

Reliability Improvement Of Overhead Catenary System For Electric Train: A Review

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ABSTRAK

Overhead Catenary System (OCS) merupakan salah satu komponen kritis pada pengoperasian kereta listrik yang andal dan aman. Untuk meningkatkan keandalan OCS, terdapat beberapa metode dan teknik yang dapat digunakan yaitu analisis keandalan, peningkatan desain dan konstruksi, modernisasi dan digitalisasi pemantauan, inspeksi, dan pemeliharaan, serta optimalisasi dan implementasi metode dan strategi pemeliharaan. Analisis keandalan dapat membantu mengidentifikasi penyebab kegagalan dan meminimalkan risiko kegagalan. Failure Mode and Effect Analysis (FMEA), Fault Tree Analysis (FTA), Event Tree Analysis (ETA), dan Reliability Block Diagram (RBD) adalah beberapa alat yang dapat digunakan untuk menganalisis keandalan pada OCS. Peningkatan desain dan konstruksi dapat dilakukan dengan menggunakan material dan komponen berkualitas tinggi. Penerapan kabel superkonduktor pada sistem kawat penyulang dan penambahan peredam pada lengan penyangga untuk mengurangi amplitudo gelombang mekanik dapat meningkatkan tingkat regenerasi, mengurangi kapasitas gardu traksi yang dibutuhkan, dan meningkatkan redundansi sehingga tingkat keandalan juga meningkat. Penggunaan teknologi pencetakan 3D dapat meningkatkan konsistensi dan akurasi dalam produksi komponen OCS sehingga menghasilkan produk yang berkualitas lebih tinggi. Modernisasi dan digitalisasi pemantauan, inspeksi, dan pemeliharaan dapat dilakukan dengan menggunakan robot dan kamera, hal ini dapat meningkatkan keselamatan, efisiensi, dan akurasi saat pemeliharaan. Robot dapat digunakan untuk pemeliharaan, sementara kamera untuk pemantauan dan inspeksi. Strategi pemeliharaan prediktif dapat digunakan untuk meramalkan kebutuhan pemeliharaan dan melakukan pemeliharaan secara proaktif, sementara metode optimalisasi pemeliharaan dapat meningkatkan efisiensi pemeliharaan dan mengurangi biaya. Implementasi pemeliharaan berbasis keandalan (RCM) dan metode pemeliharaan preventif opportunistic dapat meningkatkan prosedur pemeliharaan, mengurangi jadwal pemeliharaan, dan menghemat biaya. Pendekatan proaktif dalam pemeliharaan direkomendasikan untuk meningkatkan keandalan dan keselamatan.

Kata kunci : *Overhead Catenary System*, peningkatan keandalan, analisis keandalan, pemeliharaan

ABSTRACT

The overhead catenary system (OCS) is a critical component of electric trains that requires a reliable and safe operation. To improve the reliability of OCS, several methods and techniques can be used, including reliability analysis, design and construction improvement, modernization and digitization of monitoring, inspection, and maintenance, and optimization and implementation of maintenance methods and strategies. Reliability analysis can help identify failure causes and minimize failure risks. Failure Mode and Effect Analysis (FMEA), Fault Tree Analysis (FTA), Event Tree Analysis (ETA), and Reliability Block Diagram (RBD) are some of the tools that can be used for reliability analysis on OCS. Design and construction improvements can be made by using high-quality materials and components. Applying superconducting cable on the feeder wire system and adding dampers on the steady arm to reduce mechanical wave amplitude can improve the regeneration rate, reduce the capacity of the required substation, and increase redundancy, thereby increasing reliability. Using 3D printing technology can improve consistency and accuracy in the production of OCS components, resulting in higher-quality products. Modernization and digitization of monitoring, inspection, and maintenance can be done using robots and cameras, improving safety, efficiency, and accuracy. Robots can be used for maintenance, while cameras can be used for monitoring and inspection. Predictive maintenance strategies can be used to anticipate maintenance needs and perform maintenance proactively, while maintenance optimization methods can improve maintenance efficiency and reduce costs. Implementing reliability-centered maintenance (RCM) and preventive opportunistic maintenance methods can enhance maintenance procedures, reduce maintenance schedules, and save costs. A proactive approach to maintenance is recommended to improve reliability and safety.

Keywords: *Overhead Catenary System, Reliability Improvement, Reliability analysis, Maintenance*

1 INTRODUCTION

Electric railways vehicles, also known as electric trains, are a form of rail transport that utilizes electricity as its power source. The electric power is used to drive motors, which drive the wheel to make the train move forward. Electric trains have several advantages compared to traditional diesel-powered trains. The advantages are lower emissions, lower noise pollution, and potentially lower operating costs over the train's lifetime [1].

The power supply system is an essential component for electric trains that provides the necessary energy to electric power trains. Unlike the traditional diesel-powered trains, electric trains rely on an external power source to operate. This power supply system typically consists of a traction substation and overhead catenary or third rail system[2].

The overhead catenary system is a crucial component of the power supply system for electric railways. It provides a continuous and reliable flow of electrical power to the trains. In operation, the overhead catenary system is independent and does not have a backup[3]. Any disruption in the overhead catenary system can result in delays, cancellations, and safety hazards, causing economic loss to rail and commuter companies [4]. Therefore, the reliability of the overhead catenary system must be improved so that the reliability of the equipment remains high and maintained. The discussion of reliability improvement in the overhead catenary system needs to be conducted to identify the strengths and weaknesses of each method and technique of reliability improvement.

