



NSAI
Standards

Irish Standard
I.S. EN 17355:2020

Railway applications - Communication device for urban rail - System requirements

I.S. EN 17355:2020

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National Foreword

I.S. EN 17355:2020 is the adopted Irish version of the European Document EN 17355:2020, Railway applications - Communication device for urban rail - System requirements

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EUROPEAN STANDARD

EN 17355

NORME EUROPÉENNE

EUROPÄISCHE NORM

August 2020

ICS 13.320; 45.060.01

English Version

Railway applications - Communication device for urban rail - System requirements

Applications ferroviaires - Système de communication
pour le rail urbain - Exigences système

Bahnwendungen - Kommunikationseinrichtung für
Fahrgäste städtischer Schienenbahnen -
Systemanforderungen

This European Standard was approved by CEN on 17 May 2020.

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European foreword

This document (EN 17355:2020) 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of an identical text or by endorsement, at the latest by February 2021, and conflicting national standards shall be withdrawn at the latest by February 2021.

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EN 17355:2020 (E)

1 Scope

This document defines the following elements for urban rail rolling stock:

- the functional requirements for a communication device between passengers and driver or operations control centre (OCC);
- the dynamic behaviour of the communication device.

This document is applicable to the categories I to III of urban rail rolling stock defined in CEN/CLC Guide 26:

- (I) Metros;
- (II) Trams;
- (III) Light Rail.

NOTE 1 CEN/CLC Guide 26 defines metro, tram and light rail 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.

This document applies to urban rail rolling stock both with and without driver.

NOTE 2 The communication device is different from the PAS, but it can share some parts of the PAS to achieve its functionalities.

NOTE 3 The PAS is regarded as a safety relevant system whereas communication device is non-safety relevant aid to passengers.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 16334-2, *Railway applications — Passenger alarm system — Part 2: System requirements for urban rail*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 16334-2 and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp/ui>

3.1 authorized person

person involved in operational activities and who is authorized to deal with the situation following communication device operation

Note 1 to entry: An authorized person could be, for example, a staff member on duty either on the urban rail vehicle or at an OCC, as defined by operational rules.

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