

Schweißen: OK AUTROD 12.51
EN 440 GB 3Si1

Schutzgas: Atal 6

Schweißnahtprüfung: Alle vermassten Schweißnähte
Oberflächenmagnetrisssgeprüft

Schnitt E-E bis G-G. und Detail H bis
Detail O siehe Zeichnung 0-11.10.031

Kanten gebrochen 0.2...0.5 x 15°

Abweichung	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
Abweichung	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0

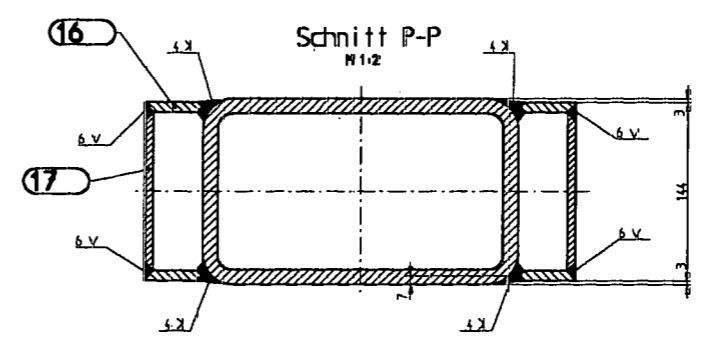
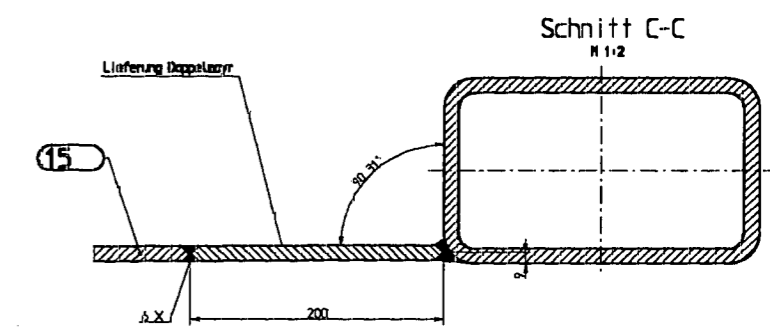
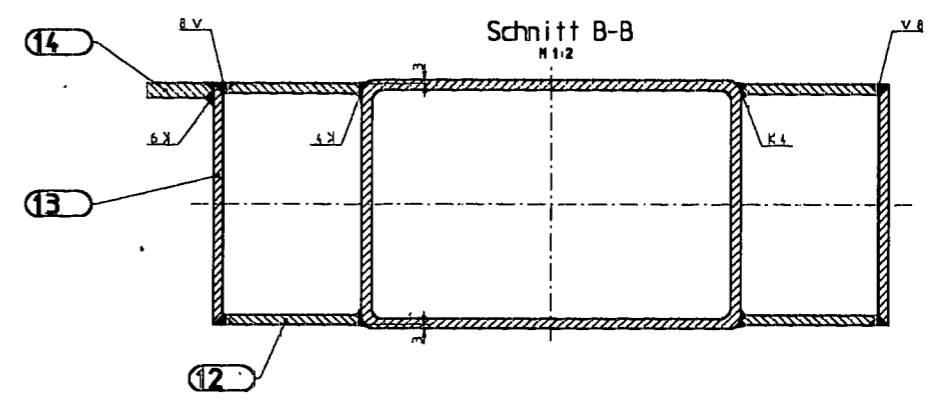
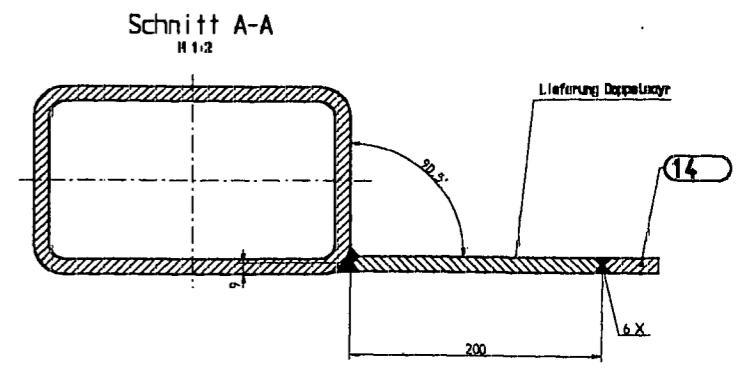
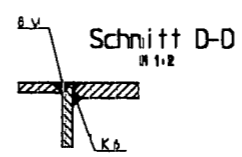
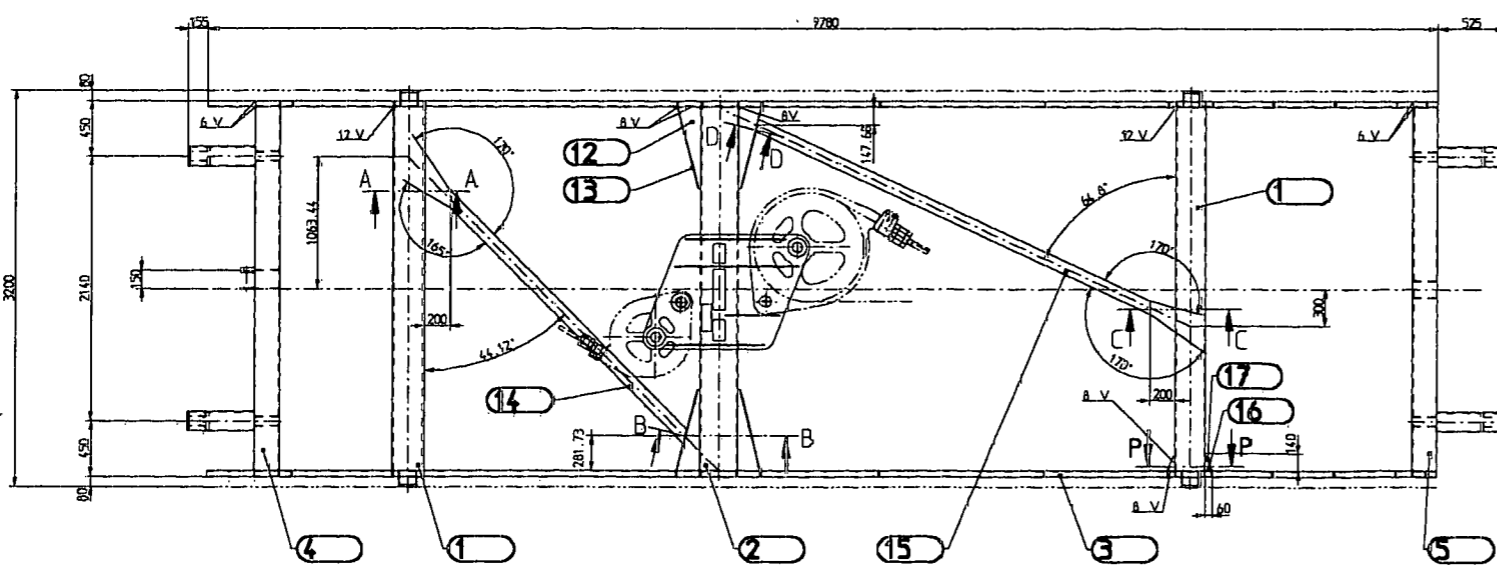
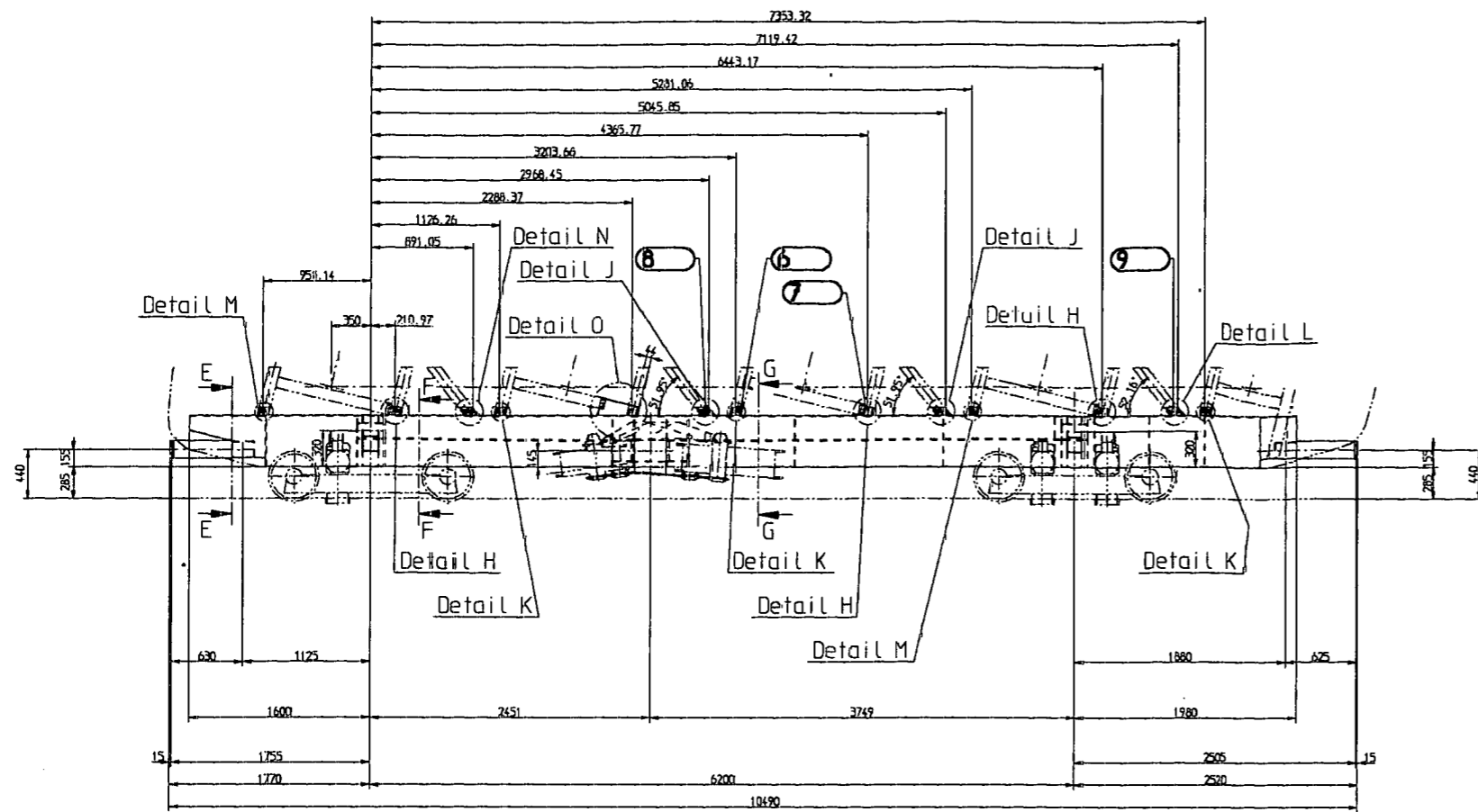
23										
22										
21										
20										
19	Blech 26/4	18	Dauer 420	90	mit Mat.-Anfest					
18	Blech 26/4	18	Dauer 420	76	mit Mat.-Anfest					
17	Blech 128/6	17	Dauer 420	135.7	mit Mat.-Anfest					
16	Ø 60/8	16	Dauer 420	140	mit Mat.-Anfest					
15	Ø 100/12	15	St. 52-3	ca. 510	mit Mat.-Anfest					
14	Ø 100/12	14	St. 52-3	ca. 280	mit Mat.-Anfest					
13	Knotenblech bei Zuganlasschluss	13			Pos. 2	0-11.10.034				
12	Knotenblech bei Zuganlasschluss	12			Pos. 1	0-11.10.034				
11		11								
10	Support Unterbau/Streben	10				0-11.10.035				
9	Support Unterbau/Streben	9				0-11.10.030				
8	Support Unterbau/Streben	8				0-11.10.029				
7	Support Unterbau/Seltenwand	7				0-11.10.028				
6	Support Unterbau/Seltenwand	6				0-11.10.027				
5	Pufferträger bw.	5				0-11.10.022				
4	Pufferträger fw. Wagen 1	4				0-11.10.023				
3	Untergurt	3				0-11.10.033				
2	Zugstreben	2				DM				
1	Fahrwerkträger	1				DM				
0		0								