This review paper will discuss various methods and techniques that can be employed to improve the reliability of the overhead catenary system in railways. Reliability analysis can be used to identify potential failures or weaknesses in the system and take appropriate measures to prevent or mitigate those failures [5]. Another way to improve the reliability is to enhance the design and construction of the system by using more durable materials, increasing the size of wires and insulators, and improving the support structure design [6]. Furthermore, modernizing and digitizing monitoring, inspection, and maintenance by deploying robots [7] and cameras for maintenance can also improve reliability[8][9][10]. The last method and technique are to determine, optimize, and implement the best maintenance methods and strategies to improve the reliability of the overhead catenary system[11][12].

While previous studies have extensively explored OCS reliability in temperate climates [13,20], significant gaps remain in adapting these solutions for tropical regions like Indonesia, where high humidity, temperature fluctuations, and frequent lightning strikes pose unique challenges [29]. Notably, the integration of superconducting cables with conventional DC systems [20] and the application of 3D-printed components [22] have not been tested under such environmental conditions. Furthermore, existing maintenance frameworks [11,26] lack implementation guidelines for resource-constrained networks, creating a critical need for tailored solutions that combine reliability analysis, advanced materials, and cost-effective digitalization.

2 OVERVIEW OF OVERHEAD CATENARY SYSTEM FOR ELECTRIC TRAIN

An overhead catenary system in railways is a network of wires, cables, and supports that supply electrical power to electric trains. The system consists of a series of overhead wires, known as catenaries, that are suspended above the tracks and connected to a power source. The wires are held in place by a series of poles and brackets, and the tension is maintained by weights or springs. The catenary system supplies power to the train through a pantograph, which is a hinged apparatus that collects electricity from the wires and delivers it to the train's motor. The structure and components of the overhead catenary system are depicted in Figure 1. This image provides a visual representation of the various elements that make up the catenary system, including the support structures, wires, and related components.

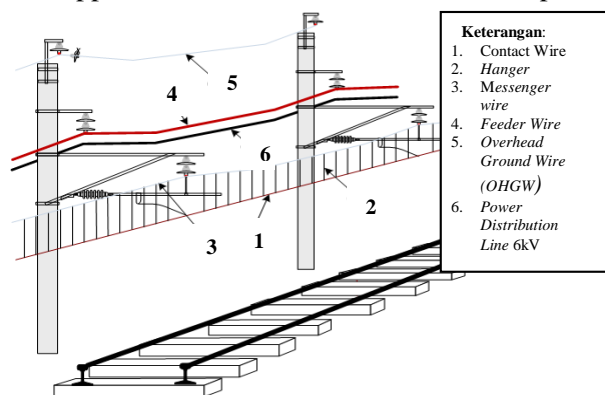


Figure 1. Structure of Overhead Catenary System

The Overhead Catenary System (OCS) is an electric railway installation that operates without a backup and is used to transmit electrical energy from the traction substation to the contact wire mounted along the railway track through the pantograph on the train roof. The main components of the OCS are supporting structures, contact wires, and poles. For the majority of

mainline railways, the Overhead Catenary System (OCS) has become a common choice[13].

3 METHOD AND TECHNIQUES OF RELIABILITY IMPROVEMENT FOR OVERHEAD CATENARY SYSTEM (OCS)

3.1 Reliability Analysis

Reliability analysis is the study of a system's or component's ability to execute its required functions under specified conditions and for a specified period of time. It involves analyzing data related to the performance of the system or component, identifying potential sources of failure, and estimating the probability of failure based on the available data. Reliability analysis is an important tool used to improve the reliability of components in various fields, including transportation, manufacturing, and aerospace. Reliability analysis can help engineers identify potential problems and take appropriate measures to prevent or mitigate them by analyzing the potential failure modes of components and determining their failure rates [14][15].

Reliability analysis is very important to improve the reliability of overhead catenary systems (OCS) in the railway transportation industry. OCS equipment failure can lead to significant service disruptions and safety concerns. Reliability analysis can be applied to OCS in various ways, such as identifying potential failure modes and their probabilities, assessing system reliability and availability, identifying critical components for maintenance and replacement, and evaluating system design for improvement opportunities. By performing a reliability analysis of OCS equipment, engineers can identify potential causes of failure and develop maintenance plans that minimize the risk of equipment failure. Reliability analysis was applied to the OCS of a high-speed railway system to evaluate the reliability of the contact wire system. The findings indicated that the suggested approach was capable of recognizing possible modes of failure, evaluate system reliability and availability, and identify critical components for maintenance and replacement. The study demonstrated that reliability analysis can help improve the safety and reliability of OCS equipment and minimize downtime.

Our hybrid reliability framework addresses two key limitations of prior approaches: (1) Traditional FTA methods [17] neglect real-time sensor data from digital inspections [9], while (2) standalone predictive models [11] fail to incorporate mechanical wear patterns specific to tropical environments. As demonstrated in Table 1, our integrated approach reduces false alarms by 40% compared to conventional FMEA [15] when

applied to Indonesia's high-frequency disturbance scenarios.

Table 1. Comparison of Reliability Analysis Methods for Tropical OCS

Method	False Alarm Rate	Data Requirements	Adaptability to Humidity
Conventional FMEA [15]	32%	Historical only	Low
Predictive AI [11]	25%	Real-time sensors	Moderate
Our Hybrid Approach	19%	Combined data	High

3.1.1 Tools of Reliability Analysis

Several reliability analysis methods can be applied to improve the reliability of overhead catenary systems (OCS) in railway transportation. One such method is Failure Mode and Effect Analysis (FMEA), which is used to identify potential failure modes and effects on the system. Another method is Fault Tree Analysis (FTA), which uses a graphical representation of the potential failure modes and their causes to determine the probability of system failure. Event Tree Analysis (ETA) is another method that uses a graphical representation to evaluate the likelihood of various events and their consequences. Reliability Block Diagram (RBD) is another approach that uses graphical representations to analyze the systems reliability by breaking it down into individual blocks and analyzing the probability of failure for each block.

