



SLOVENSKI STANDARD
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Železniške naprave - Električna razsvetljava v železniških vozilih za javne prevozne sisteme - 2. del: Urbani železniški sistemi

Railway applications - Electrical lighting for rolling stock in public transport systems - Part 2: Urban rail systems

Bahnanwendungen - Elektrische Beleuchtung in Schienenfahrzeugen des öffentlichen Verkehrs - Teil 2: Schienennahverkehrssysteme

Applications ferroviaires - Éclairage électrique pour matériel roulant des systèmes de transport public - Partie 2 : Systèmes du rail urbain

Ta slovenski standard je istoveten z: prEN 13272-2

ICS:

45.140	Oprema za podzemne vlake, tramvaje in lahka tirna vozila	Metro, tram and light rail equipment
91.160.10	Notranja razsvetljava	Interior lighting

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English Version

Railway applications - Electrical lighting for rolling stock in public transport systems - Part 2: Urban rail systems

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matériel roulant des systèmes de transport public -
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Schienenfahrzeugen des öffentlichen Verkehrs - Teil 2:
Schienennahverkehrssysteme

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 256.

If this draft becomes a European Standard, 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.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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

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European foreword

This document (prEN 13272-2:2017) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This document is currently submitted to the CEN Enquiry.

This document, together with prEN 13272-1, will supersede EN 13272:2012.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association.

This series of documents Railway applications — Electrical lighting for rolling stock in public transport systems consists of the following parts:

- Part 1: *Mainline rail*;
- Part 2: *Urban rail* (this document).

Introduction

This European Standard sets out the requirements for interior lighting for urban rail vehicles, as defined in the CEN-CENELEC Guide 26.

1 Scope

This European Standard contains performance requirements and recommendations for electrical lighting systems in the interiors of public transport urban rail vehicles, as defined in the CEN-CENELEC Guide 26, i.e. Metro Systems, Trams, Light Rail, and Local Rail Systems, under all operating and emergency conditions.

This European Standard also defines the requirements for testing and conformity assessment.

This European Standard does not address lighting installed in instruments or controls.

This European Standard does not address lighting installed for indication purposes, including flashing lights and effect lighting.

NOTE 1 The requirements for interior lighting for trains can be found in prEN 13272-1

NOTE 2 The requirements for cab instrument lighting can be found in EN 16186-2.

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.

prEN 13272-1:2017, *Railway applications — Electrical lighting for rolling stock - Part 1 Mainline rail*

IEC 60050-845:1987,¹ *International Electrotechnical Vocabulary Chapter 845: Lighting*

EN 62031, *LED modules for general lighting - Safety specifications (IEC 62031)*

EN 62471 *Photobiological safety of lamps and lamp systems (IEC 62471)*

3 Terms and definitions

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

3.1 General

3.1.1

Urban guided transport system

UGT system

system covering metro, tram and light rail, and are defined as public transport systems permanently guided at least by one rail, intended for the operation of local, urban and suburban passenger services with self-propelled vehicles and operated either segregated or not from general road and pedestrian traffic

¹ IEC 60050-845:1987 is identical to CIE Publication No. 17.4.

prEN 13272-2:2017 (E)**3.1.2****metro system**

UGT system operated on its own right of way and segregated from general road and pedestrian traffic; consequently designed for operations in tunnels, viaducts or on surface level but with physical separation in such a way that inadvertent access is not possible

Note 1 to entry: In different parts of the world, Metro systems are also known as the underground, the subway or the tube. Rail systems with specific construction issues operating on a segregated guideway (e.g. monorail, rack railways) are also treated as Metros as long as they are designated as part of the urban public transport network.

3.1.3**tram**

UGT systems not segregated from general road and pedestrian traffic, which share their right of way with general road and/or pedestrian traffic and are therefore embedded in their relevant national road traffic legislation (highway codes and specific adaptations)

3.1.4**light rail**

UGT system operated in parts of the system not segregated from general road and pedestrian traffic, and in parts of the system with segregated right-of-way

Note 1 to entry: The segregation may include some sections of line where inadvertent access is not possible.

3.1.5**local rail system**

system connecting city centres with their suburban hinterland or regional local centres, operated on rights of way which are basically segregated from general road and/or pedestrian traffic and/or which can be declared by law as independent from the public environment even if they are not segregated by location, form of construction or appropriate measures

Note 1 to entry: Local rail systems, by national decision complying with Article 1.3 (a) or (b) of Directive 2008/57/EC, may be excluded from the European Community Rail System. Such

Note 2 to entry: For historical reasons they might be strongly influenced by conventional railway parameters and their operations procedures.

3.1.6**vehicle**

complete assembly of one or more cars

3.1.7**passenger area**

area designed for passenger use

3.1.8**service area**

area which are intended to be occupied by service personnel only

3.1.9**seating area**

passenger area intended for seated persons, including wheelchair spaces