chassis carriage 1
Unterbau Wagen 1 Links

1.20 1:2

Carrosserie Gangloff AG Bern

0-11.10.026



Schweißen: OK AUTROD 12.51
EN 440 G3 3Si1

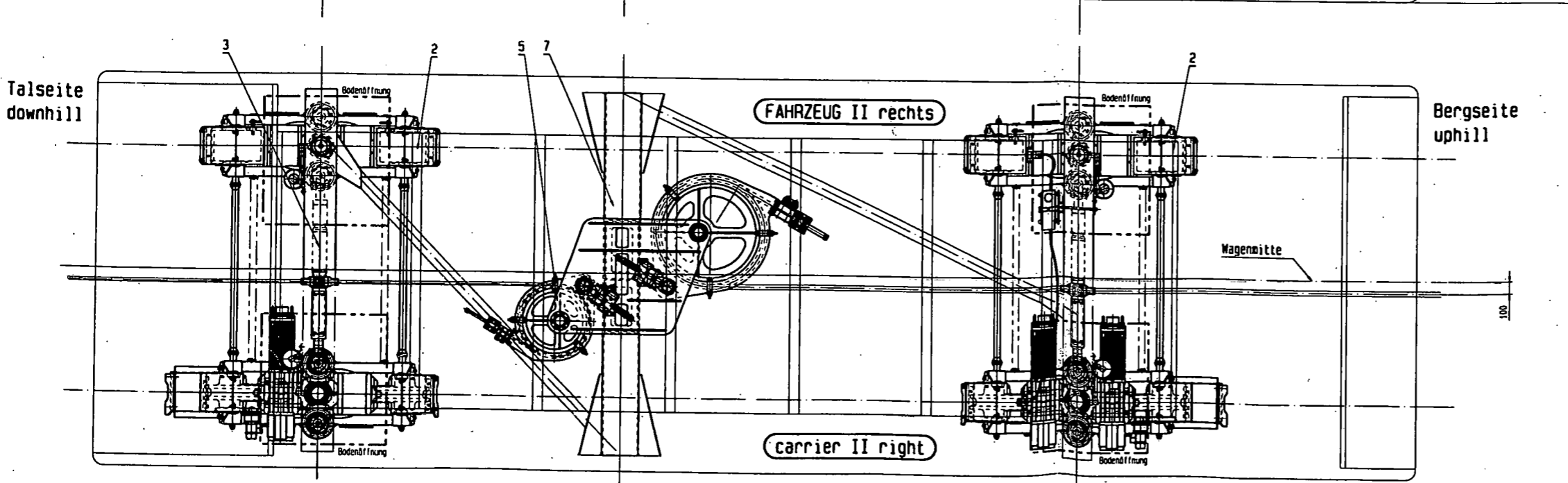
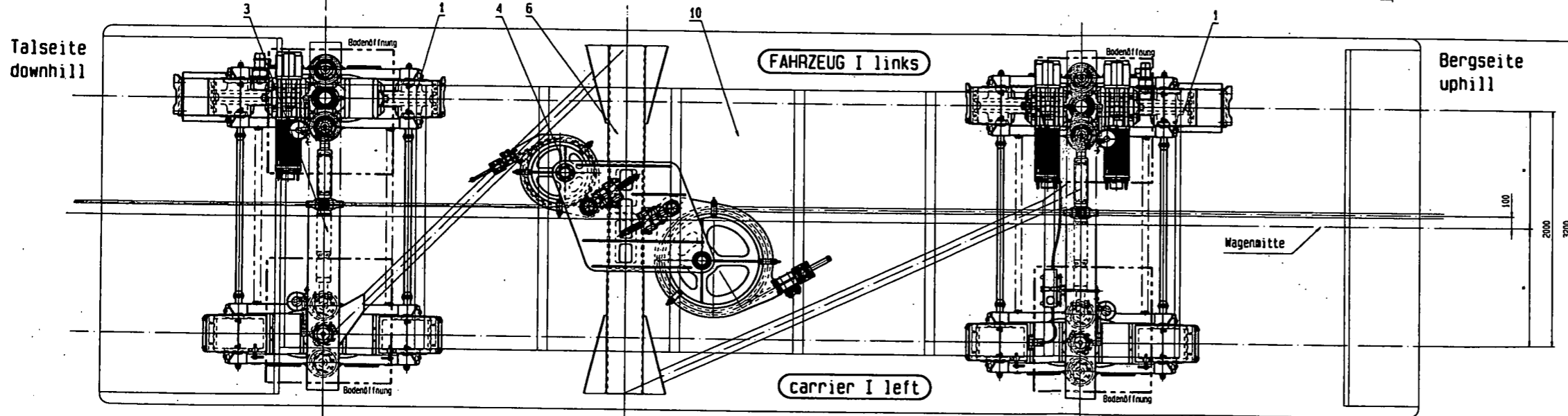
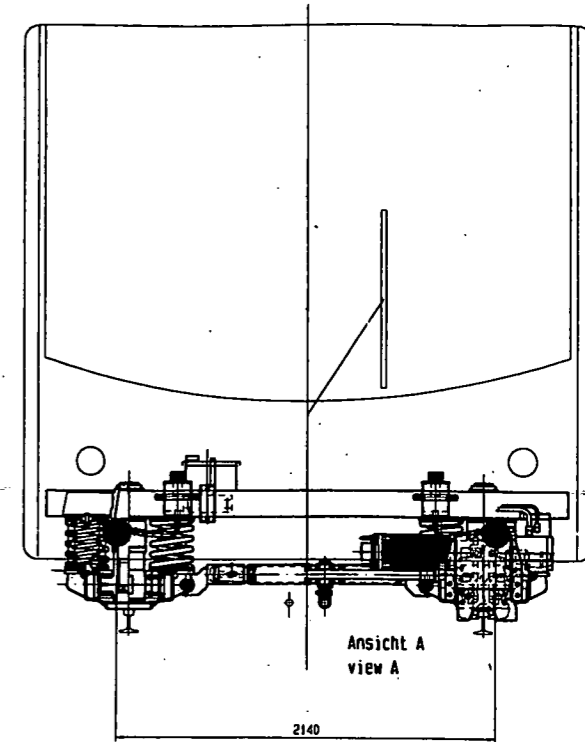
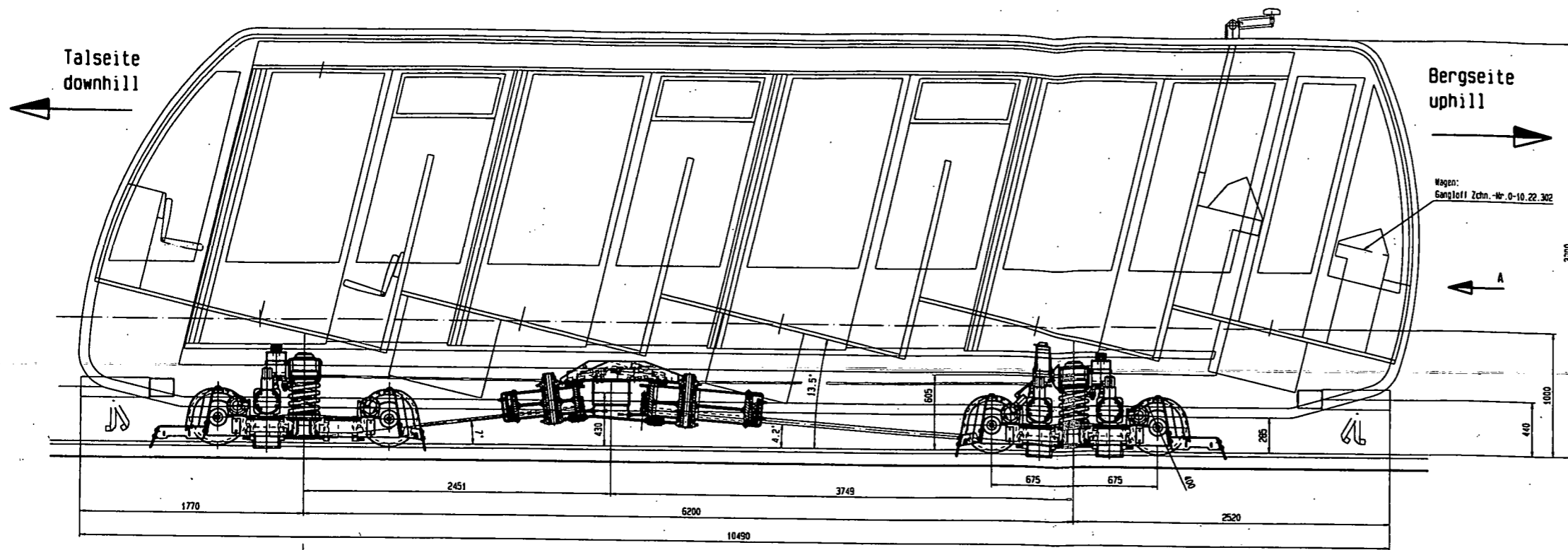
Schutzgas: Atal 6

