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# Railway applications - Communication means between safety equipment and man-machine interfaces (MMI)

**S.R. CLC/TR 50542:2010**

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**Railway applications -  
Communication means between safety equipment  
and man-machine interfaces (MMI)**

Applications ferroviaires -  
Moyens de communication entre  
l'équipement de sécurité et l'interface  
homme-machine (IHM)

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**CENELEC**

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

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## **Foreword**

This Technical Report was prepared by the Technical Committee CENELEC TC 9X, Electrical and electronic applications for railways.

It was circulated for voting in accordance with the Internal Regulations, Part 2, Subclause 11.4.3.3 (simple majority).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN and CENELEC shall not be held responsible for identifying any or all such patent rights.

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## Contents

<b>1</b>	<b>Scope .....</b>	<b>8</b>
<b>2</b>	<b>Normative references.....</b>	<b>9</b>
<b>3</b>	<b>Terms and definitions .....</b>	<b>10</b>
<b>4</b>	<b>Symbols and abbreviations.....</b>	<b>12</b>
<b>5</b>	<b>Devices / modules of the systems .....</b>	<b>13</b>
<b>6</b>	<b>DMI functions for ERTMS/ETCS.....</b>	<b>13</b>
6.1	Concepts .....	13
6.2	Delays .....	15
6.3	Object Controls analysis .....	15
<b>7</b>	<b>DMI Safety targets .....</b>	<b>24</b>
7.1	Difficulties to assign THR/SIL to ETCS Display display functions .....	24
7.2	Safety approach for DMI and communication system .....	27
<b>8</b>	<b>Communication system requirements .....</b>	<b>28</b>
8.1	Strategy .....	29
8.2	Connection to the DMI .....	29
8.3	Object Control Layer .....	30
8.4	Safety Layers .....	30
8.5	Implicit Layer .....	30
8.6	Objects Controls data format .....	31
8.7	Safe Time Layer .....	58
8.8	Safe Link Layer .....	81
8.9	Implicit Layer .....	101
8.10	Performances of HTI interface .....	102
8.11	RAM requirements on HTI interface .....	104
8.12	LCC requirements on HTI interface .....	105
<b>Annex A (informative) Actions .....</b>		<b>106</b>
<b>Annex B (informative) Design rules .....</b>		<b>113</b>
B.1	List of design rules .....	113
B.2	Function-specific rules .....	114
<b>Annex C (informative) Services provided by the Safe Time Layer .....</b>		<b>115</b>
<b>Annex D (informative) Definition of notation.....</b>		<b>116</b>
D.1	State machine .....	116
D.2	Sequence chart .....	117
<b>Annex E (informative) Safety Link Layer telegram sequences examples .....</b>		<b>118</b>
E.1	Telegram Sequences (SL 4 and SL 2 Point-to-Point Connections) .....	118
E.2	Telegram Sequences (SL 0 Point-to-Point logical connections).....	124
<b>Annex F (normative) CRC Generator Polynomial and Application Rules .....</b>		<b>127</b>
F.1	General.....	127
<b>Annex G (informative) Calculation of the CRC Length.....</b>		<b>130</b>
G.1	Safety target for the transmission (EN 50129).....	130
G.2	Calculation of the CRC length (SIL 2).....	133
<b>Annex H (informative) Services provided by the Safe link layer.....</b>		<b>135</b>
<b>Bibliography .....</b>		<b>136</b>

**Figures**

Figure 1 - Systems concerned by this document .....	8
Figure 2— Terms and definitions .....	10
Figure 3 — Fault tree model.....	25
Figure 4 — Methodology for THR allocations.....	27
Figure 5 — Communication system layers .....	29
Figure 6 — Data encapsulation .....	30
Figure 7 — Example for network architecture .....	60
Figure 8 — Reference Time Transfert.....	61
Figure 9 — Time stamp concepts.....	62
Figure 10 — Architecture.....	63
Figure 11 — Start up sequence.....	64
Figure 12 — Time stamping .....	69
Figure 13 — Reference clock transfer.....	71
Figure 14 — Reference Clock state machine.....	72
Figure 15 — Local Clock state machine.....	74
Figure 16 — Logical Connection Master connection state machine .....	76
Figure 17 — Logical Connection Slave state machine.....	78
Figure 18 — Content of Safe Link Layer .....	82
Figure 19 — General structure of a telegram .....	82
Figure 20 — Supervision of Idle Telegrams .....	92
Figure 21 — Example of the data flow for multicast messages .....	98
Figure D.1 — State machine notations.....	116
Figure D.2 — Sequence chart notation .....	117
Figure E.1 — Telegram sequence to establish a SL 4 logical connection (connection set-up and authentication) .....	121
Figure E.2 — Telegram sequence of a faulty authentication due to an authentication telegram error.....	122
Figure E.3 — Telegram sequence to establish a SL 2 logical connection (connection set-up and authentication) .....	123
Figure E.4 — Telegram sequence for data exchange (SL 4 logical connection).....	124
Figure E.5 — Telegram sequence to establish a SL 0 logical connection (connection set-up).....	125
Figure E.6 — Telegram sequence for data exchange (SL 0 logical connection).....	126
Figure G.1 — Probability of undetected failures.....	132

