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BSI Standards Publication

Railway applications — External visible and audible warning devices

Part 3: Visible warning devices for urban rail

bsi.

National foreword

This British Standard is the UK implementation of EN 15153-3:2020.

The UK participation in its preparation was entrusted to Technical Committee RAE/4/-/7, Railway Applications - Lighting.

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

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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Bahnanwendungen - Äußere optische und akustische Warneinrichtungen - Teil 3: Optische Warneinrichtungen für städtische Schienenbahnen

This European Standard was approved by CEN on 6 October 2019.

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European foreword

This document (EN 15153-3:2020) 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of an identical text or by endorsement, at the latest by July 2020, and conflicting national standards shall be withdrawn at the latest by July 2020.

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

This series of documents *Railway applications — External visible and audible warning devices* consists of the following parts:

— Part 1*: Head, marker and tail lamps for heavy rail;*

— Part 2*: Warning horns for heavy rail;*

— Part 3*: Visible warning devices for urban rail* (this document)*;*

— Part 4*: Audible warning devices for urban rail.*

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Introduction

This document sets out the requirements for external visible warning devices for urban rail vehicles, as defined in the CEN-CENELEC Guide 26.

1 Scope

This document defines the functional and technical requirements for exterior visible warning devices for urban rail vehicles as defined in the CEN-CENELEC Guide 26, i.e. metro systems, trams, light rail, and local rail systems.

This document also defines the requirements for testing and conformity assessment.

NOTE The requirements for exterior visible warning devices for heavy rail vehicles are found in EN 15153–1.

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.

EN 15153-1:2020, *Railway applications — External visible and audible warning devices – Part 1: Head, marker and tail lamps for heavy rail*

3 Terms and definitions

For the purposes of this document, the following terms and definitions 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 https://www.iso.org/obp

3.1
urban guided transport (UGT) systems
system covering metro, tram and light rail, and defined as public transport systems permanently guided at least by one rail, intended for the operation of local, urban and suburban passenger services with self-propelled vehicles and operated either segregated or not from general road and pedestrian traffic

Note 1 to entry: Adapted from CEN-CENELEC Guide 26.

3.2
metro system
UGT system operated on its own right of way and segregated from general road and pedestrian traffic; consequently designed for operations in tunnels, viaducts or on surface level but with physical separation in such a way that inadvertent access is not possible

Note 1 to entry: In different parts of the world, Metro systems are also known as the underground, the subway or the tube. Rail systems with specific construction issues operating on a segregated guideway (e.g. monorail, rack railways) are also treated as Metros as long as they are designated as part of the urban public transport network.

Note 2 to entry: Adapted from CEN-CENELEC Guide 26.

3.3
tram
UGT system not segregated from general road and pedestrian traffic, which shares its right of way with general road and/or pedestrian traffic and is therefore embedded in its relevant national road traffic legislation (highway codes and specific adaptations)