Schweißnahtprüfung: Alle vermassten Schweißnähte
Oberflächenmagnetrisssgeprüft

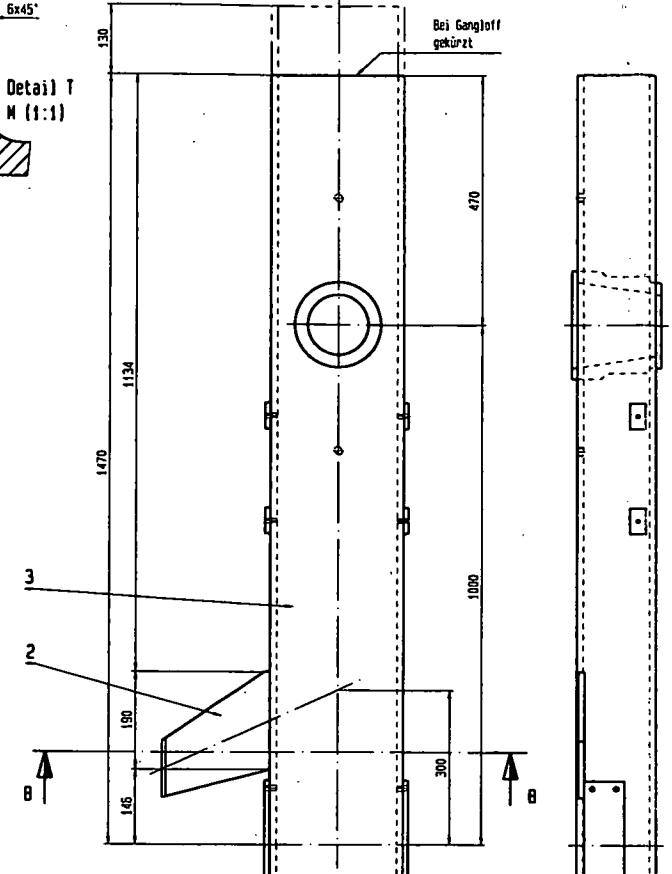
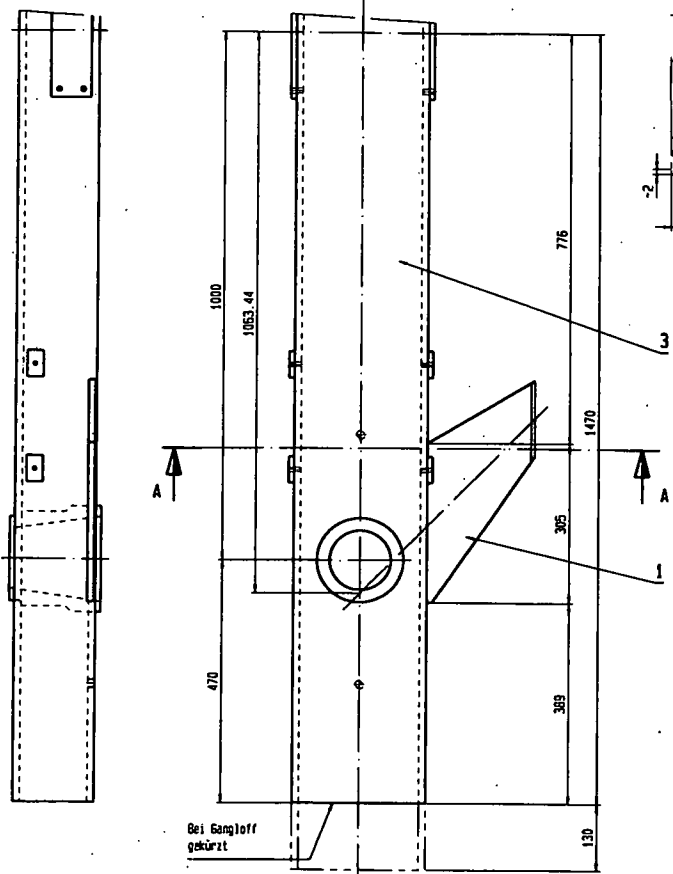
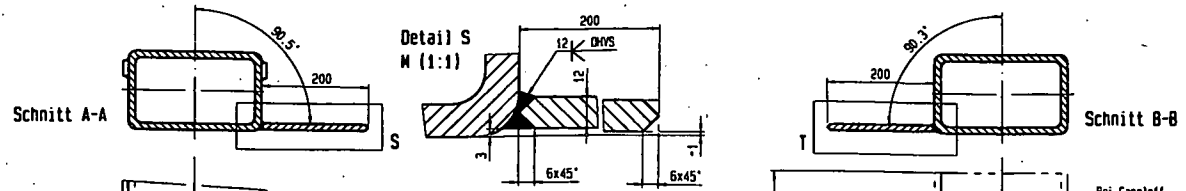
Schnitt E-E bis G-G, und Detail H bis
Detail O siehe Zeichnung 0-11.10.031

Kanten gebrochen 0.2...0.5 x 45°
Allgemeintoleranzen SN 258 44P-a

23				
22				
21				
20				
19	Blech 26/4	Ømax 420	90	mit Mat.-Anfest
18	Blech 26/4	Ømax 420	76	mit Mat.-Anfest
17	Blech 128/6	Ømax 420	135.74	mit Mat.-Anfest
16	Ø 60/8	Ømax 420	140	mit Mat.-Anfest
15	St. 38-3	ca. 510		mit Mat.-Anfest
14	St. 38-3	ca. 380		mit Mat.-Anfest
13	Knotenblech bei Zuganschlüssen	Pos. 2	1-11.10.034	
12	Knotenblech bei Zuganschlüssen	Pos. 1	1-11.10.034	
11				
10	Support Unterbau/Streben		1-11.10.035	
9	Support Unterbau/Streben		3-11.10.030	
8	Support Unterbau/Streben		3-11.10.029	
7	Support Unterbau/Seltenwand		3-11.10.028	
6	Support Unterbau/Seltenwand		3-11.10.027	
5	Pufferträger bei		0-11.10.022	
4	Pufferträger zw. Wagen 2		0-11.10.024	
3	Untergurt		0-11.10.033	
2	Zugseilträger		DM	
1	Fahrwerkträger			



