

This is a preview of "ISO 16315:2016". [Click here to purchase the full version from the ANSI store.](#)

First edition
2016-03-15

Corrected version
2021-11

Small craft — Electric propulsion system

Petits navires — Système de propulsion électrique



Reference number
ISO 16315:2016(E)

© ISO 2016



COPYRIGHT PROTECTED DOCUMENT

© ISO 2016

All rights reserved. Unless otherwise specified, or required in the context of its implementation, no part of this publication may be reproduced or utilized otherwise in any form or by any means, electronic or mechanical, including photocopying, or posting on the internet or an intranet, without prior written permission. Permission can be requested from either ISO at the address below or ISO's member body in the country of the requester.

ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Email: copyright@iso.org
Website: www.iso.org

Published in Switzerland

This is a preview of "ISO 16315:2016". [Click here to purchase the full version from the ANSI store.](#)

Contents

	Page
Foreword	v
Introduction	vi
1 Scope	1
2 Normative references	1
3 Terms and definitions	2
4 General requirements	5
4.1 General.....	5
4.2 Components of an electric propulsion system.....	6
4.3 Electric propulsion systems.....	6
4.4 Arrangements for other electrical equipment and circuits on-board a small craft connected to a common energy source for both propulsion and general electrical installation.....	8
4.4.1 DC systems.....	8
4.4.2 AC systems.....	8
4.5 Environmental factors.....	9
4.6 Electrical ratings.....	9
4.7 Equipment.....	10
4.7.1 Transformers.....	10
4.7.2 Converters.....	10
4.7.3 Motors.....	10
4.8 Enclosures.....	10
4.9 Identification of equipment and conductors.....	10
4.10 Segregation of DC and AC systems.....	11
4.11 Steering and throttle controls.....	11
4.12 Electromagnetic compatibility (EMC).....	11
4.13 Electrical equipment in the vicinity of battery banks.....	11
4.14 Hazardous areas.....	11
5 Controls, monitoring, system alerts and trips alarms	12
5.1 Electrical/electronic controls for electric propulsion systems.....	12
5.1.1 Controls.....	12
5.1.2 Emergency stop.....	13
5.1.3 Fault trip reset.....	13
5.1.4 "Get you home" mode.....	13
5.2 Instruments, alerts and trip alarms.....	13
5.2.1 General.....	13
5.2.2 Operating mode and status.....	13
5.2.3 System alerts.....	14
5.2.4 Fault trip alarms.....	14
6 Protection against electric shock	14
6.1 Protection against direct contact.....	14
6.2 Automatic disconnection of supply to the electric propulsion system under fault-to-earth conditions (earthed two wire DC systems and earthed neutral AC systems).....	14
6.3 Fault-to-earth monitoring and tripping arrangements for DC fully insulated systems, DC 3-wire systems.....	15
6.4 Fault-to-earth tripping in AC non-neutral earthed systems (IT-type system).....	16
7 Protection against over-current	16
7.1 General.....	16
7.2 Characteristics of protective devices.....	16
7.3 Overcurrent devices in the outgoing circuit(s) from a battery.....	17
8 Battery monitoring and installation	17

This is a preview of "ISO 16315:2016". [Click here to purchase the full version from the ANSI store.](#)

8.1	General arrangements.....	17
8.2	Isolation of battery packs or battery banks.....	18
8.3	Operational switching of battery pack(s) or battery bank(s).....	18
8.4	Permanently energized circuits.....	18
8.5	Ventilation.....	19
8.6	Electrical apparatus for explosive gas atmospheres.....	19
9	Electrical installation.....	19
9.1	General.....	19
9.2	Segregation of electrical propulsion system cables.....	20
10	Testing.....	20
10.1	General.....	20
10.2	Earthing and bonding.....	20
10.3	Insulation resistance.....	20
	10.3.1 General.....	20
	10.3.2 DC electrical propulsion systems.....	20
	10.3.3 AC electrical propulsion systems.....	21
	10.3.4 Switchboards, panel boards and distribution boards.....	21
	10.3.5 Power and lighting final circuits.....	21
	10.3.6 Generators and motors.....	21
	10.3.7 Transformers.....	21
10.4	Electrical/electronic controls systems for propulsion motor control.....	21
10.5	On load test and inspection of electrical propulsion systems, and associated switch gear and control gear.....	21
10.6	Voltage drop.....	22
	Annex A (normative) Information and instructions to be included in the owner's manual.....	23
	Annex B (normative) Installation documentation.....	24
	Bibliography.....	25

This is a preview of "ISO 16315:2016". [Click here to purchase the full version from the ANSI store.](#)

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#).

The committee responsible for this document is ISO/TC 188, *Small craft*, together with CEN/BT/WG 69, *Small craft* and IEC/TC 18, *Electrical installations of ships and of mobile and fixed offshore units*.

This corrected version of ISO 16315:2016 incorporates the following corrections:

- the missing IEC logo on the cover page has been added.

Introduction

Electrical propulsion systems are becoming more common in recreational craft and other small craft and propulsion system voltages of up to AC 1 000 V and DC 1 500 V are possible together with variable speed drives operating at frequencies which differ from 50/60 Hz or DC.

Electric propulsion systems for small craft are generally designed and constructed from a number of component parts many of which can be of proprietary origin and all of the electrical and control items are interconnected by cables and operated as a system.

There are a significant number of electrical propulsion system architectures for small craft and the main types are the following.

- DC sourced. The main power source is a propulsion battery which is either recharged from on-board DC generators, or on-board AC generators/an AC shore supply through battery chargers. The electric propulsion system(s) may be variable speed through a DC motor controller or AC through a Variable Frequency Drive (VFD) or be fixed speed with a variable pitch propeller or other mechanical means of providing thrust. The electric propulsion system may be electrically separate from other electrical systems on board (e.g. be fully insulated via the motor controller, or be an AC IT system via a VFD or motor starter). Or the electrical propulsion system may be integrated with the whole craft DC electrical system using converters DC/DC, DC/AC to provide for different services/consumers.
- AC sourced. The main power source is AC generator(s) generally configured as TT, TN-C or TN-S. The electric propulsion system(s) may be DC variable speed through a AC/DC converter and DC motor controller, or AC through a VFD, or be fixed speed with a variable pitch propeller or other mechanical means of providing thrust. The electric propulsion system may be DC fully insulated system or be an AC IT system via a galvanically isolated VFD or via an isolating transformer. A DC propulsion system(s) may be supported by propulsion battery.
- Also possible are hybrid systems similar to the types being introduced for road vehicles where the source is an internal combustion engine providing, for example, energy to a relatively lightweight energy storage system with power take-off via converters to propulsion motor(s) and other electrical consumers.

It is essential that the electric propulsion system designer/installer be competent with all aspects of the equipment included in the design of a particular system such that the component parts of the propulsion system are integrated in a coherent and safe manner.

Current electrical standards for small craft of less than 24 m LH are the following:

- a) ISO 10133 which is limited to recommendation for the design, construction and installation of direct current systems that operate at a voltage of DC 50 V or less; and
- b) ISO 13297 which is limited to single phase alternating current electrical systems less than AC 250 V.

Neither of these standards includes requirements for electrical propulsion systems.

- c) IEC 60092-507 is applicable to small craft up to 50 m/500 GT and includes requirements for three-phase systems not exceeding AC 500 V and single-phase systems not exceeding AC 250 V and for DC systems and sub-systems not exceeding DC 50 V nominal, and includes a section on electric propulsion systems.