**Tables**

Table 1 — Object Controls from HS to DMI .....	13
Table 2 — Object Controls from DMI to HS .....	14
Table 3 — OC definitions, part 1 .....	14
Table 4 — OC definitions, part 2 .....	14
Table 5 — Delays from HS to DMI .....	15
Table 6 — Delays from DMI to HS .....	15
Table 7 — Exchanges from driver to HS.....	16
Table 8 — Output exchanges from HS to driver .....	18
Table 9 — Failure modes, part 1 .....	21
Table 10 — Failure modes, part 2 .....	22
Table 11 — Defence techniques, part 1 .....	23

Table 12 — Defence techniques, part 2 .....	24
Table 13 — Human behaviour .....	26
Table 14 — THR allocation example .....	28
Table 15 — Packet structure .....	32
Table 16 — Message structure .....	33
Table 17 — Indicator Request .....	34
Table 18 — Button Request .....	35
Table 19 — Text Message Request .....	35
Table 20 — 8.6.5.4 Text Message Deletion .....	36
Table 21 — Sound Request .....	36
Table 22 — Data Entry Request .....	37
Table 23 — Data Confirmation Request .....	38
Table 24 — Dataview request .....	39
Table 25 — Continuous Dataview Request .....	40
Table 26 — Continuous Dataview Request for Announcement .....	40
Table 27 — Button Event Report .....	41
Table 28 — Text Ack .....	41
Table 29 — Data Entry Reply .....	42
Table 30 — Data Confirmation Reply .....	42
Table 31 — Packets numbering .....	43
Table 32 — Configuration Data .....	65
Table 33 — Disconnect Reason .....	65
Table 34 — Command number .....	66
Table 35 — Application Data .....	66
Table 36 — Sync and Reference Time .....	67
Table 37 — Ready to Run .....	67
Table 38 — Run .....	68
Table 39 — Safe Time Layer Startup for multicast .....	68
Table 40 — Constants for Safe Time Layer .....	80
Table 41 — Detailed protocol structure of a telegram .....	83
Table 42 — Structure of the Implicit Data .....	85
Table 43 — Connect Request telegram .....	86
Table 44 — Connect Confirm telegram .....	87
Table 45 — Authentication telegram .....	88
Table 46 — Authentication acknowledgement .....	88
Table 47 — Disconnect telegram .....	91
Table 48 — Idle telegram .....	93
Table 49 — Data telegram Table .....	93
Table 50 — Transition table, states .....	94
Table 51 — Transition table, events .....	94
Table 52 — Transition tables, actions (SL4 and SL2) .....	95
Table 53 — Transitions (SL2 and SL4 connections) .....	96
Table 54 — Transition table, actions (SL0) .....	97
Table 55 — Transitions (SL0) .....	97
Table 56 — Implicit Data format .....	99

Table 57 — Multicast example .....	100
Table 58 — Multicast telegram format.....	100
Table 59 — Structure of the implicit data telegram .....	101
Table 60 — List of services of lower layers services at HTI interface.....	103
Table 61 — Performances of lower layers services at HTI interface .....	104
Table A.1 .....	106
Table A.2 — Actions for in-functions .....	107
Table A.3 — Actions for out-functions .....	110
Table B.1 — Design rules.....	113
Table B.2 .....	114
Table C.1 .....	115
Table E.1 — Example of CRC computation for SL4 .....	119
Table E.2 — Example of CRC computation for SL 2 .....	120
Table G.1 .....	130
Table H.1 — Service provided by the Safe Link Layer.....	135



## Introduction

The purpose of this Technical Report is to show how to harmonise the communication means between onboard signalling safety systems and the driver-machine interface in the driver's desk.

The need for this standardisation has grown out of several trends.

One trend is that the rolling stock is being computerised more and more, enabling sophisticated functions within the rolling stock and various subsystems of the train.

Further, the driver's desk of such rolling stock is built around one or several computer screens<sup>1)</sup>. These allow the driver to interact with the computerised rolling stock functions. The user interfaces are typically user friendly, feature e.g. graphics and colours.

In case of degraded situation (screen failure) and with several screens available on the desk, it should be possible to relocate important information to a screen that is still working. This improves operational availability.

Another trend is the harmonisation of onboard signalling safety equipment. The ERTMS/ETCS as defined by the directive 96/48/EC and the related Control-Command TSI defines a control-command signalling system on European level.

For ERTMS/ETCS onboard, the driver-machine interface is also based on computerised screen(s).

The ERTMS/ETCS defines the concept of Specific Transmission Module STM, allowing the existing national control-command systems to be modified into an STM. This allows integration between national control-command systems and ERTMS/ETCS onboard equipment via a standardised interface (FFFIS STM).

Since desk space is a limited resource, the STM concept allows national onboard control-command systems to use the driver machine interface resources of ERTMS/ETCS. This is one aspect of the integration of national equipment with ERTMS/ETCS onboard.