20816143	
Fahrgeschäft / Vehicle 12011 Personen funicular Cairngorm car for 12011 passengers	1/15 2001-02-12 17:45:21 80007813226000
ID Doppelmayr Seilbahnen AG	

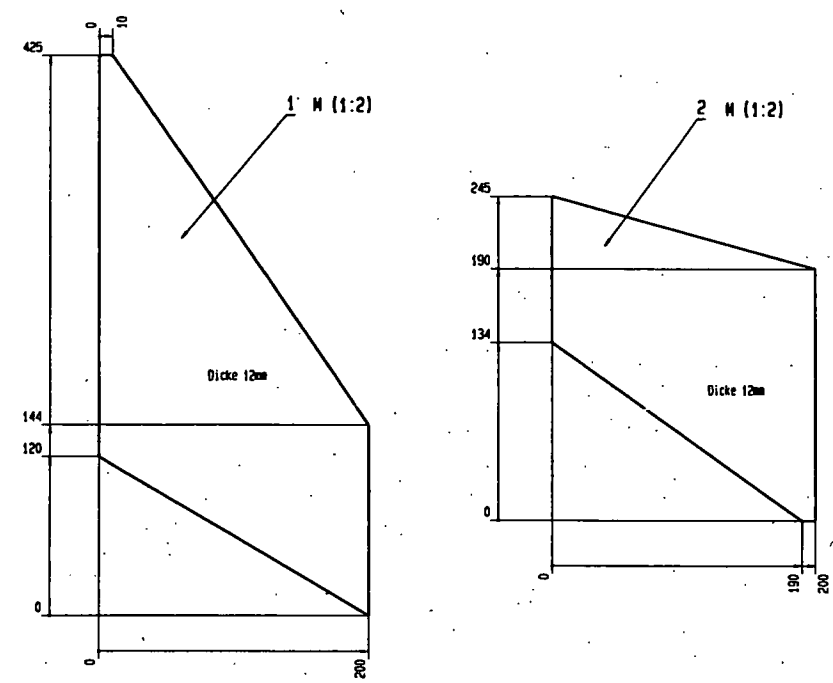
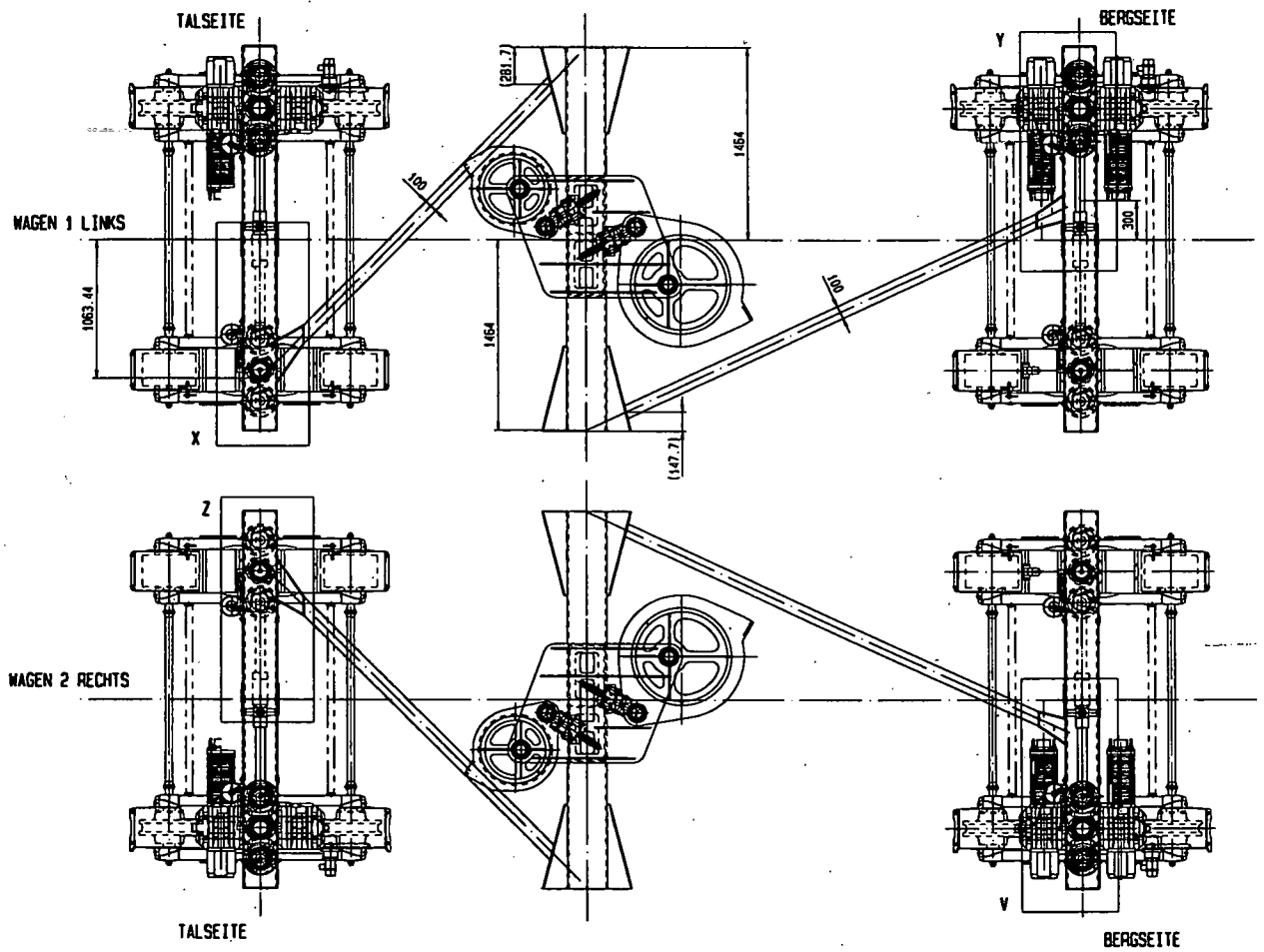
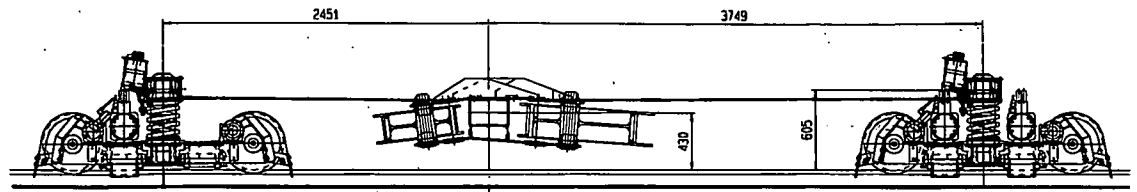
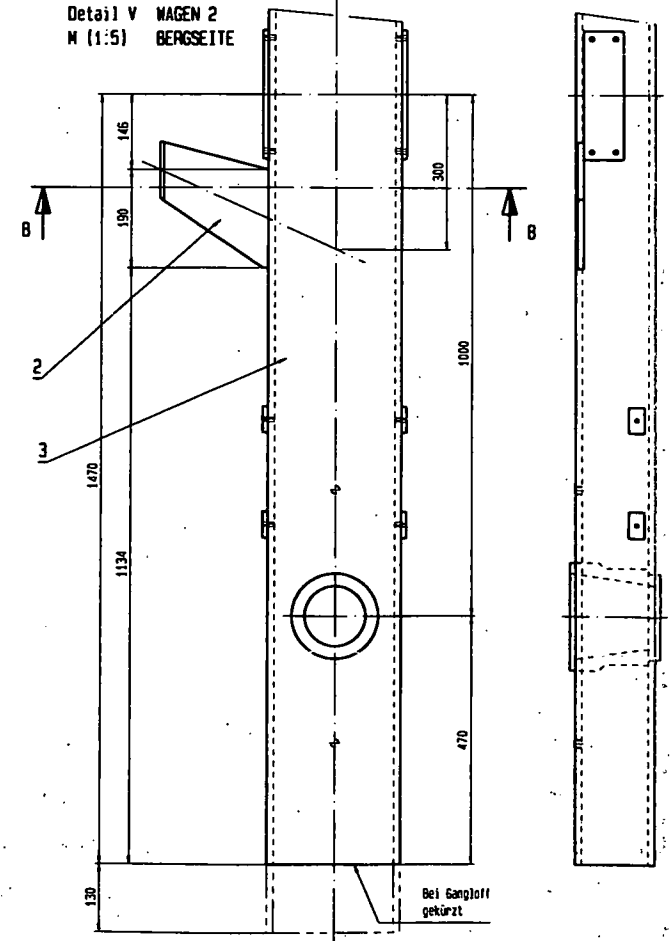
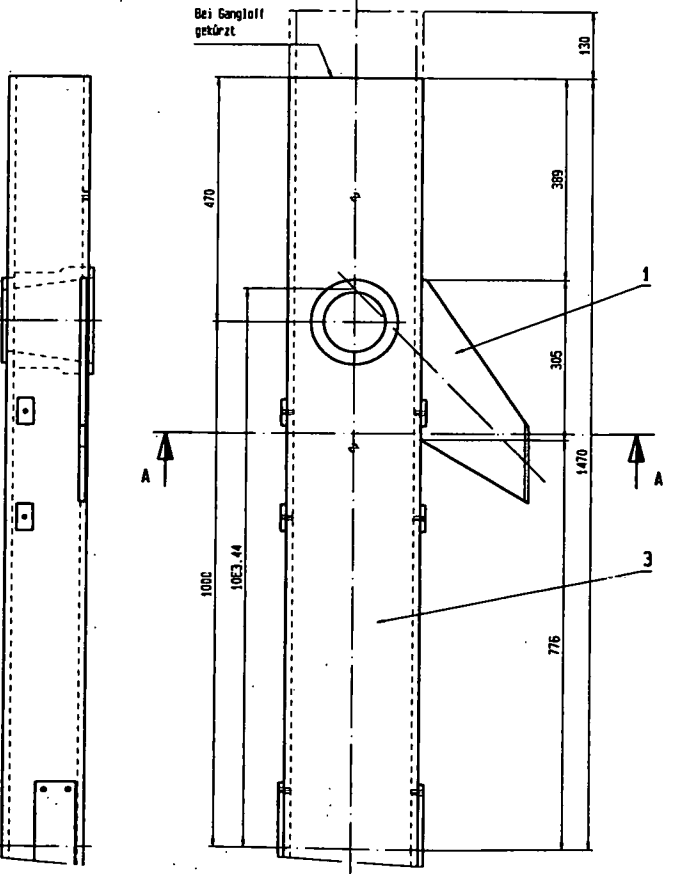