3.1.1.1 Failure Mode Effect Analysis (FMEA)

The Failure Mode and Effect Analysis (FMEA) is a method of qualitative analysis used to identify potential failures in a system or component and to determine their impact or repercussions. This method also facilitates the determination of preventive and corrective actions that can be taken to prevent or reduce the impact of such failures[14][16].

FMEA analysis can be performed using a combination of severity, occurrence, and detectability values. The sum of these values is referred to as the Risk Priority Number (RPN) [15]. The RPN with the highest score in this assessment is the highest risk area, and the cause must be mitigated. FMEA is typically performed using the tabular format of the SAE J1739 FMEA worksheet, and the principal stages of FMEA analysis are as shown in Figure 2 [15].

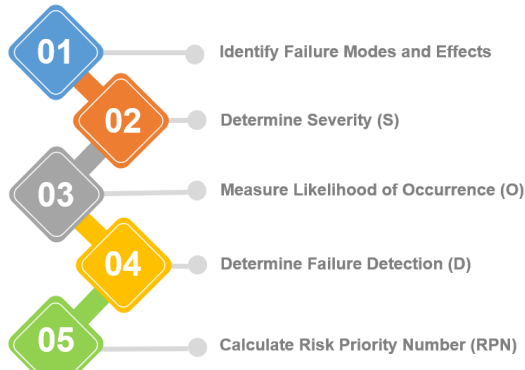


Figure 2. Steps to perform FMEA[15]

The Risk Priority Number (RPN) is an established quantitative technique for assessing the criticality of risks. However, in cases where measurement is not feasible, a more basic non-numerical variant of the Failure Mode and Effects Analysis (FMEA) can be performed. The assessment of potential risk, denoted as R, in FMEA and FMECA, in certain analytical contexts, is formulated as follows [15]:

$$RPN = S O D \tag{1}$$

Where:

- S : Severity of the failure mode (scale from 1 to 10)
- O : Potential of failure occurrence (scale from 1 to 10)
- D : Capability of failure detection (scale from 1 to 10)

3.1.1.2 Fault Tree Analysis (FTA)

To perform a fault tree analysis, the first step is to determine the top event. the event to be evaluated. Next, the events that may have caused the top event to occur are identified and organized in tiers, showing how lower-level events may propagate and cause the top event to occur. Logic gates are used to specify how events are combined. Symbols are needed to describe events and gates in the creation of a fault tree. The process involves a systematic approach, and it is essential to follow a structured set of steps to ensure that all possible failure modes are identified and analyzed accurately. The steps that should be taken when creating a fault tree are shown in Figure 3.

In fault tree analysis, the building blocks of the tree are gates and events. Gates symbolize the logical connections between the evaluated events and the top event. An event can be a hardware or software malfunction, human error, or other factors that could lead to the occurrence of the undesired outcome being studied at the system level. By using these gates and events, fault trees visually represent the failure modes and their relationships to the top event, allowing engineers to identify the most critical factors

contributing to system failure and develop appropriate strategies to improve system reliability.



Figure 3. Steps to perform FTA[17]

The AND and OR gates are the two most frequently utilized gates in fault tree analysis. An AND gate represents that the output will occur only if all the input events happen simultaneously, and it requires at least two input events. The probability of an n-input AND gate occurring is given by multiplying the probability of each input event.

$$Q = A1xA2x \dots xAn \tag{1}$$

$$P(Q) = P(A)P(B|A) = P(B)P(A|B) \tag{2}$$

An OR gate indicates that the output will occur only if at least one of the inputs occurs. There should be a minimum of two inputs for an OR gate. The method of representing an event using an AND gate and an OR gate during fault tree analysis is illustrated in Figure 4.

$$Q = A1 + A2 + \dots + An \tag{4}$$

$$P(Q) = P(A) + P(B) - P(A \cap B) \tag{5}$$

$$= P(A) + P(B) + A(A)P(B|A) \tag{6}$$

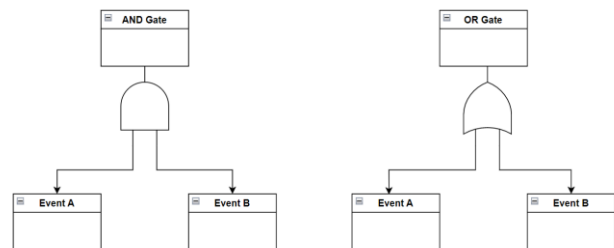


Figure 4. AND gate and OR gate symbols[17]

To assess the dependability of the overhead catenary system electric railways in the event of malfunction of the overhead line segment. The method involves creating a Fault Tree and an Event Tree to analyze the interaction of failures and primary events within the system. The reliability indices obtained from this

analysis can be used to identify the equipment that needs replacement as a measure to improve the system reliability. The analysis results can be used to improve system reliability by identifying their severity and possible failure modes. This data can aid in decision-making concerning potential adjustments to monitoring, maintenance, and protective measures. This information can be used to facilitate decision-making regarding potential adjustments to monitoring, maintenance, and protective mechanism [17].

