



National Standards Authority of Ireland

STANDARD

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**TECHNICAL DRAWINGS - RAILWAY
APPLICATIONS - PART 3: HANDLING OF
MODIFICATIONS OF TECHNICAL
DOCUMENTS**

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Dessins techniques - Applications ferroviaires - Partie 3:
Gestion des modifications des documents techniques

Technische Zeichnungen - Bahnanwendungen - Teil 3:
Behandlung von Änderungen technischer Dokumente

This European Standard was approved by CEN on 9 January 2004.

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. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Central Secretariat or to any CEN member.

This European Standard exists 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 Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.



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Foreword

This document (EN 15016-3:2004) 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of an identical text or by endorsement, at the latest by December 2004, and conflicting national standards shall be withdrawn at the latest by December 2004.

This document has been prepared under a mandate (M024) given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s).

This document has been prepared under Mode 4 co-operation with CENELEC TC9X. In the event of an amendment being required to this standard, the co-op TC will be consulted before proceeding to amend this document.

Particular considerations were made to standardize the computerised transfer of the content of the documents, its output on conventional information carrier and its reproduction without loss of quality. Remarks in international standards with regard to document handling are respected and supported by this standard and if necessary adopted or completed to the well-established procedures in the European railway business.

This European Standard "Technical drawings — Railway applications" consists of the following parts:

- EN 15016-1: General principles
- EN 15016-2: Parts lists
- EN 15016-3: Handling of modifications of technical documents
- prEN ISO 21267-4: Data exchange

Annex A is normative. Annex B is informative.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

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Introduction

In railway business the customer very often requires, as part of a contract, all technical documents in a certain format. In order to support co-operation and effective exchange of information between customers, suppliers and partners, it is necessary to have the document requirements precisely defined.

This European Standard refers to EN, ISO or IEC standards dealing with document modifications. In cases where ISO or IEC standards are not sufficiently precise, this standard gives specific details. These additions to ISO and IEC standards facilitate the exploitation and the administration of the document modifications.

These requirements shall be adhered to in order to accommodate:

- the large variety of users;
- a common understanding of the modifications by all concerned parties;
- any specific series of documentation related to the railway material they define.

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