



NSAI
Standards

Irish Standard
I.S. EN 15380-5:2014

Railway applications - Classification system for railway vehicles - Part 5: System Breakdown Structure (SBS)

I.S. EN 15380-5:2014

Incorporating amendments/corrigenda/National Annexes issued since publication:

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NSAI
1 Swift Square,
Northwood, Santry
Dublin 9

T +353 1 807 3800
F +353 1 807 3838
E standards@nsai.ie
W NSAI.ie

Sales:
T +353 1 857 6730
F +353 1 857 6729
W standards.ie

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(SBS)

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CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

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Foreword

This document (EN 15380-5:2014) 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of an identical text or by endorsement, at the latest by March 2015 and conflicting national standards shall be withdrawn at the latest by March 2015.

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

This series of European Standards EN 15380 “*Railway applications — Classification system for railway vehicles*” consists of the following parts:

- *Part 1: General principles*
- *Part 2: Product groups*
- *Part 3: Designation of train-set positions and installation sites*
- *Part 4: Function groups*
- *Part 5: System Breakdown Structure (SBS)*

NOTE EN 15380–2 refers to Product Breakdown Structure (PBS). EN 15380–4 refers to Functional Breakdown Structure (FBS).

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

EN 15380-5:2014 (E)

Introduction

The System Breakdown Structure (SBS) provides the means of defining a railway vehicle in manageable and recognizable main systems and subsystems.

In addition to main systems and subsystems this document includes transverse elements, which result from the architectural design.

The SBS can be used to link functions according to EN 15380-4 to main systems and subsystems. The SBS is also used to associate subsystems with products. Examples of products or product groups are given in EN 15380-2.

The relationships of functions to the SBS and to the products depend on the architectural design of the railway vehicles.

As a result of the architectural design there will be different associations of products to subsystems. These different associations can be compared and evaluated. In addition the SBS provides a common stable structure “black box approach” for optimization of the train architecture.

The SBS with the other breakdown structures can be used at different stages of the vehicles life cycle. The SBS provides a common structure to be used by various stakeholders, e.g. authorities, operators, maintainers, integrators and suppliers.

The System Breakdown Structure according to EN 15380-5 (SBS), the Product Breakdown Structure according to EN 15380-2 (PBS) and the Functional Breakdown Structure according to EN 15380-4 (FBS) complement each other. These structures describe different views of railway vehicles.

1 Scope

This European Standard defines the System Breakdown Structure for railway vehicles and their principal associated attributes.

This European Standard may also be applied to specific railway vehicles like track machines and snow ploughs. However, while the systems that are common with general railway vehicles are included, the systems which are specific to their work processes are not included in this European Standard. They need to be added for these individual projects.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 50343, *Railway applications — Rolling stock — Rules for installation of cabling*

EN 81346-1:2009, *Industrial systems, installations and equipment and industrial products — Structuring principles and reference designations — Part 1: Basic rules*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1

object

entity treated in a process of development, implementation, usage and disposal

[SOURCE: EN 81346-1:2009, 3.1, modified — Notes 1 and 2 to entry have been omitted]

3.2

system

set of interrelated objects considered in a defined context as a whole and separated from their environment

Note 1 to entry A *system* is generally defined with a view to achieve a given objective, e.g. by performing a definite function.

Note 2 to entry Examples of a system: A drive system, a water supply system, a stereo system, a computer.

Note 3 to entry The *system* is considered to be separated from the environment and from the other external *systems* by an imaginary surface, which cuts the links between them and the *system*.

Note 4 to entry The term *system* should be qualified when it is not clear from the context to what it refers, e.g. control system, colorimetric system, system of units, transmission system.

Note 5 to entry When a *system* is part of another *system*, it may be considered as an *object* as defined in this standard.

[SOURCE: EN 81346-1:2009, 3.2, modified — Note 2 to entry has been changed]

3.3

structure

organization of relations among *objects* of a *system* describing constituency relations (consists-of/ is-a-part-of)

[SOURCE: EN 81346-1:2009, definition 3.9]

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