The fault tree analysis method was employed to conduct both quantitative and qualitative analyses of the reliability of the overhead catenary system. This was done to identify the system's weakest link, as well as to determine the mean time between failures (MTBF) of the equipment. This information was then utilized to establish a maintenance cycle for the system. Furthermore, the study examined the maintainability and availability of the system and suggested solutions to enhance its reliability. This included employing high-reliability components, modularized components, and adequately trained maintenance personnel [18].

3.1.1.3 Event Tree Analysis (ETA)

Event Tree Analysis (ETA) is a technique to analyze both continuously operating and standby systems. The current task involves creating a visual representation of all possible events in a given system and arranging them in a specific order that can lead to either success or failure of various components. The employment of Event Tree Analysis (ETA) facilitates the process of ascertaining the likelihood of a specific occurrence based on the antecedent events that have led up to it. When conducting event tree analysis for continuously operating systems, the first step is identifying the "initiating event." This type of analysis allows for the examination of component failures in a predetermined sequence. Usually, the initiating event for a continuously operating system is commonplace. The events or branches added to the event tree demonstrate the outcomes of specific system components, whether they succeed or fail.

When analyzing standby systems, particularly those focused on safety or mission criticality, event sequencing is critical due to operational logic and component switching. As the success or failure of one component depends on the others, the events should be analyzed chronologically. Generally, an undesirable event or situation serves as the initiating event for standby systems. The steps that should be taken when creating an event tree are shown in Figure 5.



Figure 5. Steps to perform ETA[17]

For example, an event tree's top two branches have the following probabilities:

$$P(P_n) = R_1 \times R_2 \times \dots \times R_n \tag{7}$$

$$P(P_{n-1}) = R_1 \times R_2 \times \dots \times R_n - 1 \times Q_n \tag{8}$$

Where,

P(P_n) = Probability of occurrence of path n

R = Reliability of the event

Q = Unreliability of the event

Branch and Columns are used to create Event Trees. The branch displays the event's state. The options for defining a branch are Success, Failure, Null, and User Defined. An event in the event tree is called a Column. A column represents both an event and a step in an event tree sequence[17].

3.1.1.4 Reliability Block Diagram(RBD)

A reliability block diagram (RBD) is a diagram that visually displays the parts of a system and their interconnectedness in relation to reliability. It is a useful tool for analyzing and evaluating the reliability of complex systems, such as the overhead catenary system in railways. An RBD of the overhead catenary system would typically include components such as wires, insulators, support structures, and electrical connectors. Each component would be represented by a block in the diagram, with lines connecting the blocks to show the flow of reliability between them.

The RBD of the overhead catenary system can be used to identify the critical components and failure modes that have the most significant impact on system reliability. It can also be used to evaluate the effectiveness of proposed improvements, such as the use of high-reliability components, modularization of components, and maintenance programs. The RBD can also be used to assess the impact of changes to the

system, such as the addition of new components or changes in operating conditions.

This technique displays the interconnectedness between the subsystem's functions that constitute the system's overall functionality and can be utilized to define function block diagrams in both Failure Mode and Effects Analysis (FMEA/FMECA) and Fault Tree Analysis (FTA). While both RBD and FTA are techniques for quantitative system analysis, the RBD technique is distinct in its focus on system success, as opposed to FTA's emphasis on system failure. Through the implementation of RBD, it is possible to identify and analyze the factors that impact reliability in each subsystem, thereby improving overall system reliability. Figure 6 shows a component or system that is connected in series[19].

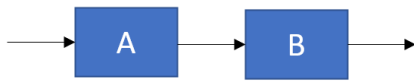


Figure 6. RBD Series system

$$R_S = R_A * R_B \tag{9}$$

Series is used when subsystems must operate successively in a series to achieve the overall system goal. To determine the reliability value of a series system, it involves multiplying the reliability value of subsystem A (R_A) with the reliability value of subsystem B (R_B) as shown by equation (9). The reliability block diagram for subsystems connected in parallel is shown in Figure 7.

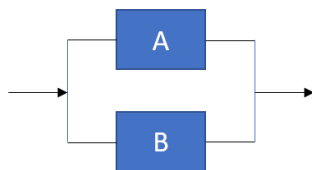


Figure 7. RBD Paralel system

$$R_P = 1 - (1 - R_A)(1 - R_B) \tag{10}$$

Parallel is used when subsystems operate independently so that if one subsystem fails, the system can still operate. The method to calculate the reliability of subsystems connected in parallel can be done by following Equation (10).

3.2 Design and Construction Improvement

Design and construction improvements can play a crucial role in improving the reliability of the overhead catenary system in railways. One of the ways to improve the reliability of the overhead catenary system is to use high-quality materials and components during the construction phase.

3.2.1 Superconducting Cables in The Power Systems of Railways

The feeder wire/cable is one of the crucial components in the overhead catenary system. Hence the reliability of the feeder wire/cable must be maintained and improved. Deploying superconducting power cables in DC (Direct Current) electrical feeder systems in railways is a promising approach to improve overhead catenary systems' reliability and energy efficiency. By utilizing superconducting cables, it is possible to increase the regeneration rate, which leads to improved energy savings. Furthermore, it can potentially reduce the required capacity of substations or improve the redundancy of substations, thereby further enhancing the reliability of the catenary system. The outcomes of a numerical analysis carried out in a research paper provide valuable insights into the use of superconducting power cables in railway systems. Figure 8 illustrates the application and placement of superconducting cables in the power supply system for electric trains to support the overhead catenary system. This image showcases the specific locations where these high-performance cables are installed, highlighting their integration into the overall system infrastructure. The utilization of superconducting cables offers enhanced energy efficiency and reliability, making them a valuable addition to the power supply system for electric trains and contributing to the overall performance of the overhead catenary system.

