ICS 35.240.60, 45.020 TECHNICKÁ NORMALIZAČNÁ INFORMÁCIA September 2026

TNI	**Dráhové aplikácie Vlaková riadiaca jednotka pre displeje (TDC) v kabíne rušňovodiča Časť 3: Špecifikácia funkčného rozhrania (FIS) pre iné vlakové systémy**	**TNI CLC/TR 50542-3** 34 2660

Railway applications - Driver`s cab Train Display Controller (TDC) - Part 3: Other Train Systems FIS

Táto technická normalizačná informácia obsahuje anglickú verziu CLC/TR 50542-3:2026.
This Technical standard information includes the English version of CLC/TR 50542-3:2026.

Táto technická normalizačná informácia bola oznámená vo Vestníku ÚNMS SR č. 08/26

Oznámením tohto dokumentu sa ruší
TNI CLC/TR 50542-3 (34 2660) z augusta 2017

142931

TECHNICAL REPORT

RAPPORT TECHNIQUE

TECHNISCHER REPORT

CLC/TR 50542-3

June 2026

ICS 35.240.60; 45.020

Supersedes CLC/TR 50542-3:2016

English Version

Railway applications - Driver's cab Train Display Controller (TDC) - Part 3: Other Train Systems FIS

Applications ferroviaires - Contrôleur d'écrans de cabine (TDC) - FIS pour autres systèmes de train

Bahnanwendungen - Display-Steuereinheit für Führerräume (TDC) - Teil 3: Andere Zugsysteme FIS

This Technical Report was approved by CENELEC on 2026-05-18.

CENELEC members are the national electrotechnical committees of Austria, Belgium, Bulgaria, Croatia, Cyprus, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

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

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

Ref. No. CLC/TR 50542-3:2026 E

Contents

Page

European foreword

This document (CLC/TR 50542-3:2026) has been prepared by CLC/TC 9X “Electrical and electronic applications for railways”.

This document supersedes CLC/TR 50542-3:2016.

CLC/TR 50542-3:2026 includes the following significant technical changes with respect to CLC/TR 50542-3:2016:

— Clause 2: the normative references have been deleted.

— Note 1 added to term entry 3.2.

— Note 1 added to term entry 3.3.

— Clause 4: TDS added.

— Clause 5: addition of a reference to Annex A.

— 5.1: direction is clearly described from the OTS and TDC point of view.

— 5.2: clarification added about the use of the function.

— 5.3: a note has been added to clarify the source of the request.

— Annex A:

  — application to CCTV has been clarified,

  — OTS Onboard hot box detecting system added, as an example of safety related OTS.

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

Any feedback and questions on this document should be directed to the users’ national committee. A complete listing of these bodies can be found on the CENELEC website.

Introduction

The extent of CLC/TR 50542-3 is the functional interface between the Other Train Systems (OTS) and the TDC. The functional definition of this interface is a key feature in the process to increase market development, for instance:

— by introducing more suppliers for new rolling stock development and for driver's cab refurbishment;

— by easing the control of maintenance and the replacement processes;

— by decreasing the related equipment Life cycle cost.

In this document, the train borne systems and the TDC are considered only regarding their functionalities and not as physical devices.

The CLC/TR 50542 series consists of three documents:

— CLC/TR 50542-1, *Railway applications — Driver's cab Train Display Controller (TDC) — Part 1: General architecture;*

— CLC/TR 50542-2, *Railway applications — Driver's cab Train Display Controller (TDC) — Part 2: Display systems FIS*;

— CLC/TR 50542-3, *Railway applications — Driver's cab Train Display Controller (TDC) — Part 3: Other train systems FIS* (this document).

This series of documents is not a standard but the result of a study on the future view of the system. They do not describe an existing solution for the TDS.

These documents are not written to be used in call for tenders because they are not sufficient. However, they can serve as a basis for future development and standardization including new technologies. These documents are a first step and may be completed later.

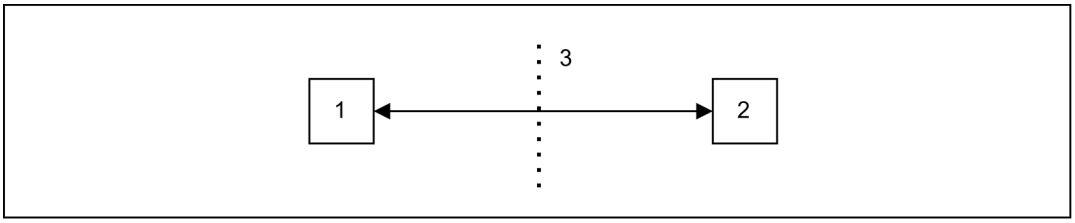
NOTE In case of existing discrepancies between CLC/TR 50542-1:2025 and CLC/TR 50542-3:2026, the present document prevails.

1 Scope

The scope of this document is the definition of the functional interface between the TDC and other train systems. These “Other Train Systems” are the train systems interfacing with the TDC excluding the displays (CLC/TR 50542-2), ETCS/STM onboard (Subset-121) and already designed class B ATP systems.

The functional interface deals with data exchanged between the TDC and these train systems as shown in Figure 1.

The TDC is defined in document CLC/TR 50542-1.



key

1 Train Display Controller

2 Other Train Systems

3 functional interface

Figure 1 — TDC-Other Train Systems functional interface

NOTE The conversion of physical signals into numerical representation is out of scope.

2 Normative references

There are no normative references in this document.