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INTERNATIONAL STANDARD

NORME INTERNATIONALE

Electronic railway equipment – Train communication network (TCN) – Part 3-3: CANopen Consist Network (CCN)

Matériel électronique ferroviaire – Réseau embarqué de train (TCN) – Partie 3-3: Réseau de rame CANopen (CCN)

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ELECTRONIC RAILWAY EQUIPMENT – TRAIN COMMUNICATION NETWORK (TCN) –

Part 3-3: CANopen Consist Network (CCN)

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Full information on the voting for the approval of this standard can be found in the report on voting indicated in the above table.

This publication has been drafted in accordance with the ISO/IEC Directives, Part 2.

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INTRODUCTION

TCN is an International Standard with the aim of defining interfaces so as to achieve plug-in compatibility:

a) between equipment located in different vehicles or consists, and

b) between equipment and devices located within the same vehicle or consist.

One of the key success factors for the deployment of any technology is standardization and ensuring interoperability among various implementations. To facilitate interoperability a conformance test should be implemented.

In this part of IEC 61375, the TCN deals with:

the consist network based on CANopen.

In addition gateway devices between the Train Backbone and the CANopen-based consist network are considered.

This standard is structured into 13 clauses.

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ELECTRONIC RAILWAY EQUIPMENT – TRAIN COMMUNICATION NETWORK (TCN) –

Part 3-3: CANopen Consist Network (CCN)

1 Scope

This part of IEC 61375 specifies the data communication bus inside consists that are based on CANopen. CANopen was developed for use in, but is not limited to, industrial automation applications. These applications may include devices such as input/output modules, motion controllers, human machine interfaces, sensors, closed-loop controllers, encoders, hydraulic valves or programmable controllers.

In the application field of rail vehicles CANopen networks are utilized to network subsystems in consists such as e.g. brake control system, diesel engine control system and interior or exterior lighting control system. In addition CANopen is utilized as consist network to enable the data exchange between the different subsystems within one single rail vehicle or a group of rail vehicles sharing the same Consist Network.

This part of IEC 61375 applies to all equipment and devices operated on a CANopen-based consist network within TCN architecture as described in IEC 61375-1.

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The applicability of this standard to a TCN implementation allows for individual conformance checking of the implementation itself and is a pre-requisite for further interoperability checking between different TCN implementations. In any case, proof of compatibility between Train Backbone and the Consist Network will have to be brought by the supplier.

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This part of IEC 61375 applies to the architecture of communication systems in Open trains. In addition it may be applicable to closed trains and multiple unit trains when so agreed between purchaser and supplier.

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.

IEC 61131 (all parts): *Programmable controllers*

IEC 61375-1, ed3, *Electronic railway equipment – Train Communication Network (TCN) – Part 1: General Architecture*

IEC 61375-2-1, *Electronic railway equipment – Train Communication Network (TCN) – Part 2-1: Wire Train Bus (WTB)*

IEC 61375-2-2, *Electronic railway equipment – Train Communication Network (TCN) – Part 2-2: WTB – Wire Train Bus conformance testing*

ISO/IEC 646:1991 *Information technology – ISO 7-bit coded character set for information interchange*

ISO/IEC 9899:1999, *Programming languages – C*