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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 21561.3-2016

**Railway applications - Rolling stock pantographs
characteristics and tests - Part 3: Interface between pantograph
and rolling stock for mainline vehicles**

轨道交通 机车车辆受电弓特性和试验 第3部分：受电弓与干线机车车辆的接口

(English Translation)

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Foreword

GB/T 21561 "Railway applications - Rolling stock pantographs characteristics and tests" is divided into three parts.

- Part 1. Part 1. Pantographs for mainline vehicles;
- Part 2. Part 2. Pantographs for metros and light rail vehicles;
- Part 3. Part 3. Interface between pantograph and rolling stock for mainline vehicles.

This part is part 3 of GB/T 21561.

This part was drafted in accordance with the rules given GB/T 1.1-2009.

1 Scope

This part of GB/T 21561 specifies the mechanical, pneumatic and electrical interfaces between pantograph and rolling stock for mainline vehicles.

This part applies to the electric locomotives and rolling stock for mainline vehicles.

2 Normative references

The following documents are essential to the application of this document. For the dated documents, only the versions with the dates indicated are applicable to this document; for the undated documents, only the latest version (including all the amendments) are applicable to this document.

ISO 8573-1. 2010 Compressed air - Part 1. Contaminants and purity classes

3 Terms and definitions

The following terms and definitions apply to this document.

3.1

Target area

The region in the XY plane used to position the electrical and pneumatic interface.

4 Coordinate system

The X axis is based on the longitudinal center line of the pantograph, the negative direction points to the toe part of the pantograph. The Y axis is based on the center line of the pantograph bow pivot, the intersection point of the X axis and the Y axis is the coordinate origin.

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