Great Western Railway

IET Evening Lecture: Battery trains and fast charging Trial of Battery Electric Trains on Greenford Branch 16th April 2024 Julian Fletcher, Technology Development Manager (Fast Charge Battery Train Trial)



Agenda

- Personal background and project history
- The train
- The Fast Charge project
- Where are we now?
- What next?
- Q&A



Some personal background





Brief history of the Class 230 project



Brief history of the Class 230 project



G₩R

The key ingredients



The Train: 230001 – COP26 configuration



The Train: mass

Parameter	Value	Comment
Tare mass	95 t	COP26 configuration – any changes considered negligible. Approx 8 tonnes (8.5%) more than diesel
Fully seated mass	105 t	138 seats.
Crush loaded mass	135 t	138 seats + 62 m ² standing area.

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The train: interior



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The Train: under its own power at COP26



Greenford branch Fast Charge Battery Train trial



Fast Charge: system overview



Fast Charge: How it works



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Automatic charging a.k.a. "Fast Charging"







Batteries - Cooling system

- Innovative cooling concept
- Air cooling inside container
- ▶ Water cooling / heating on system level
- Highest power and energy density





Fire safety: traction batteries



Data source: National Renewable Energy Laboratory and Warwick Manufacturing Group

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Fast Charge system - Fast Charge Battery Banks









Fire safety: Fast Charge Battery Banks



Data source: National Renewable Energy Laboratory and Warwick Manufacturing Group

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Fast Charge system – shoegear



Fast Charge system - shoegear /charge rails



Fast Charge system - shoegear /charge rails



Approvals



Energy simulations



Energy simulations – typical outputs



Energy simulation: round trip consumption (typical)



Energy simulation – getting to Reading depot (ECS), typical



How far will it go?



GWF

Where are we now: main line testing



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Where are we now: Routine Fast Charging



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Full timetable operation, passenger carrying

1554 162/

1959

802 1832 1902 1932 2002 2032 2102 2132 2205

2029 2059

1829 1859 1929

1647 1617

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done. You should always confirm your train times online. less than 24 hours () a 1752 1822 1852 1922 1952 2022 2052 2122 2152 2229 prior to travelling at GWR.com/check

> There is no service on this oute on Sundays



Ongoing evaluation



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Data – based deliverables



Cost of ownership

Source data: Study on the use of fuel cells & hydrogen in the railway environment: REPORT 1: State of the art & business case and market potential. EU Shift2Rail Joint Undertaking and Fuel Cells and Hydrogen Joint Undertaking, 2019. Figure 12. https://www.fch.europa.eu/sites/default/files/Report%201.pdf

Battery case added by GWR Fast Charge Battery Train Team.



Diesel

- Fuel cell hydrogen (FCH)
- Catenary electrified
- Battery electrified with Fast Charge



Embodied carbon: COP26 configuration

COP26 config: 255 tonnes total embodied carbon



Cumulative emissions



FAQs

"Everything you always wanted to know about Fast Charge battery trains*

But were afraid to ask

Thank you

As digner and the