Detail X WAGEN 1
M (1:5) TALSEITE

Detail Y WAGEN 1
M (1:5) BERGSEITE

Detail Z WAGEN 2
M (1:5) TALSEITE

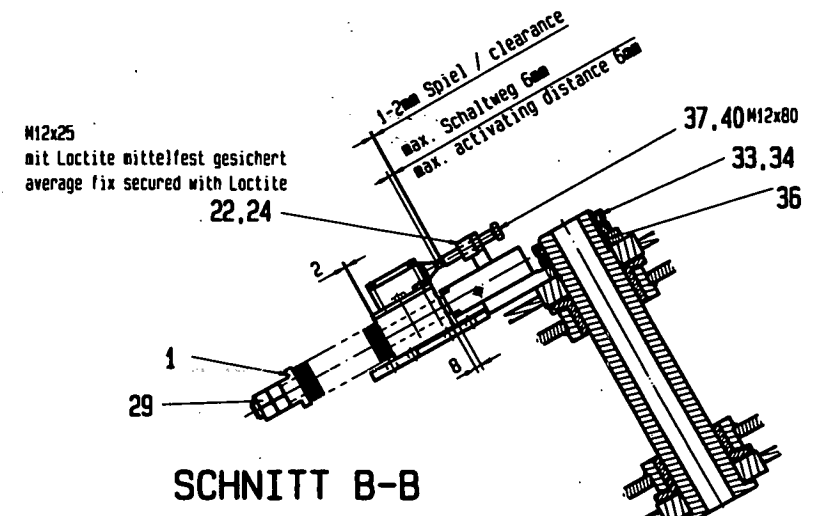
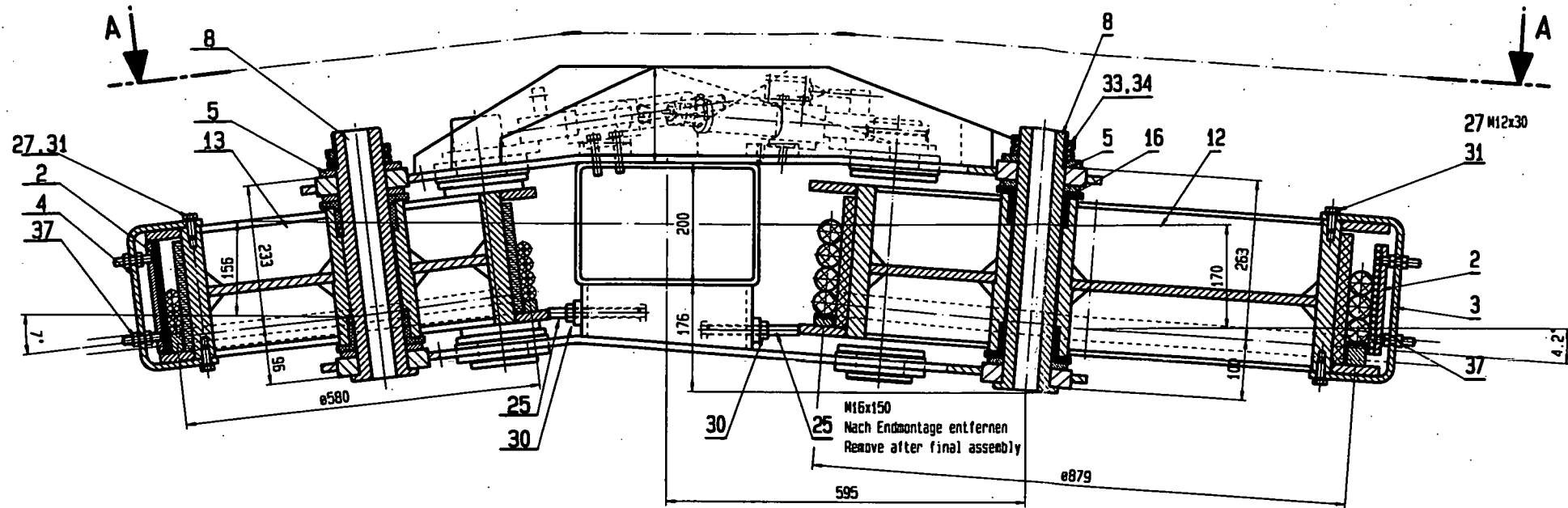
Detail V WAGEN 2
M (1:5) BERGSEITE



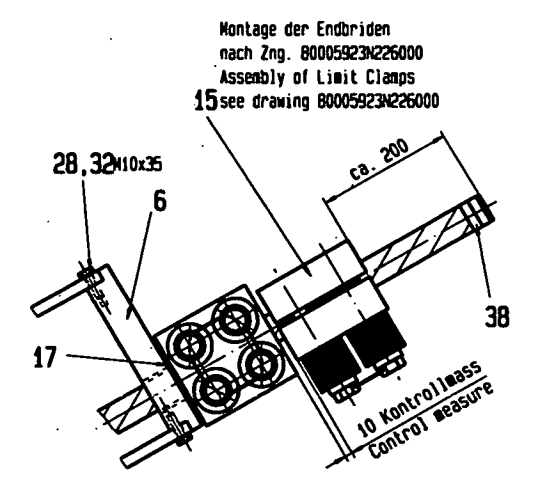
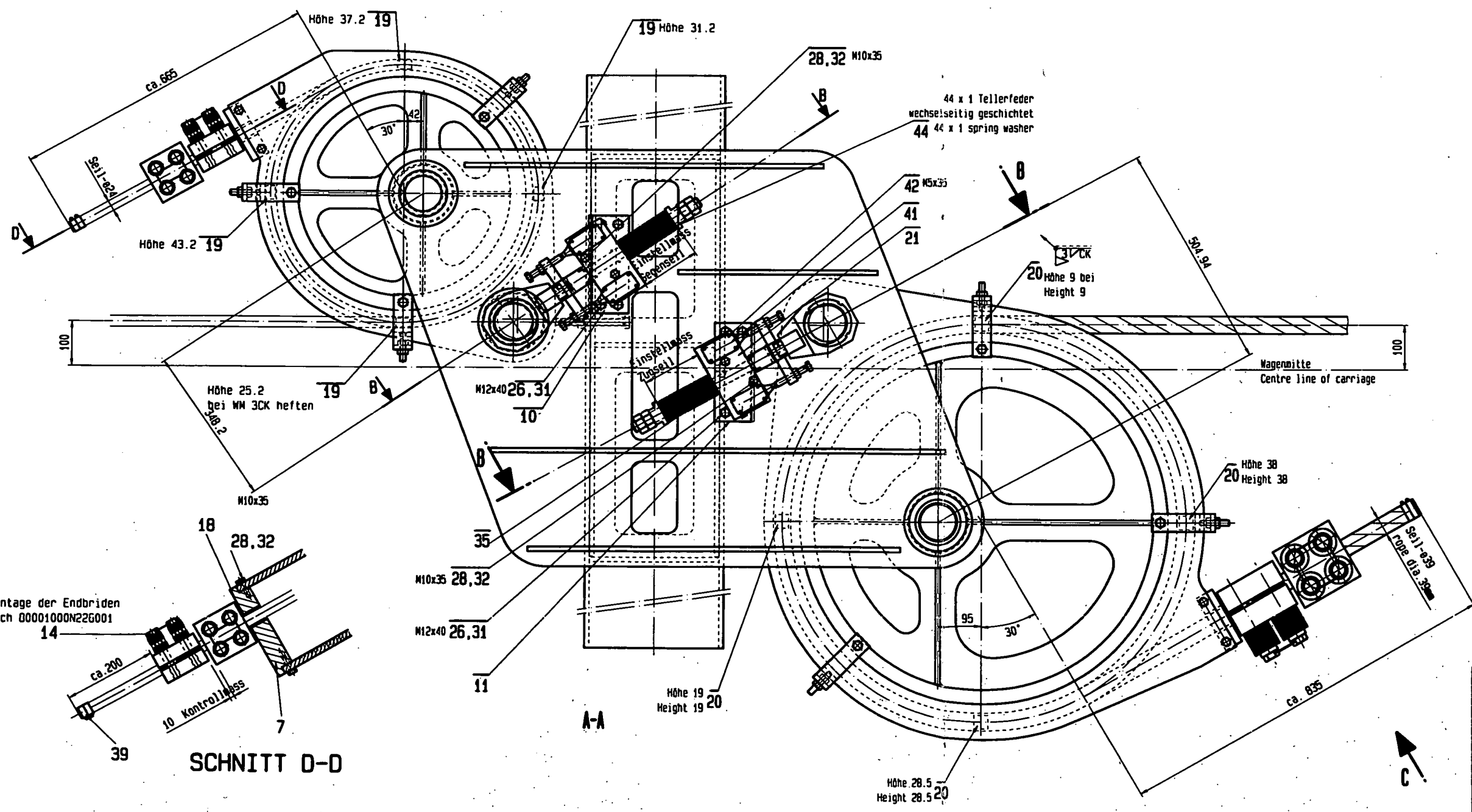
Pos. 1 und 2
und Schweissnaht

