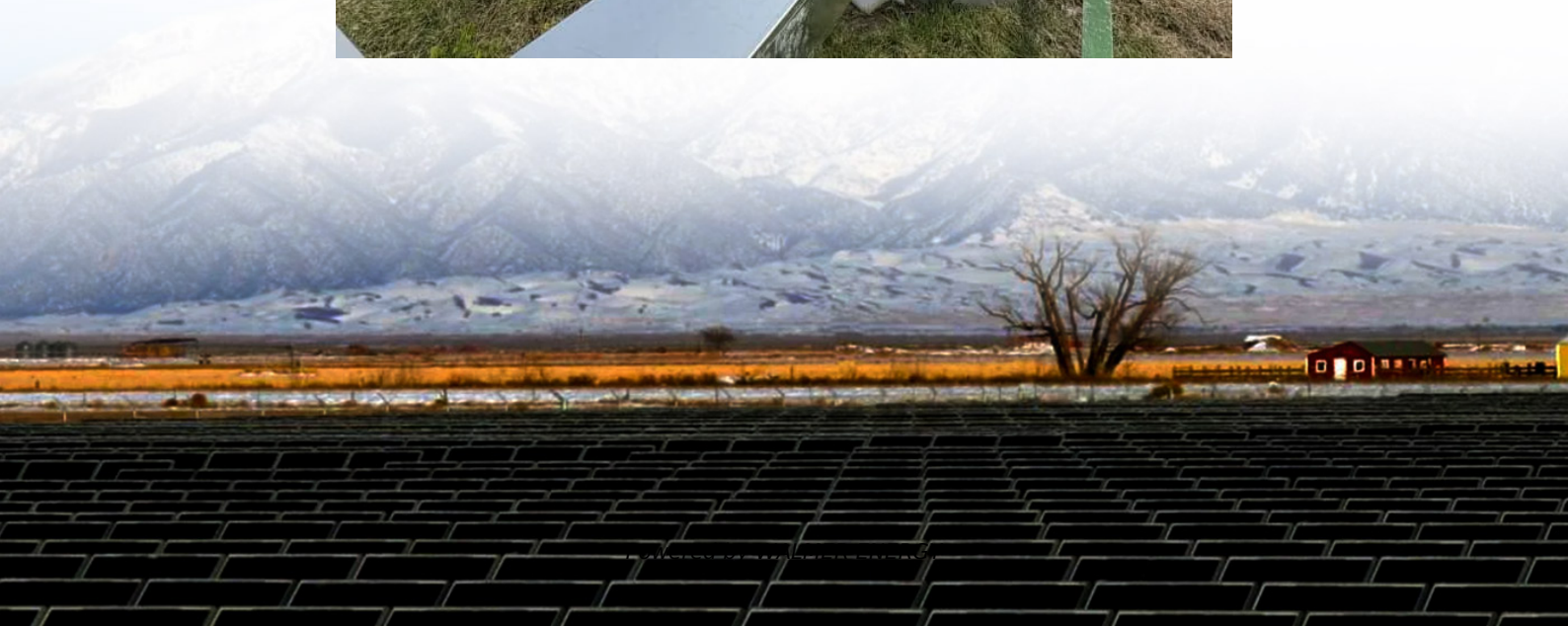


Capacitor energy storage device for Montevideo light rail





Overview

What connects the energy-storage converter to the EDLC?

The energy-storage converter was connected between the DC bus and the EDLC for energy delivery. The back-to-back converter was connected to the isolated transformers to transfer the energy between the two power phases and the EDLC. Isolated transformers were employed to connect the ESS to the traction power system.

What types of ESS devices are suitable for railway applications?

Several energy storage systems (ESS) are suitable for railway applications, including flywheels, EDLCs (Electric Double-Layer Capacitors), batteries, and SMESEs (Superconducting Magnetic Energy Storage systems). Among these, battery ESS devices can serve as both energy and power suppliers due to their unique features. The advantages of these ESSes in railway applications are discussed in detail in Section 3.

What can battery ESS devices do in railway applications?

Battery ESS devices can serve as either an energy supplier or a power supplier due to their distinctive features in railway applications. Flywheels, EDLCs, batteries and SMESEs are also candidates for forming an HESS.

Can a Ni-MH battery-based stationary ESS be used in New York City?

For the application of an Ni-MH battery-based stationary ESS in the New York City transit system, the ESS could not only capture the RBE, but also stabilize the voltage of the third rail; the voltage drop of the third rail was reduced from 118 V to 63 V with the same load.



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Energy storage light rail product promotional video

The paper suggests an energy management control strategy of wayside Li-ion capacitor (LiC) based energy storage for light railway vehicles (LRV). The installation of wayside

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