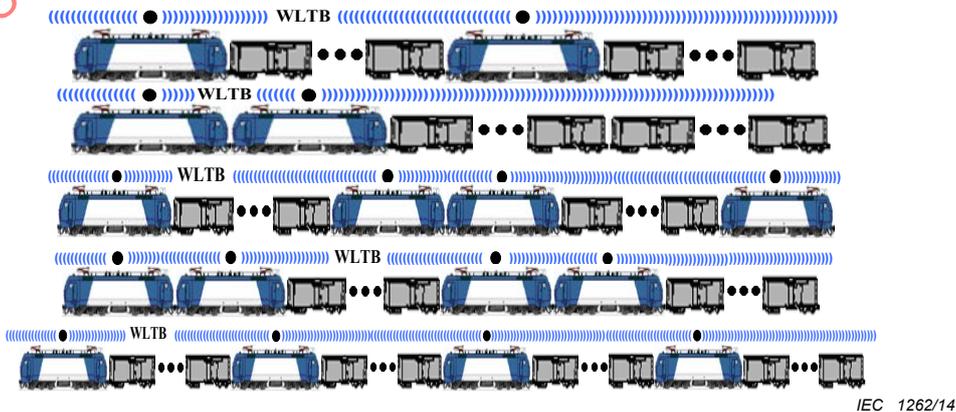
**9.3.1 General**

In order to properly define the devices including traction, brakes, etc., the functional modules are listed below:

- a) train composition,
- b) operation direction,
- c) primary energy,
- d) air and pneumatics,
- e) traction and dynamic brake,
- f) equipment protection,
- g) handing of communication loss,
- h) data validation.

**9.3.2 Train composition**

Figure 10 gives several examples of the train composed of different numbers of traction vehicles and combinations.



**Figure 10 – Train composition cases**

Before configuring GTVs, WNL is turned on and the electronic keys in GTVs are forbidden to be turned on to avoid any manually operation that may cause conflicts with LTV. Once WLTV is detected to be turned on, the VCU of the traction vehicle knows which side is the one in charge of control.

Some important parameters are configured in GTVs manually, which are listed in 7.2.

When the parameters inputting is finished, GTVs come into the waiting state for inauguration. After the inauguration procedure is completed, GTVs come into the ready state.

When all GTVs come into ready state, LTV can be configured and some parameters are inputted as shown in 7.2.

When the parameters inputting for LTV is completed, LTV comes into waiting state for inauguration.

After the operations of GTVs and LTV, described here above, are completed, the driver in the LTV can start train inauguration procedure.

LTV broadcasts the inauguration request to all GTVs and waits for the responses from GTVs. When WNL receives and verifies all the responses from WNGs within the train, the wireless communication links have been set up and the train comes into operation state that is under the unique control of LTV.

When the train is in operation state, only LTV can be controlled by the driver. All GTVs will respond to the commands sent by LTV and control the traction vehicles according to the commands respectively. The drivers in GTV cannot control the traction vehicles and their duties are just to monitor the operation status of the traction vehicles. When something unexpected happens, the driver can switch WLTV to off position and change the traction vehicle into single model. In this case, the main switch turns off and the pantograph is to be lowered, the traction vehicle comes into hauled state.

### **9.3.3 Operation direction**

Operation direction is defined as the travelling direction of the train, or in another words, the up or down direction along the railway line. The motor rotating directions are controlled by the GTVs respectively (compared with the travelling direction).

### **9.3.4 Primary energy**

The driver in the driver's cab of the LTV can control the pantographs of the train. When the driver needs to operate on the pantographs of the train, the operation commands can be sent to WNL via VCU of the LTV. WNL can send the commands to all GTVs of the train.

When WNGs receive the commands sent by WNL, WNGs will determine whether the commands can be sent to VCU according to the status of the traction vehicles. If the commands have been passed to the VCU, it is the duty of VCU to control pantographs according to the commands received.

### **9.3.5 Main switch**

If the "main switch on" and "main switch off" commands are issued in LTV, the VCU sends the commands to WNL and then WNL passes the commands to all GTVs.

Once the GTVs receive the commands sent by LTV, WNGs determine whether pass the commands to VCUs according to the status of the traction vehicles. If the commands can be passed to VCU, it is the duty of VCU to control the operations on the main switch.