ZERSTÖRUNGSFREIE RISSPRÜFUNGEN	
REBER VERSCHEIBE	KS WTS
<input type="checkbox"/> NT 08 03 11
<input type="checkbox"/> PT 08 03 11
<input type="checkbox"/> UT 08 03 11
<input type="checkbox"/> RT 08 03 11
STANDARDISIERUNG NACH DIN EN ISO 9001 ALLE PRÜFUNGEN MIT PROTOKOLL	

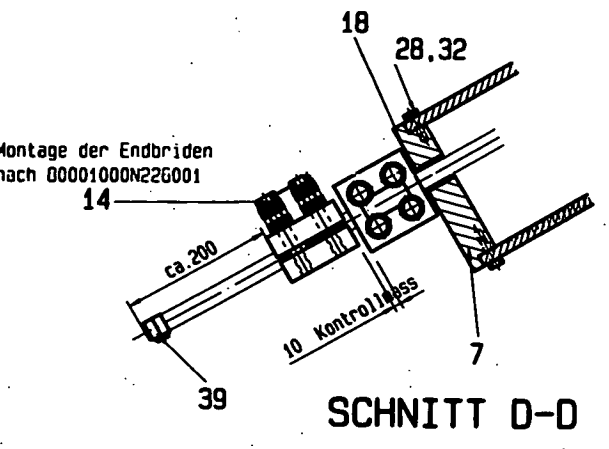
20813470	
Lasche zu Zugort	
SSB Cairngore	
80005386/26001	
Doppelmayr Seilbahnen AG	



SCHNITT B-B



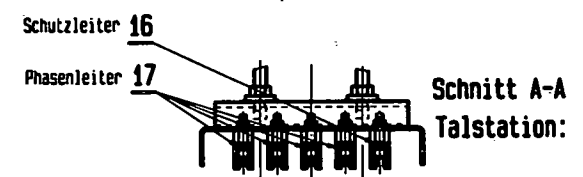
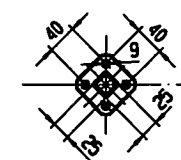
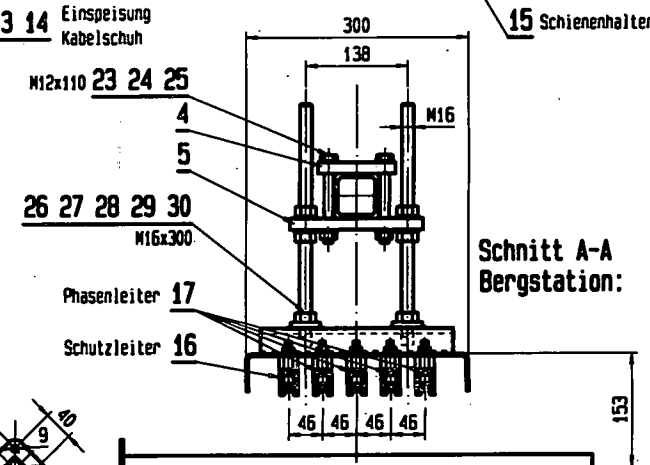
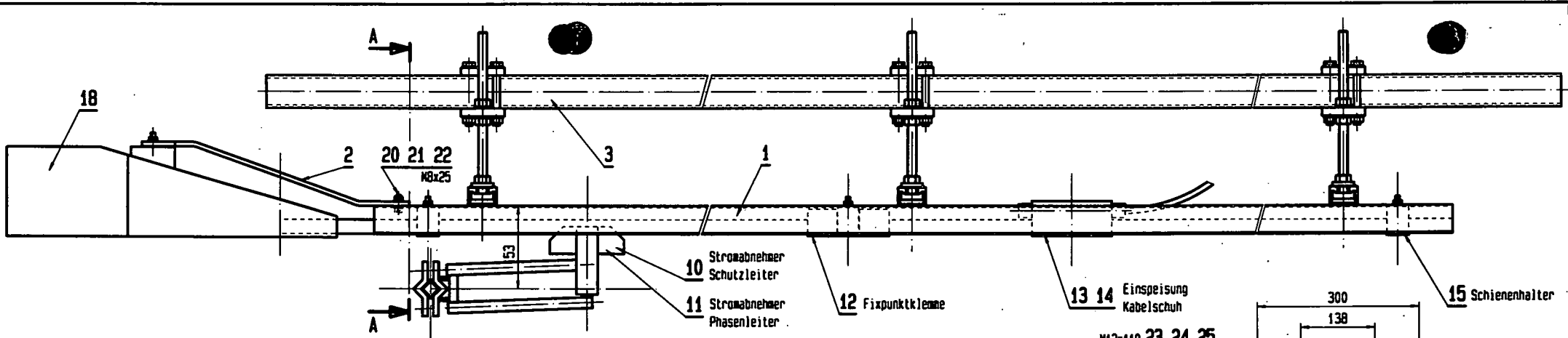
ANSICHT C



