# Powering up for the next stage of Light Rail

## G:et ready for testing

**Phase 1** | North testing

We are reaching an exciting stage of the light rail project, with the installation of poles, overhead wires, and testing of electrical systems and vehicles in the northern section of the alignment.

Testing and commissioning activities for Stage 3 will roll out in two distinct phases.

More information on alignment-wide testing and commissioning will be available early 2026.

## Overhead wire

- Light Rail Vehicles (LRVs) run on electricity transmitted through overhead wires
- 137 poles have recently been erected along the northern section of the light rail corridor
- More than 9.2km of overhead wires are being connected pole to pole between Broadbeach South station and Miami station through to October 2025.

## Look up, Stay safe

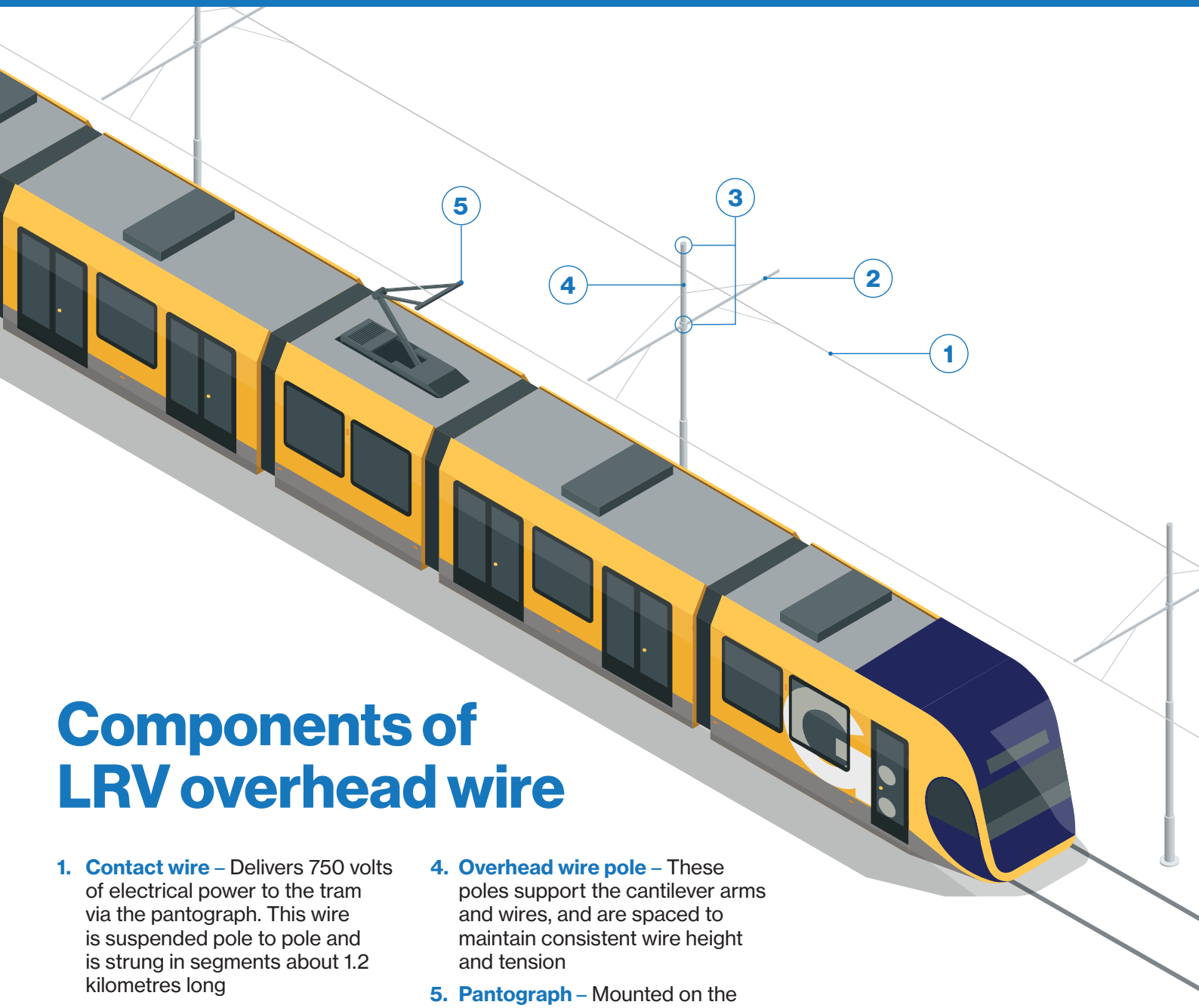

- The overhead wires should be considered LIVE and carry 750 volts of power – which is enough to cause fatal injury if touched
- Overhead wires sit more than five metres above road level. Always keep a safe distance from the overhead wires and ensure you or your vehicle do not come into contact with them.

## Light Rail Vehicle (LRV) testing

- LRVs will undergo comprehensive testing to ensure the safe and reliable operation prior to passenger services beginning in 2026
- LRVs undergo a thorough testing process before Stage 3 operations begin. The community can prepare for changes on how we walk, ride or drive near the tram
- Phase 1 of testing in the northern section of Stage 3 between Broadbeach South and Miami stations will verify key systems like signalling, communications, and electrical infrastructure.

## Stay alert, Stay safe

- LRVs can move quickly and quietly so always check your surroundings at intersections and crossings
- Always use designated pedestrian crossings – do not walk through gardens, along the tracks, or around fences
- Keep off the tracks – tracks are for trams
- Avoid distractions like phones or headphones when near the tracks.




# Components of LRV overhead wire

1. **Contact wire** – Delivers 750 volts of electrical power to the tram via the pantograph. This wire is suspended pole to pole and is strung in segments about 1.2 kilometres long
2. **Cantilever arm** – Extends from the overhead poles to hold the contact wires in place, ensuring alignment and stability
3. **Insulators** – Prevents electrical current from travelling down the pole or into the ground. These are critical for safety and system integrity
4. **Overhead wire pole** – These poles support the cantilever arms and wires, and are spaced to maintain consistent wire height and tension
5. **Pantograph** – Mounted on the roof of each LRV, the pantograph maintains continuous contact with the overhead wire, allowing electricity to flow to the tram's motors.

## More information

**www.gclr3.com.au**
**1800 312 600**
**contact@gclr3.com.au**

## Interpreter and accessibility services

Interpreter service: **13 14 50**
TTY/Voice calls: **13 36 77**
Speak and Listen: **1300 555 727**
SMS relay: **0423 677 767**
Email: **helpdesk@relayservice.com.au**
Ask for: **1800 312 600**