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AUSTRALIAN RAIL INDUSTRY
STANDARDS ORGANISATION

AS 7486

Rolling Stock Onboard Electrical
Energy Storage

STANDARDS



Advancing safety and productivity

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Development of this Standard was prepared by an Australian Rail Industry Standards Organisation (ARISO) Development Group consisting of representatives from the following organisations:

Metro Trains Melbourne, ESR Consulting, Freightquip Pty Ltd, SYSTRA, Mage Consulting, Innovation Industries Pty Ltd, Jacobs, 3ME Technology and Aurizon.

The Rolling Stock Standing Committee verified that ARISO's accredited process was followed in developing the product, before the ARISO Board approved the document for publication.

ARISO wishes to acknowledge the positive contribution of subject matter experts in the development of this Standard. Their efforts ranged from membership of the Development Group through to individuals providing comments on a draft of the Standard during the open review.

I commend this Standard to the Australasian rail industry as it represents industry good practice and has been developed through a rigorous process.



Alan Fedda
Chief Executive Officer
Australian Rail Industry Standards Organisation

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Approval

Name	Date
Australian Rail Industry Standards Organisation Board	18 June 2026

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Preface

This Standard was prepared by the Rolling Stock Onboard Electrical Energy Storage Development Group, overseen by the ARISO Rolling Stock Standing Committee.

The major changes in this revision are as follows:

- (a) Introduction of consistent national guidance to support the integration of onboard energy storage systems across rolling stock and rail networks.
- (b) Clarification of system interfaces and requirements to improve interoperability between vehicles, systems and infrastructure.
- (c) Alignment with international standards while addressing Australian operating conditions to support harmonisation.
- (d) Enhanced safety, reliability and operational efficiency through structured lifecycle requirements for the design, integration and management of energy storage systems.

Objective

The objective of this document is to provide guidance to rail transport operators (RTOs) for the specification and utilization of onboard batteries and electric double-layer capacitors (EDLC) used for traction purposes (propulsion and braking).

This document provides guidance to ensure that they are used safely, effectively and reliably in the Australian context and networks, throughout the life of the energy storage system (ESS). This document provides a basis for RTOs, vehicle manufacturers and ESS manufacturers to understand and communicate the requirements on ESS.

The document provides guidance and an understanding of:

- (a) ESS design principles to support safety and reliability;
- (b) the ESS's through life assessment factors;
- (c) the ESS testing and certification requirements; and
- (d) the hazards and risks associated with the ESS integration into vehicles.

This document builds on existing national and international standards by providing additional guidance and requirements for ESS. See Appendix B for a summary of system and subsystem levels applicable to these standards.

Performance based requirements, recommendations and guidance do not replicate existing published requirements and recommendations.

Compliance

There are four types of provisions contained within Australian Standards developed by ARISO:

- (a) Requirements.
- (b) Recommendations.
- (c) Permissions.
- (d) Constraints.

Requirements – it is mandatory to follow all requirements to claim full compliance with the Standard. Requirements are identified within the text by the term 'shall'.

Recommendations – do not mention or exclude other possibilities but do offer the one that is preferred. Recommendations are identified within the text by the term ‘should’.

Recommendations recognize that there could be limitations to the universal application of the control, i.e. the identified control is not able to be applied or other controls are more appropriate or better.

For compliance purposes, where a recommended control is not applied as written in the standard it could be incumbent on the adopter of the standard to demonstrate their actual method of controlling the risk as part of their WHS or Rail Safety National Law obligations. Similarly, it could also be incumbent on an adopter of the standard to demonstrate their method of controlling the risk to contracting entities or interfacing organisations where the risk may be shared.

Permissions – conveys consent by providing an allowable option. Permissions are identified within the text by the term ‘may’.

Constraints – provided by an external source such as legislation. Constraints are identified within the text by the term ‘must’.

ARISO Standards identify known hazards relevant to the railway industry. Appendix A provides a non-exhaustive list of hazards relevant to the scope of this Standard.

Appendices in ARISO Standards may be designated either “normative” or “informative”. A "normative" appendix is an integral part of a Standard and compliance with it is a requirement, whereas an "informative" appendix is only for information and guidance.

Commentary

Commentary C Preface

This document includes a commentary on some of the clauses. The commentary directly follows the relevant clause, is designated by ‘C’ preceding the clause number and is printed in italics in a box. The commentary is for information and guidance and does not form part of the Standard.