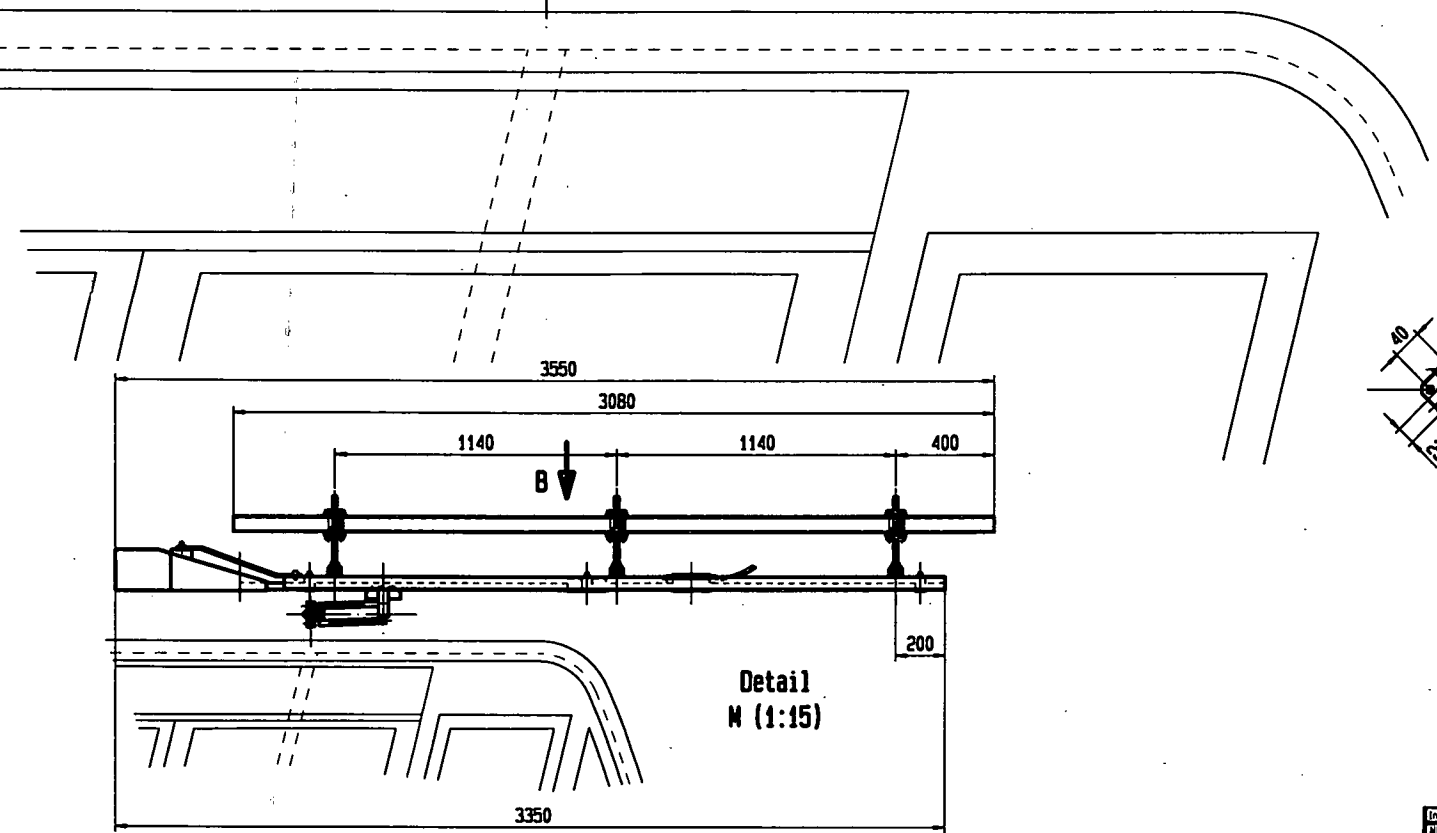
SCHNITT D-D

GS **Doppelmayr**
Seilbahnen
DATUM : 20.10.2000
VISUM : KS

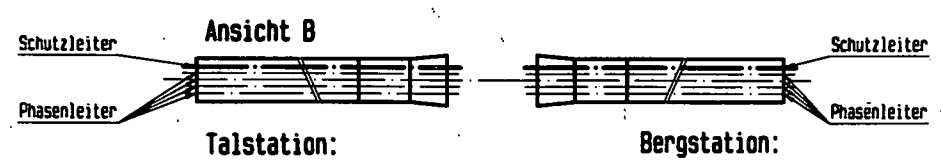
20814379	
Zeichnung / Drawing 1/5 2000-10-20 15:38:19 80005923/226000	Datum / Date 2000-10-20 15:38:19 80005923/226000
Zug/Gegenseilbefestigung links Seil-839/e24	
80005923/226000	



Talstation: ID.-Nr.: 20815552
 Bergstation: ID.-Nr.: 20815553



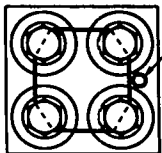
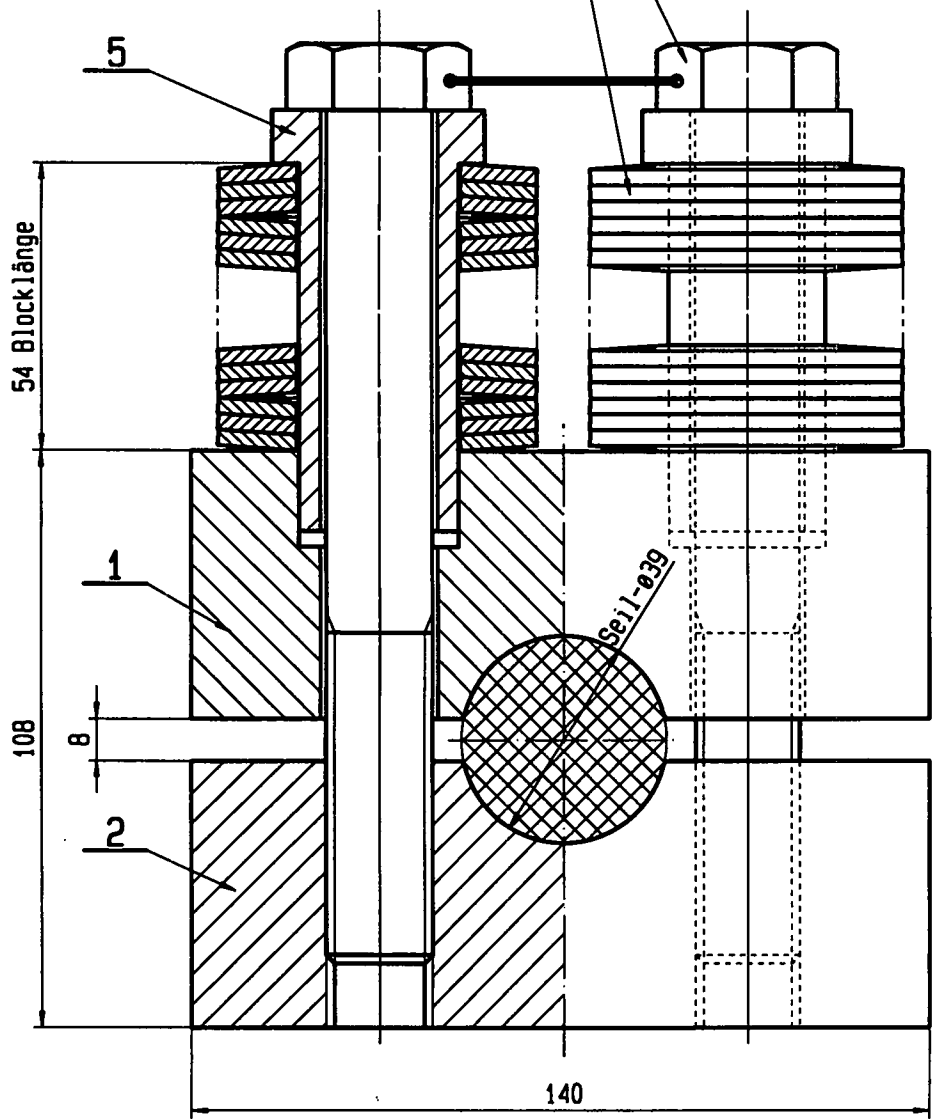
Detail
M (1:15)



Order / Änderung / Revision	Datum / Date	Name	Ausführung / Configuration / Projektion	Blatt Nr. / Blatt no.
A) Umänderungen nach DIN EN 50261 (Länge u. Abstand) (Detail references as per DIN EN 50261 (Length & spacing))			K B F	1/5 2001-01-25 via
B) Umänderungen nach DIN EN 50261 (Länge u. Abstand) (Detail references as per DIN EN 50261 (Length & spacing))			K B F	1/5 2001-01-25 via
Entwurf 2001-01-25 16:16:06				2001-01-25 16:16:06
Universal Batterieladung zu Endstationen				80007490/223100
Doppelmayr Seilbahnen AG				C 12

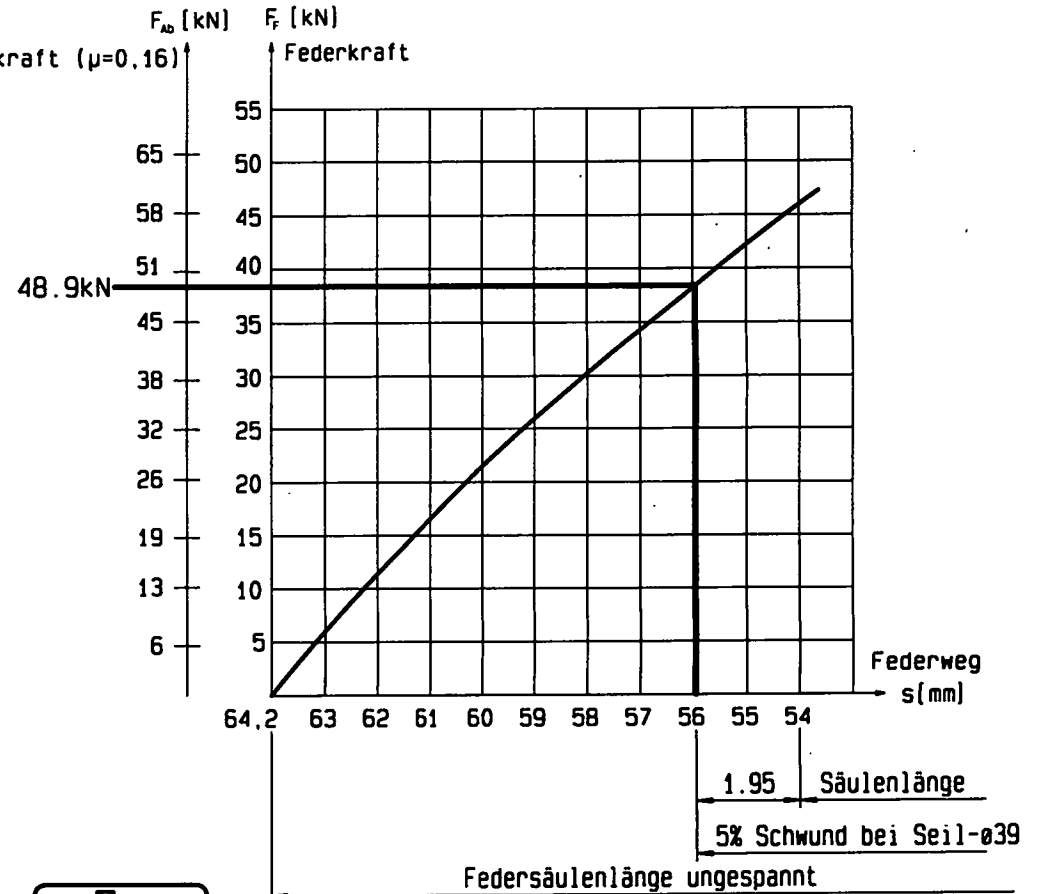
Schrauben M20x160 mit Drehmomentschlüssel
 kreuzweise anziehen. Drehmoment $M=280\text{Nm}$

6x3 Tellerfedern $\varnothing 60 \times 30,5 \times 3$
 Achtung: Schichtung beachten



