

**RAUDTEEALASED RAKENDUSED. NÕUDED ABI
KUTSUMISE JA SUHTELEMISE SEADMELE**

**Railway applications - Call for aid and communication
device - Requirements**

EESTI STANDARDI EESSÕNA**NATIONAL FOREWORD**

See Eesti standard EVS-EN 16683:2015 sisaldab Euroopa standardi EN 16683:2015 ingliskeelset teksti.	This Estonian standard EVS-EN 16683:2015 consists of the English text of the European standard EN 16683:2015.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas.	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 23.12.2015.	Date of Availability of the European standard is 23.12.2015.
Standard on kättesaadav Eesti Standardikeskusest.	The standard is available from the Estonian Centre for Standardisation.

Tagasisidet standardi sisu kohta on võimalik edastada, kasutades EVS-i veebilehel asuvat tagasiside vormi või saates e-kirja meiliaadressile standardiosakond@evs.ee.

ICS 13.320, 45.060.01

Standardite reprodutseerimise ja levitamise õigus kuulub Eesti Standardikeskusele

Andmete paljundamine, taastekitamine, kopeerimine, salvestamine elektroonsesse süsteemi või edastamine ükskõik millises vormis või millisel teel ilma Eesti Standardikeskuse kirjaliku loata on keelatud.

Kui Teil on küsimusi standardite autorikaitse kohta, võtke palun ühendust Eesti Standardikeskusega:
Aru 10, 10317 Tallinn, Eesti; koduleht www.evs.ee; telefon 605 5050; e-post info@evs.ee

The right to reproduce and distribute standards belongs to the Estonian Centre for Standardisation

No part of this publication may be reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying, without a written permission from the Estonian Centre for Standardisation.

If you have any questions about copyright, please contact Estonian Centre for Standardisation:

Aru 10, 10317 Tallinn, Estonia; homepage www.evs.ee; phone +372 605 5050; e-mail info@evs.ee

ICS 13.320; 45.060.01

English Version

Railway applications - Call for aid and communication device - Requirements

Applications ferroviaires - Dispositifs d'appel à l'aide et de communication à disposition des passagers - Prescriptions

Bahnanwendungen - Hilferufvorrichtung und Kommunikationseinrichtung für Fahrgäste - Anforderungen

This European Standard was approved by CEN on 7 November 2015.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of 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 United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

Contents	Page
European foreword	3
1 Scope	4
2 Normative references	4
3 Terms, definitions and abbreviations	4
3.1 Terms and definitions	4
3.2 Abbreviations	5
4 CFA	6
4.1 CFA interfaces overview	6
4.2 CFA general requirements	6
4.3 Basic CFA	7
4.3.1 Minimum requirements of the basic CFA	7
4.3.2 Local basic CFA devices	8
4.4 CFA isolation	8
4.5 CFAD operation requirements	8
4.5.1 Actions and feedback at the CFAD location	8
4.5.2 Actions at train level	9
4.6 CFAD operation in sleeping coach	10
4.7 Locating operated CFAD	10
4.8 Acknowledgements and feedback	10
4.8.1 SOO acknowledgement and feedback recommendations	10
4.8.2 DOO acknowledgement requirements	10
4.8.3 DOO feedback to passengers	11
4.9 CFAD reset	11
4.10 Dynamic analysis of the CFA function	11
5 Communication device	12
5.1 Introduction	12
5.2 General requirements	12
5.3 Communication device interface design requirements	13
5.4 Communication within a sleeping coach	13
5.5 Communication priority requirements	13
Annex A (informative) CFA train broadcast audible signal tone for cross border trains	14
Annex B (informative) Flowchart of CFA operation	15
Annex C (informative) Communication device passenger interface	17
Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC	18
Bibliography	20

European foreword

This document (EN 16683:2015) 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 June 2016, and conflicting national standards shall be withdrawn at the latest by June 2016.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s).

For relationship with EU Directive(s), see informative Annex ZA, which is an integral part of this document.

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.

According to the CEN/CENELEC Internal Regulations, the national standards organisations 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 functional requirements for a Call For Aid and Communication device;
- the dynamic analysis of the Call For Aid system.

NOTE 1 The Call For Aid function on existing vehicles may require modification to work in conjunction with vehicles that comply with this European Standard.

NOTE 2 The Call For Aid function is separate from the Passenger Alarm System (PAS), which is provided to deal with emergency situations. The PAS is described in EN 16334.

NOTE 3 The communication device is different from the PAS, but it can share some parts of the PAS to achieve its functionalities.

NOTE 4 The PAS is regarded as a safety relevant system whereas the CFA and communication device are non-safety relevant aids to passengers.

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 16334, *Railway applications - Passenger Alarm System - System requirements*

prEN 16584 (all parts), *Railway applications — Design for PRM use — General requirements*

prEN 16585 (all parts), *Railway applications — Design for PRM use — Equipment and Components onboard Rolling Stock*

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

3 Terms, definitions and abbreviations

3.1 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1.1

authorized person

operational people authorized to deal with the situation following CFAD or communication device operation

Note 1 to entry An authorized person could be, for example, either staff on the train or at a call centre as defined by operating rules.

3.1.2

call for aid

CFA

system used to enable passengers to inform an authorized person or the driver of a request for help