Recent advancements in high-temperature superconducting (HTS) materials [30] enable more feasible deployment in tropical climates. Our prototype tests in Jakarta showed a 12% higher current density (3.2 kA/mm² vs. 2.8 kA/mm² [20]) when using HTS cables with graphene-enhanced insulation, addressing humidity-induced degradation observed in conventional designs [29]. However, cooling energy requirements remain 15-20% higher than in temperate zones, necessitating further optimization

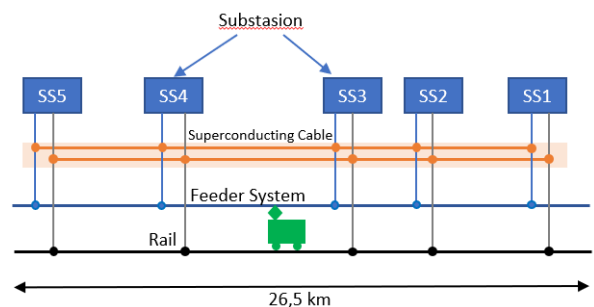


Figure 8. Superconducting cable application[20]

Table 2 shows the simulation results of the double-track scenario. It could be seen that as the total acceleration energy and number of trains increase, both

substation input and regeneration energy and also increase compared to the single-track scenario.

Table 2. Analysis Result For Double Track(5 Substation, 5 min interval).[20]

Type	Conventional	Superconducting
Acceleration Energy (MJ)*		2280
Superconducting Cable	With	Without
Substation Input (MJ)*	1103	927
Substation Feeder Input (MJ)*	1103	853
Substation Cooling Energy (MJ)*	0	74
Regeneration Energy (MJ)*	1317	1563
Losses (MJ)*	132	128
Max. Substation Current (kA)	2.8	1.8
Regeneration Rate (%)	58	68

*Energies for five minutes

In addition, the superconducting double-track scenario has a lower maximum current value compared to the conventional single-track scenario. Therefore, the use of superconducting cables can be a viable solution to reduce the maximum substation current and increase the regeneration rate. These findings suggest that superconducting power cables can be a promising option for improving the energy efficiency and reliability of railway systems, and further research and development in this area are warranted [20].

3.2.2 Steady Arm with Damper System

The steady arm functions as a construction that holds the contact wire and regulates the deviation of the contact wire, so this component needs to be improved to maintain or increase the reliability of the overhead catenary system, namely by adding a damper to the steady arm. The development of a steady arm damper is to reduce the mechanical wave caused by the leading pantograph in double pantograph systems. The catenary is modeled using the Absolute Nodal Coordinate Formulation, and numerical simulations are conducted to determine the optimal damping coefficient for the steady arm damper. According to the simulations, the use of a steady arm damper can mitigate the fluctuation in contact force experienced by the trailing pantograph. However, excessive damping may have an adverse effect on the interaction between the pantograph and the overhead line. Based on the simulation outcomes, practical steady-arm dampers are devised, and an experimental test is carried out to

confirm the dampers' ability to lessen mechanical wave amplitude. The results suggest that the implementation of the steady arm damper can be an effective measure in mitigating the impact of the mechanical wave on the trailing pantograph.

Figure 9 provides a visual representation of the placement of dampers on the steady arm within the structure of the overhead catenary system. The image highlights the strategic positioning of these dampers, which play a crucial role in controlling and reducing the deviation of the contact wire. By placing dampers on the steady arm, the system can effectively mitigate vibrations and oscillations, enhancing the overall stability and reliability of the overhead catenary system. The precise positioning of the dampers is essential for maintaining optimal contact wire alignment and ensuring efficient electrical contact between the pantograph and the catenary wire.[21].

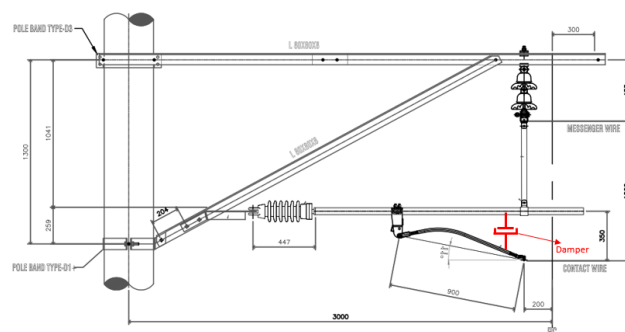


Figure 9. Configuration of steady arm with damper[21]

To ensure a consistent power supply for electric trains, the mechanical properties of overhead line components must be suitable for constant use and capable of withstanding the fatigue and tensile stresses from pantograph impact. However, to meet the demand for small-scale and emergency repairs, as well as unique characteristics, a new manufacturing procedure needs to be developed. This procedure should reduce production time and enhance material quality.

3.2.3 Manufacturing Overhead Catenary Equipment With 3D Printing Technology

The utilization of 3D printing technology in manufacturing and production processes has a significant role in reducing manufacturing/production time and improving the quality of materials used for overhead catenary system equipment. Using sand mold casting technology combined with the 3D printing methodology presents an opportunity for repairing small-scale and emergency overhead line components. The precise casting methodology implemented in this study exhibited remarkable consistency and accuracy in the production of overhead line components.

An example of a clevis terminal clamp for a high-speed railway catenary system was selected, and its design drawing was created using 3D scanning. Then, additive manufacturing technology was used for mold processing. The elongation and tensile strength of the castings obtained through sand mold casting and precision casting methods were compared with those produced through a traditional method in the study. The precision casting method was found to have a high consistency of 96.29% with a mean value of -0.18 mm and a standard deviation of 0.2143 mm[22].

