Irish Standard
I.S. EN 50125-3:2003

Railway applications - Environmental conditions for equipment -- Part 3: Equipment for signalling and telecommunications

I.S. EN 50125-3:2003

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I.S. xxx: Irish Standard – national specification based on the consensus of an expert panel and subject to public consultation.

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SWiFT xxx: A rapidly developed recommendatory document based on the consensus of the participants of an NSAI workshop.

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English version

Railway applications - Environmental conditions for equipment Part 3: Equipment for signalling and telecommunications

Applications ferroviaires - Conditions d'environnement pour le matériel Partie 3: Equipement pour la signalisation et les télécommunications

Bahnanwendungen - Umweltbedingungen für Betriebsmittel Teil 3: Umweltbedingungen für Signal- und Telekommunikationseinrichtungen

This European Standard was approved by CENELEC on 2002-12-01. CENELEC 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 CENELEC 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 CENELEC member into its own language and notified to the Central Secretariat has the same status as the official versions.

CENELEC members are the national electrotechnical committees of Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland and United Kingdom.

CENELEC

European Committee for Electrotechnical Standardization
Comité Européen de Normalisation Electrotechnique
Europäisches Komitee für Elektrotechnische Normung

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Foreword

This European Standard was prepared by SC 9XA, Communication, signalling and processing systems, of Technical Committee CENELEC TC 9X, Electrical and electronic applications for railways.

The text of the draft was submitted to the formal vote and was approved by CENELEC as EN 50125-3 on 2002-12-01.

This European Standard was prepared under a mandate given to CENELEC by the European Commission and the European Free Trade Association and supports the essential requirements of Directive 96/48/EC.

The following dates were fixed:

- latest date by which the EN has to be implemented at national level by publication of an identical national standard or by endorsement (dop) 2003-12-01

- latest date by which the national standards conflicting with the EN have to be withdrawn (dow) 2005-12-01

Annexes designated « normative » are part of the body of the standard.
Annexes designated « informative » are given for information only.
In this European Standard, Annexes A and C are normative and Annexes B and D are informative.

The contents of the corrigendum of May 2010 have been included in this copy.

Contents

1 Scope

This European Standard specifies the environmental conditions encountered within Europe. It can also be applied elsewhere by agreement between the supplier and the customer.

The scope of this European Standard covers the design and the use of equipment and any portable equipment for signalling and telecommunications systems (including test, measure, monitoring equipment, etc.).

The portable equipment must comply with the sections of this European Standard relevant to their use.

This European Standard does not specify the test requirements for equipment.

In particular the standard intends to define

- interface conditions between the equipment and its environment,
- parameters to be used by designers when calculating R.A.M.S. and life time with respect to environmental condition effects.

In this respect it gives general guidance in order to allow consistent assessments of contract documentation for European projects.

The defined environmental conditions are considered as normal in service.

Microclimates surrounding components may need special requirements to be defined by the product standard.

The effects of any signalling and telecommunications equipment (in either or failure mode of operation) on the overall signalling system safety are not within the scope of this European Standard. This European Standard does not provide the designer with information to enable him to determine the safety risk associated with environmental conditions. The safety of persons in the vicinity of (or working on) the signalling and telecommunications equipment is also out of the scope of this European Standard. The effects of vandalism on the equipment are not considered in this European Standard.

This European Standard applies to all signalling and telecommunications systems except those used for cranes, mining vehicles and cable cars. It does not define the specifications for train-borne signalling and telecommunications systems.

The train-borne signalling and telecommunications systems must comply with rolling stock environmental conditions specifications (EN 50125-1).

2 Normative references

This European Standard incorporates by dated or undated reference, provisions from other publications. These normative references are cited at the appropriate places in the text and the publications are listed hereafter. For dated references, subsequent amendments to or revisions of any of these publications apply to this European Standard only when incorporated in it by amendment or revision. For undated references the latest edition of the publication referred to applies (including amendments).

EN 50121-1	Railway applications – Electromagnetic compatibility – Part 1: General
EN 50121-2	Railway applications – Electromagnetic compatibility – Part 2: Emission of the whole railway system to the outside world
EN 50121-4	Railway applications – Electromagnetic compatibility – Part 4: Emission and immunity of the signalling and telecommunications apparatus