



SLOVENSKI STANDARD
SIST EN 16334:2014/oprA1:2019
01-julij-2019

**Železniške naprave - Potniški alarmni sistem - Systemske zahteve za glavni tir -
Dopolnilo A1**

Railway applications - Passenger Alarm System - Part 1: System requirements for
mainline rail

Bahnanwendungen - Fahrgastalarmsystem - Systemanforderungen für Vollbahnen

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

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Ta slovenski standard je istoveten z: EN 16334:2014/prA1:2019

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ICS:

13.320	Alarmni in opozorilni sistemi	Alarm and warning systems
45.060.20	Železniški vagoni	Trailing stock

SIST EN 16334:2014/oprA1:2019 **en,fr,de**

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EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

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EN 16334:2014
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May 2019

ICS 13.320; 45.060.20

English Version

Railway applications - Passenger Alarm System - Part 1: System requirements for mainline rail

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Prescriptions relatives au système

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Systemanforderungen für Vollbahnen

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

This draft amendment A1, if approved, will modify the European Standard EN 16334:2014. If this draft becomes an amendment, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for inclusion of this amendment into the relevant national standard without any alteration.

This draft amendment was established by CEN 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.

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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

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

Contents

European foreword.....	3
1 Modifications to Clause 1, Scope.....	4
2 Modifications to Clause 2, Normative references.....	4
3 Modifications to subclause 6.2.3.....	4
4 Modifications to subclause 6.2.8.....	5
5 Modifications to Annex ZA,	5
Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC aimed to be covered.....	6

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European foreword

This document (EN 16334:2014/prA1:2019) 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 will supersede EN 16334:2014.

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.

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EN 16334:2014/prA1:2019 (E)**1 Modifications to Clause 1, Scope**

Replace the existing scope by the following:

“This document specifies the characteristics and the performance requirements of the Passenger Alarm System (PAS). The aim of the PAS is to:

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

This document covers the PAS fitted to 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 PAS (Clause 7);
- the requirements for the degraded modes management (Clause 8);
- the safety related requirements (Clause 9);
- requirements for the Passenger Alarm Device (PADa and PAD area (Clause 10).

This document applies to mainline rolling stock, which is in the field of the EU Directive 2008/57/EC. This document does not apply to metros, trams and light rail, as defined by the CEN/CENELEC Guide 26.

Existing passenger alarm systems may require modification to work in conjunction with vehicles that comply with this standard.

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

Other communications systems such as “communication device for passengers”, “call for aid”, “emergency call” or “call for assistance” are covered by the EN 16683 series. “

2 Modifications to Clause 2, Normative references

Replace reference to prEN 16186 series by:

“EN 16186-2, Railway applications - Driver's cab - Part 2: Integration of displays, controls and indicators
EN 16186-3, Railway applications - Driver's cab - Part 3: design of displays”

3 Modifications to subclause 6.2.3

Replace reference to prEN 16186 series by:

“EN 16186-2 and EN 16186-3”.

4 Modifications to subclause 6.2.8

Replace reference to prEN 16186 series by:

“EN 16186-2 and EN 16186-3”.

5 Modifications to Annex ZA,

Replace the existing Annex ZA with the following one:

“

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Annex ZA
(informative)
Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC aimed to be covered

This European Standard has been prepared under a Commission's standardization request M/483 to provide one voluntary means of conforming to the essential requirements of the Directive 2008/57/EC on the interoperability of the rail system (recast).

Once this standard is cited in the Official Journal of the European Union under that Directive 2008/57/EC, compliance with the normative clauses of this standard given in Table ZA.1 for locomotive and passenger RST and Table ZA.2 for the SRT matters confers within the limits of the scope of this standard, a presumption of conformity with the corresponding Essential Requirements of that Directive and associated EFTA regulations.

Table ZA.1 Correspondence between this European Standard, the Commission regulation n°1302/2014 of 18 November 2014 concerning the technical specification for interoperability relating to the 'rolling stock locomotives and passenger rolling stock' of the rail system in the European Union (published in the Official Journal L 356, 12.12.2014, p.228) and Directive 2008/57/EC"

Corresponding text, articles/§/annexes of the Directive 2008/57/EC	Chapter/§/annexes of the TSI	Clause/ subclauses of this European Standard	Comments
Annex III, Essential requirements 1 General requirements 1.1 Safety Clauses 1.1.1 1.5 Technical compatibility 2 Requirements specific to each subsystem 2.4 Rolling stock 2.4.1 Safety §5, §8, §10 2.4.2 Reliability and availability 2.4.3 Technical compatibility §3	4.2 Functional and technical specification 4.2.5.3 Passenger alarm §4.2.5.3.1 General §4.2.5.3.2 Requirements for information interfaces §4.2.5.3.3 Requirements for activation of the brake by the passenger alarm §4.2.5.3.4 Criteria for a train departing from a platform §4.2.5.3.5 Safety requirements §4.2.5.3.6 Degraded mode	The whole standard is applicable	The liaison between ETCMS and the PAS for the platform detection as requested in 4.2.5.3.4 of the TSI is not covered by this EN