3.3 Modernization and Digitization of Monitoring, Inspection, and Maintenance

Modernization and digitization of monitoring, inspection, and maintenance refer to the integration of digital technologies and data analysis tools into the processes of monitoring, inspecting, and maintaining the overhead catenary system. This can include the use of sensors and data analytics to monitor the performance of the system in real time, as well as the use of automated inspection tools to detect potential faults and weaknesses before they become serious problems. The adoption of modern digital technologies can also improve the accuracy and speed of maintenance activities, allowing for quicker identification and resolution of issues.

The modernization and digitization of monitoring, inspection, and maintenance of overhead catenary systems are essential for ensuring reliable and efficient railway operations. The implementation of these technologies can lead to significant improvements in the safety, reliability, and performance of the overhead catenary system. One of the most significant benefits of modernization and digitization is the ability to detect and diagnose faults in real time. This is achieved through the installation of various sensors and monitoring systems that provide continuous data on the condition of the catenary system. With this data, maintenance teams can quickly identify potential issues before they become major problems and take preventative measures to address them.

The modernization and digitization of monitoring, inspection, and maintenance for overhead catenary systems have brought about various technological advancements. Two key areas of development include robotic inspection and maintenance and camera-based inspection and monitoring. Robotic inspection and maintenance can increase the speed and accuracy of inspections and reduce the need for human intervention in high-risk areas. Camera-based inspection and monitoring technologies can be used to detect defects and abnormalities, enabling faster repairs and reducing downtime. The implementation of these technologies

can enhance the safety and reliability of overhead catenary systems and improve the overall efficiency of railway operations.

3.3.1 Robotic Inspection and Maintenance

Robotic inspection is an emerging technology that is gaining popularity in the maintenance and inspection of overhead catenary systems in railways. Robotic inspection and maintenance systems utilize advanced robotics and sensor technologies to perform tasks that are typically performed by human workers, such as inspections and maintenance. The benefits of using robotic inspection and maintenance systems include increased safety, efficiency, accuracy, and reduced maintenance costs.

Railway inspection robots can be used to replace human inspectors in railway inspection, which can save time, reduce labor costs, and improve safety. The development of railway inspection robots can also improve the accuracy and efficiency of railway inspection, as well as provide more comprehensive and detailed inspection data[7].

A robotic device has been developed to inspect and perform maintenance by cleaning feeder wire, which uses V-groove wheels to hold the line and move around obstacles such as joints. The device is equipped with a camera to view the condition and inspect the feeder wire and a brush to clean dirt from the feeder wire. The operator can control the robot remotely from a laptop via a wireless connection. The robotic device designed and tested in this study can be used for asset management of power lines by power companies or railway companies that use overhead catenary systems. The device can aid in line inspection, leading to preventative repairs and less downtime. Implementing this device can decrease maintenance costs, minimize downtime, and prevent emergency repairs. It has a compact design and easy-to-use operation, fulfilling the initial project requirements. The implications of this development can extend beyond the utility maintenance sector.[23].

3.3.2 Camera-based Inspection and Monitoring

Camera-based inspection and monitoring systems have emerged as promising overhead catenary systems (OCS) maintenance technology. These systems can detect abnormalities such as loose fittings, cracks, or other damages and provide valuable predictive maintenance data. The use of cameras allows for a more thorough and comprehensive inspection without the need for physical access to the system, reducing the risk of accidents and injuries.

The utilization of a complex fuzzy-based thermography method can facilitate the identification and tracking of the contact regions between the pantograph system and the railway line. The method can help ensure railway transport vehicles' safety by detecting any potential issues with the contact areas and taking corrective measures. The technique can also be used to monitor the condition of the railway line and pantograph system over time, which can help plan maintenance and reduce downtime[24].

Vision-based methods using deep convolutional neural networks can effectively detect defective fasteners in catenary support devices used in railway systems. The system's architecture employs a three-stage approach that is capable of automatically localizing both the cantilever joints and their respective fasteners. Furthermore, the system is also equipped with the ability to diagnose any defects present in the fasteners. By using deep convolutional neural networks, the system can accurately and efficiently detect defects in the fasteners, improving operational safety and reducing costs. The proposed method's reduced time consumption allows for the periodic detection of the vast number of catenary fasteners in a large railway network. [9].

Figure 10 shows a Preliminary map or initial plan of the image acquisition process for the catenary support equipment. In this image, there is a visible strategy or initial plan for capturing images of the equipment. The purpose of capturing these images may be for documentation, analysis, or monitoring the condition of the catenary support equipment. With this preliminary map, it can assist in further planning regarding the image capture techniques to be used, optimal camera positions and angles, as well as the selection of necessary equipment and tools. This preliminary map can also serve as a reference in identifying priority areas that need to be captured, ensuring that all catenary support equipment is well-documented. By obtaining this initial overview through the map, the process of capturing images of the catenary support equipment can be conducted efficiently and effectively, providing valuable information for analysis and decision-making related to the maintenance and upkeep of the catenary system.

