
Železniške naprave – Elektronska oprema na voznih sredstvih – Dopnilo A1

Railway applications - Electronic equipment used on rolling stock

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EUROPEAN STANDARD

EN 50155/A1

NORME EUROPÉENNE

EUROPÄISCHE NORM

December 2002

ICS 29.280; 45.060.10

English version

Railway applications - Electronic equipment used on rolling stock

Applications ferroviaires -
Equipements électroniques utilisés
sur le matériel roulant

Bahnanwendungen -
Elektronische Einrichtungen
auf Schienenfahrzeugen

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This amendment A1 modifies the European Standard EN 50155:2001; it was approved by CENELEC on 2002-09-01. CENELEC members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this amendment 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 Central Secretariat or to any CENELEC member.

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

CENELEC members are the national electrotechnical committees of Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland and United Kingdom.

CENELEC

European Committee for Electrotechnical Standardization
Comité Européen de Normalisation Electrotechnique
Europäisches Komitee für Elektrotechnische Normung

Central Secretariat: rue de Stassart 35, B - 1050 Brussels

Foreword

This amendment to the European Standard EN 50155:2001 was prepared by the Technical Committee CENELEC TC 9X, Electrical and electronic applications for railways.

The text of the draft was submitted to the Unique Acceptance Procedure and was approved by CENELEC as amendment A1 to EN 50155:2001 on 2002-09-01.

The following dates were fixed:

- latest date by which the amendment has to be implemented at national level by publication of an identical national standard or by endorsement (dop) 2003-09-01
- latest date by which the national standards conflicting with the amendment have to be withdrawn (dow) 2005-09-01

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1 General

1.1 Scope

Replace paragraph 4 by:

Specific requirements related to practices necessary to assure defined levels of functional safety are to be determined in accordance with subclauses 4.6.3.1 and 4.6.3.2 of EN 50126 and its informative annex A.

Software safety integrity level of 1 or higher shall only be considered when it is shown that a residual safety risk remains and that it has to be carried by the software driven programmable electronic system. In such a case (i.e. software safety integrity level 1 or higher), EN 50128 is applicable.

1.2 Normative references

Delete the reference to ENV 50129.

Replace the title of EN 50126 by:

Railway applications – The specification and demonstration of Reliability, Availability, Maintainability and Safety (RAMS)

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8 Safety

8.2 Functional safety

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Replace the text by:

Safety related functions for the equipment or system and their specific safety integrity requirements shall be defined in accordance with EN 50126 (subclauses 4.3, 4.6 and 4.7).

NOTE Safety integrity level for any software associated with a safety related function is dependant on the level of external risk reduction measures or protective systems applied to that function. For example a hard wired "fail safe" circuit or a "fail safe" mechanical device. Where all safety risk is covered by such measures, then the associated software is not safety related and classed as safety integrity level zero.

Bibliography

Add:

EN 50129 Railway applications - Communication, signalling and processing systems - Safety related electronic systems for signalling