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PUBLIC TRANSPORT - ROAD VEHICLE SCHEDULING AND CONTROL SYSTEMS - PART 3: WORLDFIP MESSAGE CONTENT

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TECHNICAL SPECIFICATION

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English Version

Public transport - Road vehicle scheduling and control systems - Part 3: WorldFIP message content

Transports publics - Systèmes d'ordonnancement et de contrôle des véhicules routiers - Partie 3 : Contenu de messages WorldFIP

Öffentlicher Verkehr - Straßenfahrzeuge Planungs- und Steuerungssysteme - Teil 3: WORLDFIP Nachrichteninhalt

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Contents

Page

Foreword 4

Introduction 4

1 Scope 4

2 Normative references 5

3 Terms and definitions 5

4 Vehicle related identifiers and numbers 5
4.1 Vehicle operation identifiers and numbers 6
4.2 Fare terms and related identifiers and numbers 10

5 Requirements 11
5.1 Hardware preferences 11
5.2 Devices in a complex network 11
5.3 Station numbers 12
5.4 Bus arbiter modes 13
5.5 Physical layer 13
5.5.1 Bit rates 13
5.5.2 Bus connector 13
5.5.3 Bus cable 13
5.6 Data modelling 13
5.6.1 General 13
5.6.2 Text structure 14
5.6.3 Plain text 14
5.6.4 XML formatted text 14
5.7 Object dictionary 15
5.7.1 Overview of object dictionary entries 15
5.7.2 Detailed Specification of Process Data Units 15

Annex A (informative) **Device profiles** 44
A.1 Definitions 44
A.2 Device Profile Model 47
A.2.1 Device General Structure 47
A.2.2 Physical Node Interface 50
A.2.3 Logical Node Interface 51
A.2.4 Function Block Interface 53
A.2.5 Exchange Block Interface 57
A.2.6 General Function Block Type 62
A.3 Overview of Device Profiles 64
A.3.1 Definitions 64
A.3.2 Profiles Positioning 66
A.3.3 Profiles Characteristics 67

Annex B (informative) **Example of Simple Network Application** 68
B.1 Simple Network Application 68
B.1.1 Introduction 68
B.1.2 List of Stations 68
B.2 Bus Arbitration 68
B.2.1 Start-up and Election Timeouts 68
B.2.2 Bus Arbiter Priority 69
B.2.3 Micro Cycle 70
B.2.4 Macro Cycle 71
B.3 Virtual Device Profiles 71

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B.3.1 Mapping of Virtual Device, Physical Device and Process Data Units **71**
B.3.2 Process Data Unit Producers and Consumers **75**

Annex C (informative) **Examples of Device Descriptions** **78**
C.1 Device Description Example 1 ..... **78**
C.2 Device Description Example 2 ..... **80**

Bibliography **81**

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Foreword

This document CEN/TS 13149-3:2007 has been prepared by Technical Committee CEN/TC 278 “Road transport and traffic telematics”, the secretariat of which is held by NEN.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to announce this Technical Specification: Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

Introduction

This Technical Specification is intended to be developed into part 3 of EN 13149, which gives rules for on-board data transmission systems.

This part 3 together with part 1 and part 2 of EN 13149 describes a complete solution independent from part 4, part 5 and part 6.

This document uses terms which are already used in other standards e.g. EN 12896 *Road transport and traffic telematics - Public transport - Reference data model*, when applicable.

1 Scope

This Technical Specification specifies the choice and the general application's rules of an onboard data transmission bus between the different equipment for service operations and monitoring of the fleet. This applies to equipment installed onboard buses, trolley-buses and tramways only as part of a bus fleet operation. It excludes tramways when they are operated as part of a train, subway or metro operation. This equipment includes operation aid systems, automatic passenger information systems, fare collection systems, etc.

The equipment directly related to the safety-related functioning of the vehicle (propulsion management, brake systems, door opening systems, etc...) are excluded from the scope of the present standard and are dealt with in other standardisation bodies.

For the described application two bus systems are standardised. Part 1 to part 3 of EN 13149 describe the WorldFIP bus system and part 4 to part 6 describe the CANopen bus system. There is no ranking between the two bus systems.

The present Technical Specification covers the link between equipment inside a single vehicle. Although it could be applied to multiple vehicles, this application is not explicitly covered by this standard.

Part 1 of EN 13149 specifies the WorldFIP-based network. This specification describes the general architecture in terms of hierarchical layers according to the ISO reference model for Open Systems Interconnection (OSI) specified in ISO 7498.

Part 2 of EN 13149 specifies in detail the connectors and the connector pin assignment and the cabling.

Part 3 (this Technical Specification) specifies in detail the application profiles for a simple network.

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