

**Raudteelased rakendused. Reisijate alarmsüsteem.
Nõuded süsteemile**

**Railway applications - Passenger Alarm System - System
requirements**

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EESTI STANDARDI EESSÕNA

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English Version

Railway applications - Passenger Alarm System - System requirements

Applications ferroviaires - Système d'alarme passager -
Prescriptions relatives au système

Bahnanwendungen - Fahrgastalarmsystem -
Systemanforderungen

This European Standard was approved by CEN on 22 May 2014.

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Foreword

This document (EN 16334:2014) has been prepared by Technical Committee CEN/TC 256 "Railway applications", the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by February 2015 and conflicting national standards shall be withdrawn at the latest by February 2015.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 15327-1:2008.

This document has been prepared under a mandate given to CEN/CENELEC/ETSI by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directives 2008/57/EC.

For relationship with EU Directive 2008/57/EC, see informative Annex ZA, which is an integral part of this document.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

1 Scope

This European Standard specifies the characteristics of the Passenger Alarm System. The aim of the Passenger Alarm System is to:

- a) permit passengers in case of emergency situations to inform the driver;
- b) permit the driver to keep the train moving or to stop the train at a safe location;
- c) stop the train automatically:
 - 1) at a platform,
 - 2) if there is no acknowledgement by the driver.

This European Standard covers the Passenger Alarm System (PAS) fitted to the passenger carrying rolling stock and specifies:

- the functional requirements for an alarm triggered in the driving cab (Clause 6);
- the communication channel between the driver and passengers or on-board staff (6.4);
- the dynamic analysis of the Passenger Alarm System (Clause 7);
- the requirements for the degraded modes management (Clause 8);
- the safety related requirements (Clause 9);
- requirements for the Passenger Alarm Device and Passenger Alarm Device area (Clause 10).

This European Standard is applicable to rolling stock which are in the field of the Directive 2008/57/EC.

NOTE 1 Existing Passenger Alarm Systems may require modification to work in conjunction with vehicles that comply with this standard.

NOTE 2 Most of the requirements of UIC 541–6 are compliant with this standard.

Other communications systems named 'communication device for passengers' or 'call for aid' in the CR LOC and PAS TSI [1] respectively "Emergency call" or "Call for assistance" in the TSI PRM [3] are not covered by this standard.

NOTE 3 prEN 16683, *Railway applications – Call for aid and communication device – Requirements* covers these aspects.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 13272, *Railway applications — Electrical lighting for rolling stock in public transport systems*

EN 14478:2005, *Railway applications — Braking — Generic vocabulary*

prEN 16186 (all parts), *Railway applications — Driver's cab*

ISO 3864-1, *Graphical symbols — Safety colours and safety signs — Part 1: Design principles for safety signs and safety markings*

ISO 3864-4:2011, *Graphical symbols — Safety colours and safety signs — Part 4: Colorimetric and photometric properties of safety sign materials*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 14478:2005 apply.

NOTE The definition for 'passenger alarm' given in EN 14478:2005, 4.9.2.2, is superseded by this document.

3.1

Closed Circuit Television

CCTV

on board video recording system

3.2

PAD operated

handle that is operated when it is manipulated in order to change its mechanical status and therefore to send an information to the PAS

3.3

Passenger Alarm Interface

PAI

arrangement of equipment close to each other or one single equipment, which includes:

- passenger alarm device (see Clause 9);
- microphone;
- loudspeaker;
- visual indicators: lights;
- resetting device(s);
- information labels;
- a seal (optional)

3.4

Passenger Alarm Device

PAD

interface to the PAS through which the requirement for a defined Passenger Alarm System demand is indicated or initiated by passengers or operating staff

Note 1 to entry: The PAD is sometimes called emergency handle or alarm handle. These short-terms should only be used where misunderstanding is not possible or in descriptions prepared for passengers. In this document, 'handle' is used as a generic term and its design is defined in 10.2.

3.5

standstill

when the speed of the train has decreased to 3 km/h or less