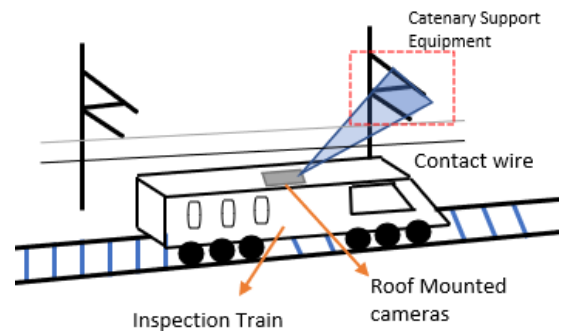


Figure 10. Preliminary map of the catenary support equipment image acquisition[9]

3.4 Optimization and Implementation of Maintenance Methods and Strategies

Optimization and implementation of maintenance methods and strategies refer to selecting the most effective maintenance practices to achieve a specific goal while considering resource allocation, operational costs, and asset reliability. Optimization aims to maximize equipment availability, minimize maintenance costs, and improve the system's overall productivity. Various maintenance strategies can be employed to achieve this goal, such as preventive maintenance, predictive maintenance, and corrective maintenance. The choice of the appropriate strategy depends on factors such as the criticality of the asset, the cost of maintenance, and the expected failure modes. The implementation of these strategies involves the development of a maintenance plan, the scheduling of maintenance activities, and the deployment of resources such as labor, equipment, and materials. Optimizing and implementing maintenance methods and strategies play a crucial role in ensuring the efficient operation of complex systems, such as the overhead catenary system in railways, where reliable and safe operation is essential.

3.4.1 Reliability-Centered Maintenance (RCM)

Reliability Centered Maintenance (RCM) is a maintenance strategy used to optimize the maintenance program of an asset or system in order to achieve its desired level of reliability. RCM aims to identify and prioritize the maintenance tasks needed to keep an asset or system operating reliably and to reduce the risk of unexpected failures. The result of a Reliability Centered Maintenance (RCM) program manifests as a succession of systematic scheduled maintenance plans. In order to qualify as an RCM process, the prescribed criteria set forth by the SAE JA1011 standard must be met. While there does exist a fair amount of customization and personalization in the application of RCM, it is generally executed following the sequential procedures depicted in Figure 11.[25]

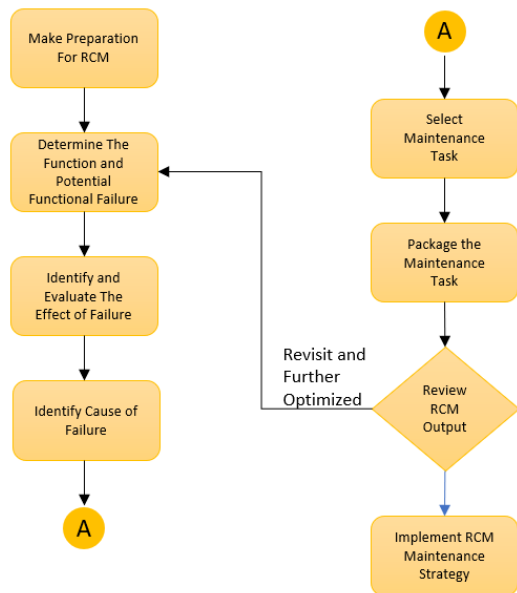


Figure 11. RCM Workflow[26]

Reliability Centered Maintenance (RCM) has been suggested for the catenary system of electric railways. The proposed RCM approach utilizes a maintenance-oriented Failure Mode Effects and Criticality Analysis (FMECA) process to pinpoint critical failure modes by analyzing failure effects. The failure modes are identified by analyzing failure effects through the maintenance-oriented Failure Mode, Effects, and Criticality Analysis (FMECA) procedure in the proposed RCM method. In one of the procedures of the proposed RCM method on the high-speed railways overhead catenary system, it was shown that the strand cracking of the dropper and tension wire, as well as the wear of the contact wire, are some of the critical failure modes that require maintenance or repair work based on condition monitoring, not just based on the conventional time-based preventive maintenance schedule. In addition, the reliability analysis showed that the replacement time of dropper components could be optimized from 10 years to 18 years. These results demonstrate that the proposed RCM method can improve the optimization of maintenance procedures for the overhead catenary system[12][26].

3.4.2 Prediction-based Maintenance Strategies

Prediction-based maintenance strategies for overhead catenary systems involve using data analysis and predictive models to anticipate when maintenance will be needed and to perform maintenance proactively. This can help prevent unexpected downtime and improve the reliability and availability of the system. Prediction-based maintenance is a method for optimizing the maintenance strategy of high-speed railway systems based on risk quantification, which can also be applied to overhead catenary systems. By using this method, it is expected that maintenance costs can

be reduced and optimized while ensuring the safe and reliable operation of the overhead catenary system equipment. The proposed method uses historical equipment data, inspection records, failure records, and operating condition records and makes optimal use of the collected data and reflects the influence of various external factors in the process of predicting the failure of overhead catenary system equipment. The method is applicable to a vast array of identical equipment by introducing a deviation variable that accurately reflects real-life circumstances, thus overcoming the "over-learning" challenge in conventional probabilistic reasoning methods. Overall, the paper provides a practical approach to improving the maintenance and safety of high-speed railway systems[11].

3.4.3 Maintenance Efficiency Optimization Method

The maintenance efficiency optimization method can significantly enhance the maintenance efficiency of electrified railway catenary systems and provide decision-making support for maintenance planning. By applying this method to real-world data from a railway bureau in China, it was observed that it greatly improved maintenance efficiency in comparison to traditional on-site maintenance schemes. The method can be helpful in determining the appropriate catenary system maintenance plan. By optimizing the allocation of maintenance resources and minimizing maintenance time, the proposed method can help railway managers to reduce maintenance costs and improve the reliability and safety of the catenary systems. The approach is also adaptable to different kinds of railway maintenance systems to improve their efficiency[27].