Table of Contents

Section 1	Scope and general	6
1.1	Scope	6
1.2	Normative references	6
1.3	Defined terms and abbreviations.....	7
Section 2	Energy storage system (ESS) general context	9
2.1	Applications and purpose of the ESS within rolling stock	9
Section 3	ESS requirements and specification	11
3.1	Design principles	11
3.1.1	General design principles.....	11
3.1.2	The ability of the ESS to tolerate partial failure	11
3.1.3	Design principles for functional failure	12
3.1.4	Design principles for managing human interaction with the ESS.....	12
3.1.5	Design principles for managing hazardous materials	13
3.1.6	Design principles for fire and explosion	14
3.1.7	Design principles for the handling of the ESS	16
3.1.8	Design principles for construction	16
3.1.9	Design principles for installation.....	17
3.1.10	Design principles for maintenance.....	17
3.1.11	Design principles for disposal.....	18
3.2	Through-life assessment factors	18
3.2.1	General.....	18
3.2.2	Design verification.....	19
3.2.3	Inspection.....	20
3.2.4	Modelling	20
3.3	Operational requirements for energy and power performance.....	20
3.4	Interoperability	21
3.5	Environment.....	22
3.5.1	Naturally occurring environment.....	22
3.5.2	Induced environment.....	22
3.5.3	Unusual service conditions	22
3.6	Rail vehicle certification and compliance.....	23
3.7	Testing.....	23
3.8	Maintenance	23
3.9	Disposal	24
Section 4	Safety	25
4.1	General.....	25
4.2	ESS integration hazards.....	25
4.3	Safety case.....	27
4.4	Collision and crash worthiness.....	28
4.5	Electric shock and short circuit protection	28

4.6	Thermal runaway, fire and explosion.....	29
4.6.1	Thermal runaway	29
4.6.2	External ignition sources	30
4.6.3	Emergency response	30
4.7	Toxic and corrosive material	30
4.8	Component release at velocity and fluid release at pressure.....	31
4.9	Dynamic stability	31
4.10	Structural.....	32
4.11	Electromagnetic compatibility (EMC)	32
4.12	Functional failure	33
4.13	Software and cybersecurity	33
Appendix A	Hazard Register (Informative).....	34
A.1	ARISO hazard register.....	34
A.2	Other hazards.....	35
Appendix B	System and Subsystem Levels (Informative)	37
Appendix C	Rolling Stock Electrical System Configurations (Informative)	38
C.1	General.....	38
C.2	Systems interfacing with the ESS	39
Appendix D	Modelling and Analysis to Determine ESS Performance (Informative)	41
Appendix E	Interoperability Factors (Informative).....	42
E.1	Interoperability – Vehicle to vehicle	42
E.2	Interoperability – Between rail networks	42
Appendix F	Thermal Event Mitigation Measures (Informative).....	43
Appendix G	Assessment for ESS Selection and Implementation (Informative).....	45
G.1	Assessment to inform ESS selection and implementation.....	45
	Bibliography (Informative)	46
Figures		
	Appendix Figure C-1 Typical rolling stock electrical system configurations including an ESS	38
	Appendix Figure C-2 Block diagram of a battery ESS.....	39

Section 1 Scope and general

1.1 Scope

This document provides the general design principles and safety requirements for energy storage systems (ESSs) that use batteries and/or electric double-layer capacitors (EDLCs) on new and modified rolling stock in Australia. The document focusses on the hazards and risks associated with lithium-ion batteries and EDLCs and their implementation.

The following is not included in the scope:

- (a) Wayside energy storage.
- (b) Wayside charging infrastructure excluding on-board interfaces.
- (c) Energy storage technologies other than batteries or EDLCs.
- (d) Any requirements and recommendations on other systems that are not explicitly related to supporting the ESS function and safety.

1.2 Normative references

The following documents are referred to in the text in such a way that *some* or all of their content constitutes requirements of this document:

- AS 7501:2019, *Rolling stock compliance certification*
- AS 7509:2017, *Rolling stock – Dynamic Behaviour*
- AS 7520:2023 (all parts), *Australian Railway Rolling Stock – Body Structural Requirements*
- AS 7529.1:2026, *Australian Railway Rolling Stock – Fire Safety*
- AS 7530:2018, *Electrical systems*
- AS 7722:2026, *EMC Management*
- AS 7770:2018, *Rail Cyber Security*
- EN 50126:2017, *Railway Applications – The Specification and Demonstration of Reliability, Availability, Maintainability and Safety (RAMS) – Part 2: Systems Approach to Safety*
- IEC 60077-1:2017, *Railway applications – Electric equipment for rolling stock – Part 1: General service conditions and general rules*
- IEC 61881-3:2012, *Railway Applications – Rolling Stock Equipment – Capacitors for power electronics*
- IEC 62864-1:2016, *Railway Applications – Rolling Stock – Power supply with onboard energy storage system – Part 1: Series Hybrid System: Specifies general requirements for the onboard energy storage system at a system level*
- IEC 62928:2018, *Railway Applications – Rolling Stock – Onboard lithium-ion traction batteries*
- IEC 62933:2025, *Electrical energy storage (EES) systems – Part 5-2: Safety requirements for grid-integrated EES systems – Electrochemical-based systems*
- ISO/IEC/IEEE 15288:2023, *Systems and software engineering – System life cycle processes*
- UL 9540A:2025, *Test Method for Battery Energy Storage Systems (BESS)*