

# INTERNATIONAL STANDARD

## NORME INTERNATIONALE

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**Railway applications – Electromagnetic compatibility –  
Part 1: General**

**Applications ferroviaires – Compatibilité électromagnétique –  
Partie 1: Généralités**





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INTERNATIONAL  
ELECTROTECHNICAL  
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**RAILWAY APPLICATIONS –  
ELECTROMAGNETIC COMPATIBILITY –****Part 1: General****FOREWORD**

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International Standard IEC 62236-1 has been prepared by IEC technical committee 9: Electrical equipment and systems for railways.

This third edition cancels and replaces the second edition published in 2008. It constitutes a technical revision and has been developed on the basis of EN 50121-1:2015.

This edition includes the following significant technical changes with respect to the previous edition:

- a) Clarification in scope.
- b) Introduction of subclause Abbreviated terms.
- c) Management of EMC now based on IEC 61000 series as former reference is not adequate.

The text of this International Standard is based on the following documents:

FDIS	Report on voting
9/2335/FDIS	9/2365/RVD

Full information on the voting for the approval of this International Standard can be found in the report on voting indicated in the above table.

This document has been drafted in accordance with the ISO/IEC Directives, Part 2.

A list of all parts in the IEC 62236, published under the general title *Railway applications – Electromagnetic compatibility*, can be found on the IEC website.

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under "<http://webstore.iec.ch>" in the data related to the specific document. At this date, the document will be

- reconfirmed,
- withdrawn,
- replaced by a revised edition, or
- amended.

## INTRODUCTION

The railway system EMC series of product-specific International Standards consists of five parts described at the end of this introduction.

The series of standards provides both a framework for managing the EMC for railway systems and also specifies the limits for the electromagnetic (EM) emission of the railway system as a whole to the outside world and for the EM emission and immunity for equipment operating within the railway system. The latter is intended to be compatible with the emission limits set for the railway system as a whole and also provides for establishing confidence in equipment being fit for purpose in the railway environment. There are different stationary emission limits set for trams/trolleybuses and for metro/mainline railway systems. The frequency covered by the standards is in the range from DC to 400 GHz. No measurements need to be performed at frequencies where no requirement is specified. The limits for EMC phenomena are set so that the railway system as a whole achieves electromagnetic compatibility with the outside world, and between the various parts of the railway system. Throughout the series of standards, the immunity levels are chosen to ensure a reasonable level of EMC with other apparatus within the local railway environment and with emissions which enter the railway system from the outside world. Limits are also placed on EM emission by railway systems into the outside world.

The compatibility between railway system emissions and their external environment is based upon emission limits from the railway systems being set by considering the results from measurements. Given that the general compatibility between railway systems and their environment was satisfactory at the time these measurements were made and subsequent experience of applying the limits has confirmed their acceptability, compliance with this document has been judged to give satisfactory compatibility. The immunity and emission levels do not of themselves guarantee that the railway system will have satisfactory EMC with its neighbours. In exceptional circumstances, for instance near a “special location” which has unusually high levels of EM interference, the railway system may require additional measures to be taken to ensure proper compatibility. Particular care should be taken when in proximity to equipment such as radio transmission equipment, military or medical installations. Attention is particularly drawn to any magnetic imaging equipment in hospitals that may be near to urban transport. In all these cases, compatibility should be achieved with consultation and co-operation between the interested parties.

The immunity and emission levels do not of themselves guarantee that integration of the apparatus within the railway system will necessarily be satisfactory. The document cannot cover all the possible configurations of apparatus, but the test levels are sufficient to achieve satisfactory EMC in the majority of cases. In exceptional circumstances, for instance near a “special location” which has unusually high levels of EM interference, the system may require additional measures to be taken to ensure proper operation. The resolution of this is a matter for discussion between the equipment supplier and the project manager, infrastructure manager or equivalent.

The railway apparatus is assembled into large systems and installations, such as trains and signalling control centres. Details are given in annex A. It is not, therefore, possible to establish immunity tests and limits for these large assemblies. The immunity levels for the apparatus will normally ensure reliable operation, but it is necessary to prepare an EMC plan to deal with complex situations or to deal with specific circumstances. For example, the passage of the railway line close to a high power radio transmitter which produces abnormally high field strengths. Special conditions may be applied for railway equipment which works near such a transmitter and these will be accepted as national conditions for the specification.

The series of standards IEC 62236, *Railway applications – Electromagnetic compatibility*, contains the following parts:

- *Part 1: General*. This part gives a description of the electromagnetic behaviour of a railway system; it specifies the performance criteria for the whole series. A management process

to achieve EMC at the interface between the railway infrastructure and trains is referenced.

- *Part 2: Emission of the whole railway system to the outside world.* This part sets the emission limits from the railway system to the outside world at radio frequencies. It defines the applied test methods and gives information on typical field strength values at traction and radio frequency (cartography).
- *Part 3-1: Rolling stock – Train and complete vehicle.* This part specifies the emission and immunity requirements for all types of rolling stock. It covers traction rolling stock and trainsets, as well as independent hauled rolling stock. The scope of this part of the series ends at the interface of the rolling stock with its respective energy inputs and outputs.
- *Part 3-2: Rolling stock – Apparatus.* This part applies to emission and immunity aspects of EMC for electrical and electronic apparatus intended for use on railway rolling stock. It is also used as a means of dealing with the impracticality of immunity testing a complete vehicle.
- *Part 4: Emission and immunity of the signalling and telecommunications apparatus.* This part specifies limits for electromagnetic emission and immunity for signalling and telecommunications apparatus installed within a railway system. The EMC plan states if this part is also applicable for railway operational equipment mounted backside or at platforms.
- *Part 5: Emission and immunity of fixed power supply installations and apparatus.* This part applies to emission and immunity aspects of EMC for electrical and electronic apparatus and components intended for use in railway fixed installations associated with power supply.

# RAILWAY APPLICATIONS – ELECTROMAGNETIC COMPATIBILITY –

## Part 1: General

### 1 Scope

This Part 1 of IEC 62236 outlines the structure and the content of the whole series.

It specifies the performance criteria applicable to the whole standards series.

Clause 5 provides information about the management of EMC.

Annex A describes the characteristics of the railway system which affect electromagnetic compatibility (EMC) behaviour.

Phenomena excluded from the series are nuclear EM pulse, abnormal operating conditions (e.g. fault conditions) and the induction effects of direct lightning strikes.

Emission limits at the railway system boundary do not apply to intentional transmitters within the railway system boundaries.

Safety considerations are not covered by this series of standards.

The biological effects of non-ionising radiation as well as apparatus for medical assistance, such as pacemakers, are not considered in this series.

### 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.

IEC 60050-161, *International Electrotechnical Vocabulary. Chapter 161: Electromagnetic compatibility*

IEC 61000 (all parts), *Electromagnetic compatibility (EMC)*

### 3 Terms, definitions and abbreviated terms

For the purposes of this document, the terms and definitions given in IEC 60050-161 and the following apply.

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

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