

# Public transport — Road vehicle scheduling and control systems —

## Part 5: CANopen cabling specifications

ICS 35.240.60; 43.080.20; 45.060.01

# National foreword

This Draft for Development is the English language version of ENV 13149-5:2002.

**This publication is not to be regarded as a British Standard.**

It is being issued in the Draft for Development series of publications and is of a provisional nature because the technology of the subject matter is developing rapidly and is subject to rapid change. It should be applied on this provisional basis, so that information and experience of its practical application may be obtained.

Comments arising from the use of this Draft for Development are requested so that UK experience can be reported to the European organization responsible for its conversion into a European Standard. A review of this publication will be initiated 2 years after its publication by the European organization so that a decision can be taken on its status at the end of its three-year life. The commencement of the review period will be notified by an announcement in *Update Standards*.

According to the replies received by the end of the review period, the responsible BSI Committee will decide whether to support the conversion into a European Standard, to extend the life of the prestandard or to withdraw it. Comments should be sent in writing to the Secretary of BSI Technical Committee EPL/278, Road transport informatics, at 389 Chiswick High Road, London W4 4AL, giving the document reference and clause number and proposing, where possible, an appropriate revision of the text.

A list of organizations represented on this committee can be obtained on request to its secretary.

**Cross-references**

The British Standards which implement international or European publications referred to in this document may be found in the *BSI Catalogue* under the section entitled “International Standards Correspondence Index”, or by using the “Search” facility of the *BSI Electronic Catalogue* or of British Standards Online.

This Draft for Development, having been prepared under the direction of the Electrotechnical Sector Policy and Strategy Committee, was published under the authority of the Standards Policy and Strategy Committee on 26 July 2002

**Summary of pages**

This document comprises a front cover, an inside front cover, the ENV title page, pages 2 to 16, an inside back cover and a back cover.

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| Amd. No. | Date | Comments |
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ISBN 0 580 40093 X

English version

## Public transport - Road vehicle scheduling and control systems - Part 5: CANopen cabling specifications

This European Prestandard (ENV) was approved by CEN on 26 March 2002 as a prospective standard for provisional application.

The period of validity of this ENV is limited initially to three years. After two years the members of CEN will be requested to submit their comments, particularly on the question whether the ENV can be converted into a European Standard.

CEN members are required to announce the existence of this ENV in the same way as for an EN and to make the ENV available promptly at national level in an appropriate form. It is permissible to keep conflicting national standards in force (in parallel to the ENV) until the final decision about the possible conversion of the ENV into an EN is reached.

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## Foreword

This document (ENV 13149-5:2002) has been prepared by Technical Committee CEN/TC 278 "Road transport and traffic telematics", the secretariat of which is held by NEN.

The annexes A and B are informative.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to announce this European Prestandard: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and the United Kingdom.

## **Introduction**

This European Prestandard is part 5 of ENV 13149, which gives rules for on-board data transmission systems.

This part 5 together with part 4 and part 6 describes a complete solution independent from part 1, part 2 and part 3.