



NSAI
Standards

Irish Standard
I.S. EN 16334:2014

Railway applications - Passenger Alarm System - System requirements

I.S. EN 16334:2014

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Railway applications - Passenger Alarm System - System requirements

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Prescriptions relatives au système

Bahnanwendungen - Fahrgastalarmsystem -
Systemanforderungen

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EN 16334:2014 (E)

Foreword

This document (EN 16334:2014) 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of an identical text or by endorsement, at the latest by February 2015 and conflicting national standards shall be withdrawn at the latest by February 2015.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 document supersedes EN 15327-1:2008.

This document has been prepared under a mandate given to CEN/CENELEC/ETSI by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directives 2008/57/EC.

For relationship with EU Directive 2008/57/EC, see informative Annex ZA, which is an integral part of this document.

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.

1 Scope

This European Standard specifies the characteristics of the Passenger Alarm System. The aim of the Passenger Alarm System is to:

- a) permit passengers in case of emergency situations to inform the driver;
- b) permit the driver to keep the train moving or to stop the train at a safe location;
- c) stop the train automatically:
 - 1) at a platform,
 - 2) if there is no acknowledgement by the driver.

This European Standard covers the Passenger Alarm System (PAS) fitted to the passenger carrying rolling stock and specifies:

- the functional requirements for an alarm triggered in the driving cab (Clause 6);
- the communication channel between the driver and passengers or on-board staff (6.4);
- the dynamic analysis of the Passenger Alarm System (Clause 7);
- the requirements for the degraded modes management (Clause 8);
- the safety related requirements (Clause 9);
- requirements for the Passenger Alarm Device and Passenger Alarm Device area (Clause 10).

This European Standard is applicable to rolling stock which are in the field of the Directive 2008/57/EC.

NOTE 1 Existing Passenger Alarm Systems may require modification to work in conjunction with vehicles that comply with this standard.

NOTE 2 Most of the requirements of UIC 541–6 are compliant with this standard.

Other communications systems named 'communication device for passengers' or 'call for aid' in the CR LOC and PAS TSI [1] respectively "Emergency call" or "Call for assistance" in the TSI PRM [3] are not covered by this standard.

NOTE 3 prEN 16683, *Railway applications – Call for aid and communication device – Requirements* covers these aspects.

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 13272, *Railway applications — Electrical lighting for rolling stock in public transport systems*

EN 14478:2005, *Railway applications — Braking — Generic vocabulary*

prEN 16186 (all parts), *Railway applications — Driver's cab*

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