

Railway-News

# Low-Voltage Limiters for Railway Vehicles in DC Systems

LOW-VOLTAGE LIMITERS P60G, P120G – (VLD-F)

- for outdoor and indoor use



P60G and P120G are new types of low-voltage limiters Type 1 VLD-F based on the requirements of EN 50122-1: 2011, which are designed to protect the non-live parts of metallic structures

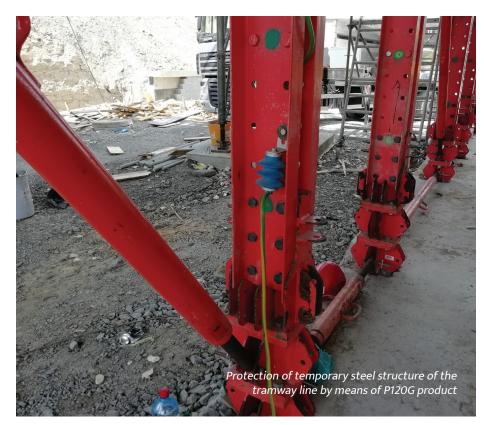
in DC or AC traction power supply systems. They are used to provide

effective protection to individuals who may come into contact with these parts during lightning strikes or during a defect of the tractive overhead line. The limiter has a high internal resistance if there is a voltage lower than its specified DC sparkover voltage UVDC and becomes conductive when this level is exceeded. In case of failure due to the live part of the traction power supply system and the conductive part (which are connected) unintentionally coming into contact with the return circuit, the limiter protects against impermissible touch voltage by becoming conductive and causing the power to turn off. According to

EN 50122-1: 2011, this type of limiter is mainly recommended for the connection between the protected part and return circuit in the overhead line areas (or pantograph areas) that may be in contact with the conductors or damaged current collector, as well as on the support structures / pylons which can become live due to an insulation failure. When the applied voltage drops again below the specified value of its nominal level, the limiter returns into a non-conductive state again.

The functional part P60G (P120G) is made using a special gas-filled gas discharge tube (GDT) with

a shortened response time of 20nsec, rated for up to three consecutive lightning strikes with a current of 50kA (10/350). A light blue silicone rubber is used on the outer insulating cover. The working chamber of built GDT is equipped with technically sophisticated fail-safe mode hardware that provides an automatic transition to short-circuit mode in the event of long-lasting overloads above 500A DC (AC) (this state is nonreversible). A blue silicone rubber is used on the outer insulating cover. It is hydrophobic and has excellent resistance against weathering, pollution and UV rays. The mounting bracket, connecting bolts and nuts are made from stainless steel and are suitable for connecting conductors with a cross-section of 16-50 mm<sup>2</sup> Fe (Cu). The product is delivered with an integrated bracket, allowing the P60G (P120G) to be mounted directly on to the protected metal structure (pillar, wall or flange). The voltage limiter should be mounted vertically with the mounting bracket at the top. The limiter is installed directly to a protected building construction (using two bolts M12), so that in the event of its activation a conductive connection is generated between this structure and the return path. The limiter can be activated either by lightning current or current resulting from contact between a protected metallic structure and a fallen overhead line. In such a case there will be a potential difference between these parts, which amounts to more than 60V (valid for P60G), or 120V (valid for P120G). The in-built GDT ignites instantly (response time is typically 20ns) and forms a temporary electrical connection between both parts (typical internal resistance of the ignited P60G (P120G) is 0.001  $\div$  0.002  $\Omega$ ). The duration of this transient process is automatically broken up by the equalisation of the



potential between the protected structures and a return path, when the GDT is automatically switched off due to the recombination of its gas filling.

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## LOW VOLTAGE LIMITERS FOR RAILWAY VEHICLES IN DC SYSTEMS

protection of non-live parts of metal structures in DC traction power supply systems





#### PROTECTION AGAINST ATMOSPHERIC AND SWITCHING OVERVOLTAGE IN AC SYSTEMS

protection of high voltage transmission systems, transformers, switching equipment and HV cable systems







### PROTECTION AGAINST ATMOSPHERIC AND SWITCHING OVERVOLTAGE IN DC SYSTEMS

protection of DC traction system, rail traction vehicles and equipment in DC systems







### LOW VOLTAGE LIMITERS FOR RAILWAY VEHICLES IN DC NETWORK

protection of non-live parts of metal structures in DC traction power supply systems







#### PROTECTION AGAINST ATMOSPHERIC AND SWITCHING OVERVOLTAGE IN AC NETWORKS

protection of LV outdoor lines, household connections, distribution transformer switchboards







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