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Interested committees:

Title: BS EN 16683 Railway applications - Call for aid and communication device - Requirements for heavy rail vehicles

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Introduction

This draft standard is based on national and international discussions. Your comments on this draft are invited and will assist in the preparation of the consequent standard.

For international standards, comments will be reviewed by the relevant UK national committee before sending the consensus UK vote and comments to the international committee, which will then decide appropriate action. If the international standard is approved, it is usual for the text to be published as a British Standard.

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Please indicate whether you consider the UK should submit a negative (with supporting technical reasons) or positive vote on this draft. Please indicate if you are aware of any reason why this draft standard should not be published as a British Standard.

Submission of Comments

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Template for comments and secretariat observations

Date: xx/xx/20xx	Document: ISO/DIS xxxx
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1	2	(3)	4	5	(6)	7
MB	Clause No./ Subclause No./Annex (e.g. 3.1)	Paragraph/Figure/ Table/Note	Type of comment	Commend (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted
	3.1	Definition 1	ed	Definition is ambiguous and needs clarifying.	Amend to read '...so that the mains connector to which no connection...'	
	6.4	Paragraph 2	te	The use of the UV photometer as an alternative cannot be supported as serious problems have been encountered in its use in the UK.	Delete reference to UV photometer.	

English Version

Railway applications - Call for aid and communication device - Requirements for heavy rail vehicles

Applications ferroviaires - Dispositifs d'appel à l'aide et de communication à disposition des passagers - Prescriptions pour véhicules ferroviaires lourds

Bahnanwendungen - Hilferufvorrichtung und Kommunikationseinrichtung für Fahrgäste - Anforderungen für Vollbahnfahrzeuge

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 256.

If this draft becomes a European Standard, CEN 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.

This draft European Standard was established by CEN in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

Warning : This document is not a European Standard. It is distributed for review and comments. It is subject to change without notice and shall not be referred to as a European Standard.



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COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

Contents	Page
EUROPEAN FOREWORD	4
1 SCOPE.....	5
2 NORMATIVE REFERENCES.....	5
3 TERMS, DEFINITIONS AND ABBREVIATIONS.....	5
3.1 Terms and definitions	6
3.2 Abbreviations.....	7
4 CFA.....	7
4.1 CFA elements overview.....	7
4.2 CFA general requirements.....	8
4.3 Basic CFA	9
4.3.1 Minimum requirements of the basic CFA	9
4.3.2 Local basic CFA passenger interface	10
4.4 CFA isolation	10
4.5 CFAD operation requirements	10
4.5.1 Actions and feedback at the CFAD location.....	10
4.5.2 Actions at train level.....	10
4.6 CFAD operation in sleeping coach	11
4.7 Locating operated CFAD	12
4.8 Acknowledgements and feedback.....	12
4.8.1 SOO acknowledgement and feedback recommendations	12
4.8.2 DOO acknowledgement requirements.....	12
4.8.3 DOO feedback to passengers	13
4.9 CFAD reset	13
4.10 Dynamic analysis of the CFA function	13
4.11 CFAD passenger interface design requirements	13
5 COMMUNICATION DEVICE.....	14
5.1 Introduction.....	14
5.2 General requirements.....	14
5.3 Communication device interface design requirements	15

5.4	Communication within a sleeping coach.....	15
6	COMMUNICATION PRIORITY REQUIREMENTS	15
	ANNEX A (INFORMATIVE) CFA TRAIN BROADCAST AUDIBLE SIGNAL TONE FOR CROSS BORDER TRAINS	17
	ANNEX B (INFORMATIVE) FLOWCHART OF CFA OPERATION.....	18
	ANNEX C (INFORMATIVE) COMMUNICATION DEVICE PASSENGER INTERFACE	21
C.1	LABEL.....	21
C.2	COMMUNICATION DEVICE WHERE NO CFAD IS PROVIDED.....	21
C.3	COMMUNICATION DEVICE CLOSE TO A CFAD	22
	ANNEX ZA (INFORMATIVE) RELATIONSHIP BETWEEN THIS EUROPEAN STANDARD AND THE ESSENTIAL REQUIREMENTS OF EU DIRECTIVE (EU) 2016/797 AIMED TO BE COVERED	23
	BIBLIOGRAPHY	26

European foreword

This document (prEN 16683:2023) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This document is currently submitted to the CEN Enquiry.

This document will supersede EN 16683:2015.

