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

GB/T 31455.2-2025

Replacing GB/T 31455.2-2015

**Intelligent system of bus rapid transit (BRT) - Part 2: Technical
requirements of the dispatch centre system**

快速公交（BRT）智能系统 第2部分：调度中心系统技术要求

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Foreword

This document complies with the provisions of GB/T 1.1-2020 "Standardization Work Guidelines Part

1.Structure and Drafting Rules of Standardization Documents". Drafting. This document is Part 2 of GB/T 31455 "Intelligent Systems for Bus Rapid Transit (BRT)". GB/T 31455 has the following publications. part.

- 1.General Technical Requirements;
- 2.Technical Requirements for the Dispatch Center System;
- 3.Technical Requirements for Vehicle-Mounted Intelligent Terminals and Peripheral Equipment;
- 4.Technical Requirements for Station Platform Control Systems and Peripheral Equipment;
- 5.Communication Data Interface Specification between Dispatch Center and Vehicle-Mounted Intelligent Terminal;
- 6.Communication Data Interface Specification between Dispatch Center and Station Platform Control System;
- 7.Specification for Communication Data Interface between Bus Priority Equipment and Traffic Signal Controllers This document replaces GB/T 31455.2-2015 "Intelligent Systems for Bus Rapid Transit (BRT) - Part

2.Technical Specifications for Dispatch Center Systems". Compared with GB/T 31455.2-2015, the main technical changes in the "Requirements" document are as follows, apart from structural adjustments and editorial modifications.

a) Added the terms "circular", "station number", "abandoned shift", "data element", "data

frame", "sequence", "data item", "message frame", and "session". and definitions (see 3.1-3.9);

b) General feature requirements have been changed (see 6.1.1,.2015 version 6.1.1);

c) The general interface requirements have been changed (see 6.1.3,.2015 version of 6.1.3);

d) The interface requirements for the communication gateway have been changed (see 6.2.3, version.2015 of 6.2.3);

1 Scope

GB/T 31455.2-2025 is the Chinese national standard covering the BRT control centre - the timetable and its real-time adjustment, the tracking of every vehicle, the headway management that keeps buses from bunching, the incident handling and the passenger information it feeds. At 46,500 words it is the largest part of the series. It replaces GB/T 31455.2-2015. It was issued on 31 December 2025 and has been in force since 1 July 2026, replacing GB/T 31455.2-2015. The document is under the responsibility of the Standardization Administration of China. This page is published from the official record of the 2025 edition; the clause text of a standard this recent is not yet in circulation, and the figures, limits and tables it contains are those of the document itself, delivered in full with the English translation.

This document specifies the overall framework, technical requirements, and interface specifications for the dispatch center system in the Bus Rapid Transit (BRT) intelligent system. This document applies to the construction and management of the dispatch center system in the Bus Rapid Transit (BRT) intelligent system.

2 Normative references

The contents of the following documents, through normative references within the text, constitute essential provisions of this document. Dated citations are not included. For references to documents, only the version corresponding to that date applies to this document; for undated references, the latest version (including all amendments) applies. This document.

GB/T 14394 Management of Reliability and Maintainability of Computer Software

GB/T 28181 Technical requirements for information transmission, exchange and control of public security video surveillance network systems

GB/T 31455.1 Intelligent Bus Rapid Transit (BRT) Systems - Part

3 Terms and Definitions

The terms and definitions defined in GB/T 31455.1, GB/T 32852.1, GB/T 32852.2 and JT/T 1059.1, as well as the following terms and definitions, apply. This document.

3.1 circular run The operating vehicle departs from the starting station and runs along a circular track.

3.2 Station serial number Starting from the first stop of the public transport route, the stations along the route are numbered sequentially.

3.3 Aborted run Trains that were cancelled due to insufficient scheduling resources or other reasons that prevented the execution of their departure plans.

Note. This also refers to the action of canceling a train service.