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

GB/T 32852.2-2026

Replacing GB/T 32852.2-2018

**Urban passenger transport terminology - Part 2: Buses and
trolleybuses**

城市客运术语 第2部分：公共汽电车

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1 Scope

GB/T 32852.2-2026 is the Chinese national standard covering the vocabulary of urban bus and trolleybus operation - the vehicles and their classes, the network, routes and stops, the scheduling and the operational and service quality terms. At 24,500 words it replaces GB/T 32852.2-2018 and has been in force since 1 July 2026, with Part 6 on ferries revised in the same period. It was issued on 31 March 2026 and has been in force since 1 July 2026, replacing GB/T 32852.2-2018. The document is under the responsibility of the Ministry of Transport. This page is published from the official record of the 2026 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 defines the basic terminology in the field of urban public buses and trolleybuses, as well as the terms used in facilities and equipment, vehicles, operation services, safety and emergency response. Commonly used terms in information systems, maintenance and repair, and technical and economic indicators. This document applies to planning, construction, operation, and supervision activities in the field of urban public buses and trolleybuses.

2 Public buses and trolleybuses Published on 2026-03-

31 Implemented on July 1, 2026 State Administration for Market Regulation The State Administration for Standardization issued a statement.

4.1 Dedicated access facilities

4.1.1 bus exclusiveway Roads that are designated for use by public buses, trolleybuses and other designated vehicles only during specified times.

4.1.2 bus exclusive lane During the designated time, lanes are reserved for public buses, trolleybuses, and other designated vehicles.

4.1.3 Central bus lane (medium bus lane) Bus lanes located near the center line of the road (4.1.2).

4.1.4 curbside bus lane Bus lanes located near the road edge (4.1.2).

4.1.5 Bus approach lane Bus lanes located within the intersection entrance lane area (4.1.2).

4.1.6 Within the area of road intersections, this is specifically used to control the passage of motor vehicles on bus-only lanes (4.1.1) and bus-only lanes (4.1.2). The traffic lights.

4.1.7 shared bus lanesegment Within the dedicated bus lane (4.1.2), in addition to the normal use of large passenger vehicles such as public buses, trolleybuses, and commuter buses, as well as special vehicles, other vehicles may use it. An area for other vehicles to turn, enter or exit the main road, etc.

4.2 Station Facilities

4.2.1 parking lot busdepot It is equipped with necessary facilities such as parking, operation management, living services, and safety and environmental protection, providing centralized parking and simple maintenance services for public buses and trolleybuses. place.

4.2.2 Maintenance Workshop A place for the maintenance of public buses and trolleybuses, as well as the processing and repair of related parts and the storage and distribution of repair materials.

4.2.3 A place that provides operation management, vehicle turning and parking functions for public bus and trolleybus lines (3.5).

4.2.4 parking area The parking lot (4.2.1) is a space used for parking public buses and trolleybuses.

4.2.5 turnaround loop turnline A passageway for public buses and trolleybuses from the terminus in one direction to the starting point in another direction.

4.2.6 Origin Station Public buses and trolleybuses began providing passenger transport services at designated stops. [Source: GB/T 32852.1-2025, 4.2.1.2, with modifications]

4.2.7 terminal station The stop where public buses and trolleybuses stop carrying passengers. [Source: GB/T 32852.1-2025, 4.2.1.3, with modifications]

4.2.8 intermediate stop Stops along the bus and trolleybus route (3.5) other than the starting station (4.2.6) and the terminal station (4.2.7).

4.2.9 transfer hubstation A place that provides transfer services for multiple public bus and

trolleybus lines (3.5) and has a variety of supporting functions.

4.2.10 busbay, a bay-style bus stop On the outer side of the roadway, a section of the road surface is widened to create a stop for public buses and trolleybuses to pick up and drop off passengers, without encroaching on the main lane. The station.

4.2.11 enclosed station It is a station that is isolated from the outside world, sheltered from rain and snow, and where passengers enter, wait for, and board/alight with their tickets.

4.2.12 island platform Platforms set up in the middle of the road for passengers to board and alight on both sides.

4.2.13 side platform A platform that allows passengers to board and alight from only one side.

4.2.14 bus shelter Facilities at the station that provide shade and shelter from the rain for passengers waiting for vehicles.

4.3 Energy supply facilities and equipment

4.3.1 power supply system A system consisting of electrical equipment and power distribution lines that provide power to charging facilities. [Source: GB/T 50966-2024, 2.0.2, with modifications]

4.3.2 traction substation A voltage conversion facility that steps down and rectifies medium-voltage AC power into DC power for traction.

4.3.3 traction network A conductive network that transmits traction power to electric vehicles via a receiving device.

4.3.4 overhead contact-wire network contact-wire network A power supply network consisting of contact wires and suspension devices.

4.3.5 double contact-wire traction network A traction net consisting of positive and negative contact wires (4.3.3).

4.3.6 feeder feedwire The conductor that transmits electrical energy from the traction substation (4.3.2) to the overhead contact line.

4.3.7 contact wire A wire that contacts the receiver of an electric vehicle and supplies power to the vehicle.

4.3.8 A current conversion device consisting of a traction transformer and a rectifier.

4.3.9 Isolated DC/DC converter A power converter with additional insulation structure, isolation function and controllability. [Source: JT/T 1343-2020, 3.10]

4.3.10 This system is used to collect power from the overhead DC contact wire network when the trolleybus is stationary or in motion.

Note. It consists of components such as current collector mounting frame, rotating upgrade mechanism, current collector pole, current collector head, rope reel, current collector pole hook, and control mechanism. [Source: JT/T 1343-2020, 3.9, with modifications]

4.3.11 Real-time charge device A device that quickly replenishes the power battery of an electric vehicle by connecting it to the overhead contact line via a current collector pole or pantograph. [Source: JT/T 1096-2016, 3.1, with modifications]

4.3.12 During vehicle deceleration, the drive motor switches to generator mode, converting the vehicle's kinetic energy into electrical energy to charge the onboard energy storage device. The equipment. [Source: JT/T 1096-2016, 3.5, with modifications]

4.3.13 Offboard Pantograph An active terminal of an automatic charging coupler is mounted on a dedicated bracket or building, and connects to a passive terminal mounted on the roof of a vehicle via a downward pressure mechanism. Charging is achieved through terminal connection. [Source: GB/T 29317-2021, 5.12.1]

4.4 Carriage Facilities and Equipment

4.4.1 Passenger compartment A box-shaped structure with doors and windows that houses passengers on a public bus or trolleybus.

4.4.2 driver's compartment Except in emergencies, the space is reserved for the driver.

Note. This space includes the space occupied by the driver's seat, steering wheel, controllers, instruments, and other devices necessary for driving or operating the vehicle. [Source: GB 13094-2025, 3.4]

4.4.3 Step of Door Steps installed at the doors to facilitate passengers getting on and off the train.

4.4.4 Guest seats Seats for passengers inside the carriage.

4.4.5 hand-mast Inside the carriage, there are pillars for passengers to hold onto.

4.4.6 handrail Inside the carriage, there are tubular crossbars for passengers to hold onto.

4.4.7 Pulling ring Inside the carriage, there are circular handles suspended from the handrails.

4.4.8 Coin-operated machine Inside the carriage, there is a device for passengers to insert their ticket money.

4.4.9 Equipment for collecting ticket fares via electronic payment methods.

4.4.10 Electronic bus stop announcer A device controlled by electronic equipment that plays the vehicle's operating status and service information to both inside and outside the vehicle.