In comparison with the previous edition EN 16683:2015, the following technical modifications have been made:

- the scope has been updated and explicitly does not cover urban rail;
- the normative references have been updated;
- Clause 3 (Terms, definitions and abbreviations) has been updated;
- the CFA (Clause 4) description and requirements have been reviewed to remove ambiguities;
- a new subclause 4.11 on CFAD passenger interface design requirements was added;
- subclause 5.5 is now Clause 6 and has been slightly rephrased;
- Annex C has been rewritten;
- Annex ZA has been updated.

This document has been prepared under a Standardization Request given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s) / Regulation(s).

For relationship with EU Directive(s) / Regulation(s), see informative Annex ZA, which is an integral part of this document.

1 Scope

This document covers heavy rail rolling stock.

This document does not cover urban rail rolling stock.

NOTE 1 EN 17355 covers communication device requirements for urban rail rolling stock.

This document specifies:

- the functional requirements for a Call For Aid and Communication device;
- the dynamic analysis of the Call For Aid system.

NOTE 2 In a formation of vehicles where one complies with this document with one that does not, it is possible that the call for aid is not fully functional.

NOTE 3 The Call For Aid function is separate from the Passenger Alarm System (PAS), which is provided to deal with emergency situations. The PAS is described in EN 16334-1.

NOTE 4 The communication device can be different from the PAS, but it can share some or all parts of the PAS to achieve its functionalities.

NOTE 5 The PAS is regarded as a safety relevant system whereas the CFA and communication device are non-safety relevant aids to passengers.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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.

prEN 16584-1:2024, *Railway applications — Design for PRM use — General requirements — Part 1: Contrast*

prEN 16584-2:2024, *Railway applications — Design for PRM use — General requirements — Part 2: Information*

prEN 16584-3:2024, *Railway applications — Design for PRM use — General requirements — Part 3: Optical and friction characteristics*

prEN 16585-1:2024, *Railway applications — Design for PRM use — Equipment and components onboard rolling stock - Part 1: Toilets*

prEN 16585-2:2024, *Railway applications — Design for PRM use — Equipment and components on board rolling stock - Part 2: Elements for sitting, standing and moving*

prEN 16585-3:2024, *Railway applications — Design for PRM use — Equipment and components on board rolling stock - Part 3: Clearways and internal doors*

prEN 17343:2023, *Railway applications — General terms and definitions*

3 Terms, definitions and abbreviations

For the purposes of this document, the following terms, definitions and abbreviations and the ones in prEN 17343:2023 apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <http://www.iso.org/obp>

3.1 Terms and definitions

3.1.1

authorized person

operational people authorized to deal with the situation following CFAD or communication device operation

Note 1 to entry: An authorized person could be, for example, either staff on the train or at a call centre as defined by operating rules

3.1.2

call for aid

CFA

system used to inform an authorized person or the driver of a request for individual help

Note 1 to entry: The TSI PRM defines CFA location in wheelchair accessible areas

3.1.3

call for aid device

CFAD

device used to trigger the CFA by a PRM, or any other passenger, which does not necessarily include communication functions

3.1.4

CFAD operated

status of the CFAD (for example a push button) when its passenger interface is manipulated in order to change its status and send information to the CFA system

3.1.5

communication device

device used to enable the passengers to speak to authorized persons

3.1.6

communication device interface

equipment used by the passenger to speak to authorized persons

3.1.7

driver only operation

DOO

train without authorized persons on board, except the driver

3.1.8

public address

PA

system used by authorized persons to broadcast to the passenger areas

Note 1 to entry: This is also known as audible communication system

3.1.9**sleeping car attendant**

dedicated authorized person who is responsible for sleeping car(s) during night operation

3.1.10**staff on board operation****SOO**

train with authorized persons on board in addition to the driver

3.2 Abbreviations

For the purposes of this document, the abbreviated terms in Table 1 apply.

Table 1 — Abbreviations

CFA	Call for aid
CFAD	Call for aid device
DMI	Driver machine interface
DOO	Driver only operation
PA	Public address
PAS	Passenger alarm system (defined in EN 16334)
PRM	Persons with disabilities and persons with reduced mobility
SOO	Staff on board operation
TCMS	Train control and monitoring system

4 CFA**4.1 CFA elements overview**

The CFA overview is summarized, as an example, by Figure 1 to show the different CFA system elements and their interaction through the train. It also shows those elements considered mandatory and those considered optional.

The different elements are more precisely described in the following clauses.