

საქართველოს ეროვნული სტანდარტი

სატრანსპორტო კონტროლის მოწყობილობა. სასიგნალო თავაკეები

საინფორმაციო ნაწილი. სრული ტექსტის სანახავად შეიძინეთ სტანდარტი.

საქართველოს სტანდარტების, ტექნიკური რეგლამენტების
და მეტროლოგიის ეროვნული სააგენტო
თბილისი

საინფორმაციო მონაცემები

1 შემუშავებულია საქართველოს სტანდარტების, ტექნიკური რეგლამენტების და მეტროლოგიის ეროვნული სააგენტოს სტანდარტებისა და ტექნიკური რეგლამენტების დეპარტამენტის მიერ

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4 პირველად

5 რეგისტრირებულია საქართველოს სტანდარტების, ტექნიკური რეგლამენტების და მეტროლოგიის ეროვნული სააგენტოს რეესტრში: 2009 წლის 4 სექტემბერი №268-1.3-3049

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საინფორმაციო ნაწილი. სრული ტექსტის სანახავად შეიძინეთ სტანდარტი.

English Version

Traffic control equipment - Signal heads

Equipement de régulation du trafic - Signaux

Anlagen zur Verkehrssteuerung - Signalleuchten

This European Standard was approved by CEN on 27 February 2006.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Central Secretariat or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, 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.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

Management Centre: rue de Stassart, 36 B-1050 Brussels

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Foreword

This European Standard (EN 12368:2006) has been prepared by Technical Committee CEN/TC 226 “Road equipment”, the secretariat of which is held by AFNOR.

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 October 2006, and conflicting national standards shall be withdrawn at the latest by January 2008.

This European Standard supersedes EN 12368:2000.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, 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

Signal heads are mainly used to transfer safety messages to the road user to achieve specific reactions. Signal heads in road traffic transfer this information optically by signal lights which have a specific meaning and which differ in their colour of light and in the design of their illuminating surface.

The visibility of a signal light depends on the colour, luminous intensity, luminous intensity distribution, luminance and luminance uniformity, the surrounding luminance (background luminance), the size of the illuminating area of the signal light, the phantom light and the distance and angle between observer and signal head.

Four angular distributions of luminous intensities for signal lights are specified. The user can choose between an extra wide, wide, medium and narrow beam signal to obtain a good recognition of the signal for short distances in urban areas, for long distances in rural areas. To achieve a good performance the standard provides a number of different performance levels and two different diameters for the roundels.

The optical performance of signal heads in use is a function of lens soiling, mirror soiling and a decrease of luminous flux from the lamp. To maintain the performance of the signal heads during service, it is important to ensure that after lamp replacement and cleaning of lens and mirror the light output is restored to as near 100 % as possible and never lower than 80 % of the declared specified performance(s).

This European Standard does not require limits for the recognition of red or green signals with reduced luminous intensities operating in a failure mode. These limits depend on the surrounding lights (on or off) and on the situation. However, for a simple rule a red signal is considered as failed if the luminous intensity in the reference axes is $I \leq 10$ cd, and a green signal is considered as being in operation if the luminous intensity is $I \geq 0,05$ cd.

The working environment for signal heads is relatively harsh and equipment that is deemed "fit for purpose" is expected to last in this exposed, corrosive environment for a minimum of 10 years. It is essential that all materials and manufacturing processes take this into account. The supplier should detail all steps taken to comply with this clause.

For devices randomly selected from series production it is important that the requirements as to minimum luminous intensity of the light emitted are in each relevant direction of the minimum values prescribed.