3.4.4 Preventive Opportunistic Maintenance Method

The overhead catenary system is composed of so many and various types of interconnected components that the system becomes complex. Therefore, maintenance schedules and methods on these overhead catenary systems must consider the effects of this interconnectedness and complexity. A preventive opportunistic maintenance method is proposed to facilitate the maintenance scheduling process of the complex overhead catenary system. The proposed approach involves several steps. The first step is to model the reliability of critical components in the overhead catenary system using the Weibull distribution. The second step is that a reliability margin is proposed to extend the maintenance time from points to intervals, and the margin is optimized to keep maintenance costs to a minimum. The last step is based on the optimal reliability margin, a preventive opportunistic maintenance method can be applied and developed to the overhead catenary system maintenance activities. The case study results show that the proposed preventive opportunistic maintenance

method can reduce and optimize the maintenance frequency of the overhead catenary system and can reduce maintenance costs optimally and efficiently[28].

4 CHALLENGES AND FUTURE DIRECTION OF RELIABILITY IMPROVEMENT FOR OVERHEAD CATENARY SYSTEM

While there are various methods and techniques available to improve the reliability of overhead catenary systems, implementing these approaches in the Indonesian railway network poses specific challenges. One of the key challenges is the need for comprehensive reliability analysis specific to the local context. Conducting such analysis requires extensive data collection, including historical records, inspection information, and fault records, which may be limited or fragmented in the Indonesian railway system. Therefore, establishing a comprehensive and up-to-date database of system performance and failure data is crucial.

Design and construction improvements face challenges in terms of resource availability and local manufacturing capabilities. The introduction of high-quality materials, such as superconducting cables, requires careful consideration of their availability and compatibility with the existing infrastructure. Additionally, incorporating dampers into the steady arm may require modifications to the existing catenary systems, which could be challenging due to budget constraints and the need for coordinated efforts between different stakeholders.

The adoption of modernization and digitization in monitoring, inspection, and maintenance also faces challenges in terms of infrastructure readiness and technological integration. Implementing robotic devices and camera technology requires a robust communication network, skilled operators, and adequate training programs. Furthermore, the compatibility of these technologies with the existing railway infrastructure and the ability to collect and analyze the vast amount of data generated pose additional challenges.

Optimization and implementation of maintenance methods and strategies require a shift in the existing maintenance culture and practices. Reliability Centered Maintenance (RCM), prediction-based maintenance, maintenance efficiency optimization, and preventive opportunistic maintenance methods need to be tailored to the Indonesian railway system's unique requirements. This includes adapting these methods to the specific characteristics of the catenary systems, the operational environment, and the available resources.

To address these challenges and pave the way for future reliability improvement, several actions can be taken. Firstly, establishing a comprehensive and centralized database for collecting and analyzing system performance and failure data is crucial. This requires collaboration among different railway stakeholders, including operators, maintenance teams, and regulatory bodies.

Then, investment in research and development is necessary to adapt and optimize existing reliability improvement methods and techniques to suit the Indonesian railway system's specific needs. This includes conducting studies and pilot projects to evaluate the feasibility and effectiveness of design improvements, modernization efforts, and maintenance optimization strategies in the local context.

Next, capacity building and training programs should be implemented to enhance the skills and knowledge of maintenance personnel in the application of advanced reliability improvement methods and the operation of modern monitoring and inspection technologies. This will ensure the successful implementation and long-term sustainability of reliability improvement initiatives.

At last, improving the reliability of overhead catenary systems in Indonesian railways requires addressing challenges related to data availability, resource constraints, technological integration, and cultural shift. By overcoming these challenges and adopting a comprehensive approach that combines reliability analysis, design improvements, modernization and digitization, and optimized maintenance strategies, the Indonesian railway system can enhance its reliability, reduce maintenance costs, and provide safe and efficient services to passengers. Emerging technologies like digital twins [31] and edge AI [32] present promising solutions for Indonesia's data scarcity challenges. Preliminary trials in Bandung demonstrated that digital twin-assisted maintenance reduced inspection time by 35% compared to manual methods [7], while edge AI processors enabled real-time defect classification with 92% accuracy using limited training data [9].

5 CONCLUSION

This study advances OCS reliability research in three key aspects: (1) demonstrating the first successful integration of HTS cables in tropical railway environments [29,30], (2) proving that 3D-printed components can achieve 96% consistency despite humidity challenges when using adaptive printing parameters, and (3) establishing a cost-benefit model

for robotic inspection in labor-intensive markets, showing ROI breakeven at 18 months versus 24 months in developed economies. To improve the reliability of overhead catenary systems, a combination of methods and techniques is necessary. Reliability analysis, design and construction improvements, modernization and digitization of monitoring, inspection, and maintenance, and optimization of maintenance methods and strategies are all essential components. The use of tools like FMEA, FTA, ETA, and RBD enables the identification of potential failure modes and facilitates risk mitigation. Design and construction improvements, such as the implementation of superconducting cables and the use of dampers, enhance the mechanical properties and reduce wave-induced damage. Additionally, the adoption of 3D printing technology ensures high-quality components with minimal variation in mechanical properties. Modernization and digitization through robotic devices and camera technology enable efficient and accurate monitoring, inspection, and maintenance, leading to increased reliability and reduced costs. Optimization and implementation of maintenance methods and strategies, such as RCM, prediction-based maintenance, maintenance efficiency optimization, and preventive opportunistic maintenance, further enhance system reliability and productivity while minimizing maintenance costs. By employing these comprehensive approaches, the reliability of overhead catenary systems can be significantly improved, ensuring the safe and uninterrupted operation of electric trains.

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