



NSAI
Standards

Irish Standard Recommendation
S.R. CLC/TS 50459-1:2015

Railway applications - Communication, signalling and processing systems - European Rail Traffic Management System - Driver-Machine Interface - Part 1: General principles for the presentation of ERTMS/ETCS/GSM-R information

S.R. CLC/TS 50459-1:2015

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National Foreword

S.R. CLC/TS 50459-1:2015 is the adopted Irish version of the European Document CLC/TS 50459-1:2015, Railway applications - Communication, signalling and processing systems - European Rail Traffic Management System - Driver-Machine Interface - Part 1: General principles for the presentation of ERTMS/ETCS/GSM-R information

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TECHNICAL SPECIFICATION

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English Version

Railway applications - Communication, signalling and processing systems - European Rail Traffic Management System - Driver-Machine Interface - Part 1: General principles for the presentation of ERTMS/ETCS/GSM-R information

Applications ferroviaires - Systèmes de signalisation, de télécommunications et de traitement - Système européen de gestion du trafic ferroviaire - Interface de conduite - Partie 1: Principes généraux pour la présentation des informations ERTMS/ETCS/GSM-R

Bahnanwendungen - Telekommunikationstechnik, Signaltechnik und Datenverarbeitungssysteme - Europäisches Leitsystem für den Schienenverkehr - Mensch-Maschine Schnittstelle - Teil 1: Ergonomische Grundsätze für die Darstellung von ERTMS/ETCS/GSM-R Informationen

This Technical Specification was approved by CENELEC on 2015-07-20.

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

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Contents		Page
European foreword		4
Introduction		5
1	Scope	6
2	Normative references	6
3	Terms, definitions and abbreviated terms	7
3.1	Terms and definitions	7
3.2	Abbreviated terms	8
4	General ergonomic principles	8
4.1	Principles for presentation	8
4.1.1	General	8
4.1.2	Presentation techniques	9
4.1.3	Text output	10
4.1.4	Characters	10
4.1.5	Redundancy concept	10
4.2	Principles for dialogue	11
4.2.1	General	11
4.2.2	Suitability for the task	11
4.2.3	Self-descriptiveness	11
4.2.4	Controllability	11
4.2.5	Conformity with user expectations	11
4.2.6	Error guidance	11
4.3	Physical parameters	11
4.4	Arrangement of information	12
4.4.1	General	12
4.4.2	Window title	12
4.4.3	Buttons	12
4.5	Symbols	12
4.6	Navigation buttons	13
4.7	Menu structure	13
4.8	Data input	13
4.9	Languages	13
4.10	Audible information	13
4.10.1	General	13
4.10.2	Sounds	13
Bibliography		22

Figures

Figure 1 — S feedback 1	14
Figure 2 — S feedback 2	15
Figure 3 — S feedback 3	16
Figure 4 — S info	17
Figure 5 — Driving too fast	18
Figure 6 — S2 – Speed warning	19
Figure 7 — S3 – End of intervention	20

Tables

Table 1 — S feedback 1 – down	14
Table 2 — S feedback 2 – up	15
Table 3 — S feedback 3 – down and up	16
Table 4 — S info – Information on DMI	17
Table 5 — Driving too fast	18
Table 6 — S2 – Speed warning	19
Table 7 — S3 – End of intervention	20

CLC/TS 50459-1:2015

European foreword

This document (CLC/TS 50459-1:2015) has been prepared by CLC/SC 9XA “Communication, signalling and processing systems”, of Technical Committee CENELEC TC 9X “Electrical and electronic applications for railways”.

This document supersedes CLC/TS 50459-1:2005.

CLC/TS 50459-1:2015 includes the following significant technical changes with respect to CLC/TS 50459-1:2005:

- update general principles for the presentation of ERTMS/ETCS/GSM-R information correlated with ERA_ERTMS_015560;
- update ergonomic arrangements with EN 16186 series.

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

This document should be read in conjunction with ERA_ERTMS_015560 “*ETCS Driver Machine Interface*” and EN 16186 series, “*Railway applications — Driver’s Cab*”.

CLC/TS 50459 series consists of the following parts under the general title “*Railway applications – Communication, signalling and processing systems – European Rail Traffic Management System – Driver-Machine Interface*”:

- *Part 1: General principles for the presentation of ERTMS/ETCS/GSM-R information;*
- *Part 2: Ergonomic arrangements of GSM-R information¹⁾;*
- *Part 3: Ergonomic arrangements of non ETCS information¹⁾.*

1) At final draft stage.

Introduction

CLC/TS 50459 series contains the ergonomic arrangements of information on the ERTMS/DMI Display (CCD and TRD). Most items are illustrated with an example.

The reasons for defining the ergonomics of the DMI are as follows:

- achieving harmonized and coherent presentation for ERTMS/ETCS and NTC information. Given the large number of NTC's requiring the use the ERTMS/ETCS DMI, only a harmonized approach is feasible;
- defining Driver-Machine Interface ergonomics that is compatible with agreed interoperable ERTMS specifications;
- to reduce the risk of incorrect operation by a driver;
- facilitating train operation with a unified ergonomics, hence reducing the cost of driver training;
- better understanding of the tasks to be performed;
- increasing speed and accuracy of driver actions.

CLC/TS 50459-1:2015**1 Scope**

This Technical Specification describes from an ergonomic point of view how ERTMS and non-ERTMS information will be arranged and displayed. More specifically, it covers information that is out of the scope of ERA_ERTMS_015560. This Technical Specification describes more ergonomic details than currently provided by the ERTMS/GSM-R specifications.

This Technical Specification defines the ergonomics for the Driver-Machine Interface (DMI) for the following applications:

- stand-alone ERTMS/GSM-R Train Radio Systems;
- non-ERTMS/ETCS Train Control Systems;
- other technical systems currently provided on the rolling stock.

The ergonomics covers

- the general arrangements (dialogue structure, sequences, layout philosophy, colour philosophy),
- the symbols,
- the audible information,
- the data entry arrangements.

This Technical Specification is limited to ergonomic considerations and does not define the technology to be used for the implementation but it does give guidelines about how to implement the requirements using different technology types (soft keys, touch screen device, LCD, electromechanical instruments, indicator lamps, etc.).

This Technical Specification is applicable to all trains fitted with the ERTMS/ETCS and also to trains fitted with train radio (GSM-R) DMI.

The scope of Part 1 of CLC/TS 50459 is to define ergonomic principles for the interface between the driver and the above listed applications.

TDD is out of scope of CLC/TS 50459 series.

For human factor items, such as display of information, display location, viewing angles and organization of the screens, see EN 16186 series.

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.

ERA_ERTMS_015560, *ETCS Driver Machine Interface*, Version 3.4.0, 2014-05-12

EN 16186-1, *Railway applications – Driver's cab – Part 1: Anthropometric data and visibility*

prEN 16186-2:2015, *Railway applications – Driver's cab – Part 2: Integration of displays, controls and indicators* ²⁾

prEN 16186-3, *Railway applications – Driver's cab – Part 3: Design of displays* ²⁾

2) At draft stage.

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