Therefore the ERTMS/ETCS driver machine interface allows the driver to interact with any of the installed STMs or/and ERTMS/ETCS onboard. The selection of the active system is a responsibility of ERTMS/ETCS.

A third trend is that a European market is opened for control-command equipment as well as rolling stock.

Traditionally, control-command systems were generally linked to a country, and rolling stock was equipped with one or more national signalling safety system. This has effectively limited the rolling stock to operate within a limited number of countries.

The ERTMS/ETCS, in combination with STMs makes available onboard signalling safety equipment that enables cross-border traffic, freeing rolling stock from this barrier.

There are indeed other barriers hindering cross-border traffic, being operational, technical or administrative. They are gradually being overcome. One example is the interoperable voice radio, EIRENE, based on GSM-R.

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<sup>1)</sup> In this Introduction the term "screen" is used in a popular sense, implying e.g. touch screen or other means of input from driver.

The combination of the above trends leads to the conclusion that during train operation, ERTMS/ETCS must have access to one of the screens in the desk. Further, it is desirable to maintain the advantages of multi-screen installations created by train system providers, allowing the ability to change screen for ERTMS/ETCS in case of screen failure. Thus a certain level of integration and harmonised communication is called for.

Another motivation for this Technical Report is related to Life Cycle Cost. The interface shown here helps replacement of screen and desk equipment through the lifetime of the vehicle, whatever is the supplier.

## 1 Scope

This Technical Report defines, in accordance with the ERTMS/ETCS requirements:

- a) for each DMI function to be exchanged to and from the driver, including ETCS, STM:
  - performances needed;
  - degraded modes recovering;
- b) DMI Safety targets;
- c) communication system requirements:
  - real-time capability;
  - performances (bandwidth, etc.);
  - expansion capability;
  - RAMS;
  - applicable standards;
  - degraded modes;
  - degraded modes management;
  - interface with other systems;
  - LCC requirements.

Each item in the list above corresponds to one chapter of the present document.

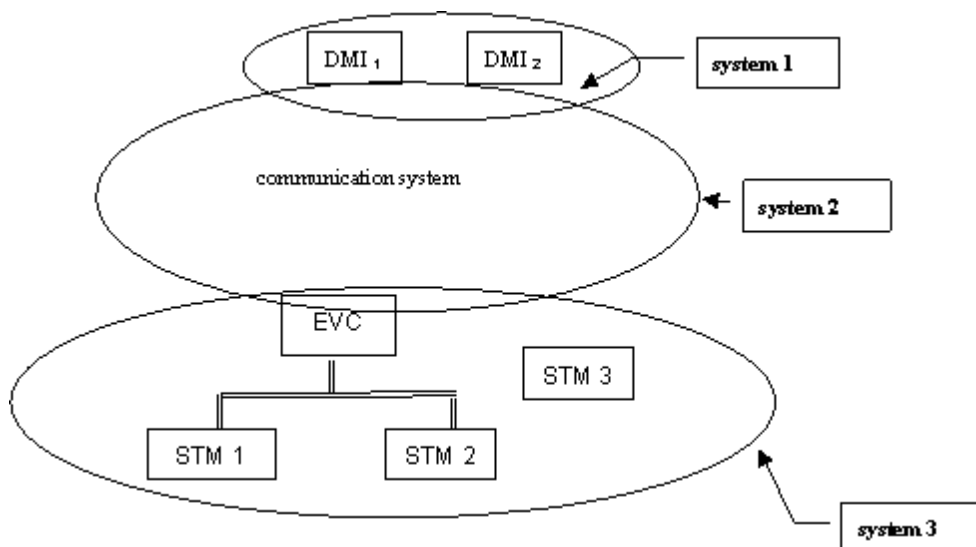


Figure 1 - Systems concerned by this document

This Technical Report does not cover the following items:

- Train functions;
- STM “Separate DMI” as defined in document [1] regarding DMI equipment that is part of the STM itself;
- GSMR EIRENE functions;
- Ergonomics;
- Use of the ETCS DMI as a terminal server for maintenance purpose.

## **2 Normative references**

The following referenced documents are indispensable for the application 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.

96/48/EC, *Council Directive 96/48/EC of 23 July 1996 on the interoperability of the trans-European high-speed rail system*

EN 50128, *Railway applications - Communication, signalling and processing systems - Software for railway control and protection systems*

EN 50129, *Railway applications - Communication, signalling and processing systems - Safety related electronic systems for signalling*

EN 50155, *Railway applications - Electronic equipment used on rolling stock*

EN 50159-1, *Railway applications - Communication, signalling and processing systems - Part 1: Safety-related communication in closed transmission systems*

EN 50159-2:2001; *Railway applications - Communication, signalling and processing systems - Part 2: Safety-related communication in open transmission systems*

CLC/TS 50459-2, *Railway applications - Communication, signalling and processing systems - European Rail Traffic Management System - Driver-Machine Interface - Part 2: Ergonomic arrangements of ERTMS/ETCS information*

CLC/TS 50459-6, *Railway applications - Communication, signalling and processing systems - European Rail Traffic Management System - Driver-Machine Interface - Part 6: Audible information*

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