Plombe
 Die Schrauben sind mit einem Draht zu plombieren.
 Die Plombe soll die Identifikation des verantwortlichen Monteurs ermöglichen.
 Material bei AM vorhanden

Federdiagramm
 Tellerfeder $\varnothing 60 \times 30,5 \times 3$



QS **Doppelmayr** Seilbahnen
 DATUM : 15.05.2000
 VISUM : KS

20812157

Index	Änderung / Revision	Datum / Date	Name	Ausführung / Configuration / Finishing	Ident. Nr. / Ident. no.
	Allgemeintoleranzen nach DIN ISO 2768/1 (Längen u. Winkel) General tolerances as per DIN ISO 2768/1 (lengths & angles)		Allgemeintoleranzen nach DIN ISO 2768/2 (Form u. Lage) General tolerances as per DIN ISO 2768/2 (form & position)	K	Kassette / Scale
	Allgemeintoleranzen nach DIN EN ISO 1328 (Längen u. Winkel) General tolerances as per DIN EN ISO 1328 (lengths & angles)		Allgemeintoleranzen nach DIN EN ISO 1328 (Form u. Lage) General tolerances as per DIN EN ISO 1328 (form & position)	F	Datum / Date
Anlage / Installation SSB Cairngorm				1:1	2000-05-15
Auftrag / Order				Faktor: 1.000	2000-05-22
Endbride Seil-Ø39mm				gezeichnet: 2001-05-11 kas	2000-05-22
Limit Clamp				geprüft: 2000-05-22	16:56:16
Zu Zugseilanschluss				Entwurf	
				KONSTRUKTION KZ.: kas	
				Ursprungsnr. / Original draw. no.	Ident. Nr. / Ident. no.
				80000473N226001	
				Zeichnungs-Nr. / Drawing no.	Index
				80005923N226000	

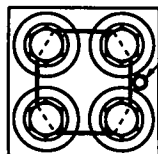
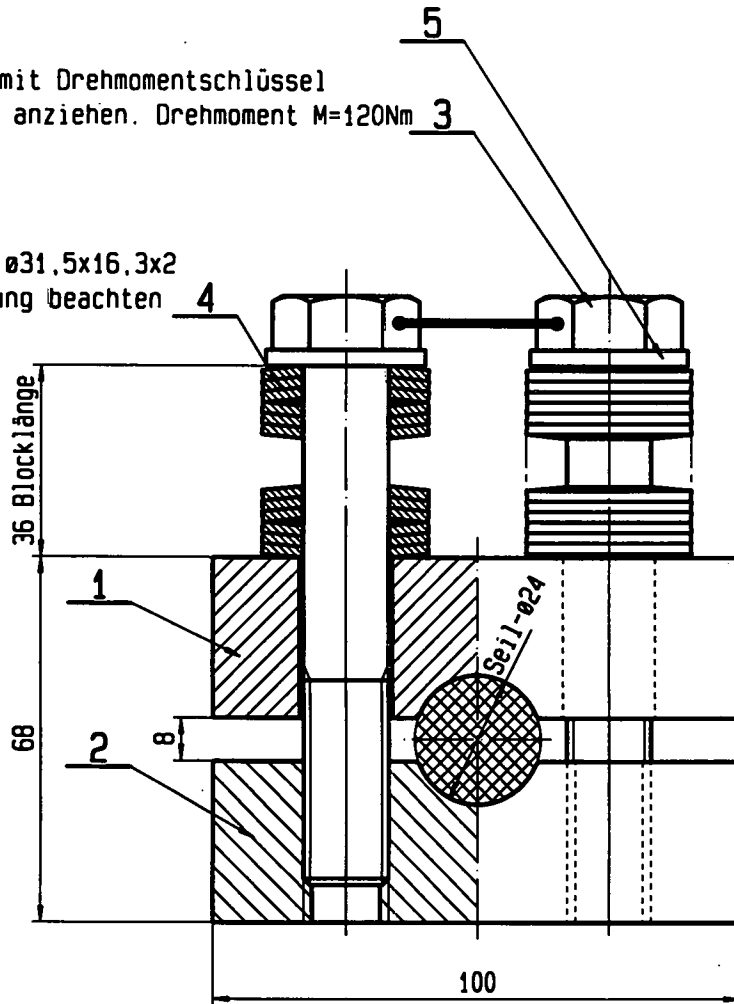
Doppelmayr Seilbahnen AG

Diese Zeichnung ist unser geistiges Eigentum. Sie darf ohne unsere besondere Zustimmung weder vervielfältigt, noch ausgeführt, noch Dritten Personen bekanntgegeben werden.
 This drawing or information is the property of Doppelmayr Seilbahnen Ltd. and must not be copied or utilized in whole or in part without permission and is subject to return upon request.

0-Klasse
 0-class
B A3

Schrauben mit Drehmomentschlüssel
kreuzweise anziehen. Drehmoment $M=120\text{Nm}$

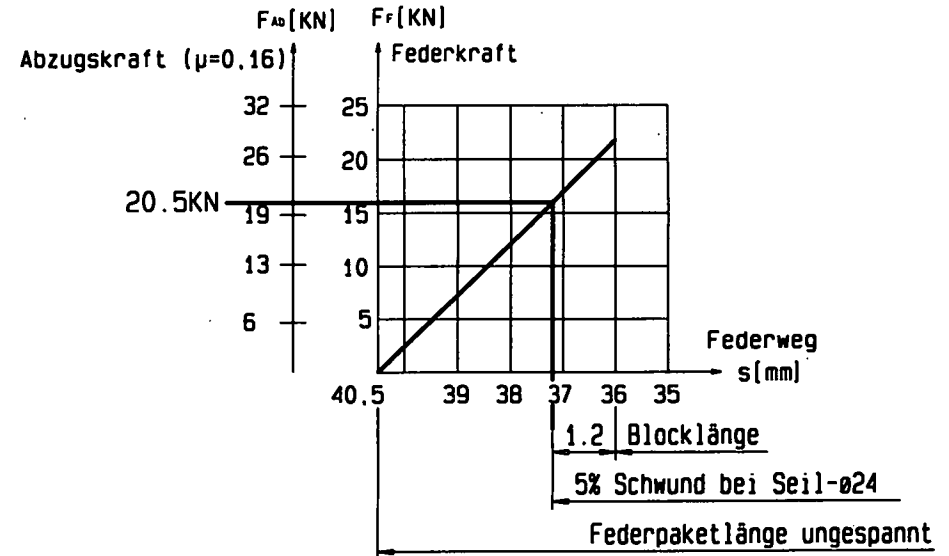
6x3 Tellerfedern $\varnothing 31,5 \times 16,3 \times 2$
Achtung: Schichtung beachten



Plombe

Die Schrauben sind mit
einem Draht zu plombieren.
Die Plombe soll die Identifikation des
verantwortlichen Monteurs ermöglichen.
Material bei AM vorhanden

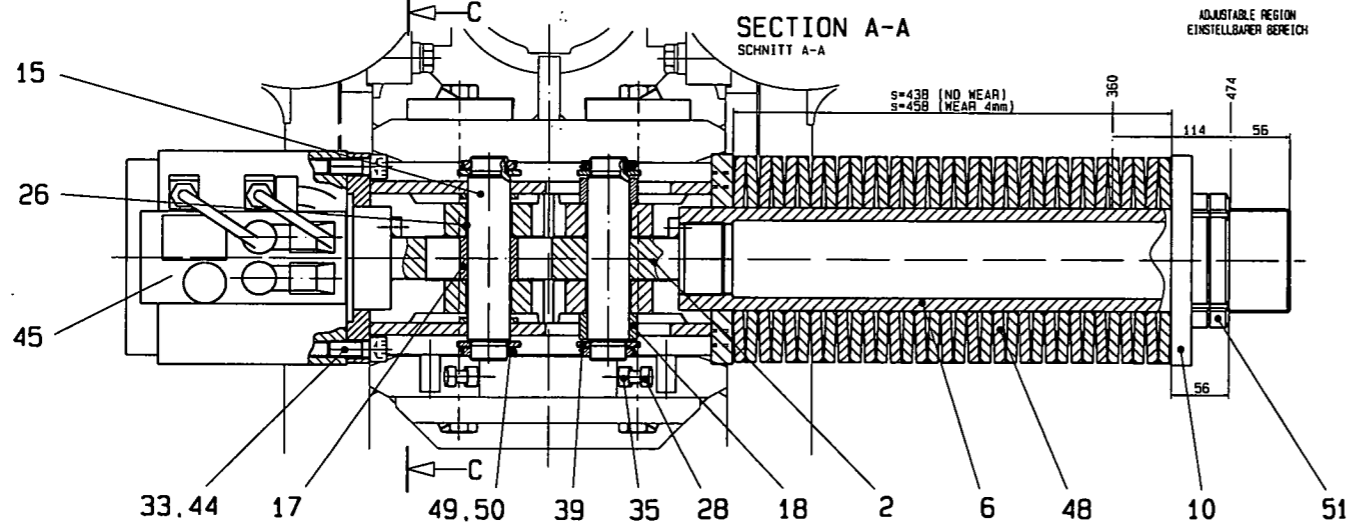
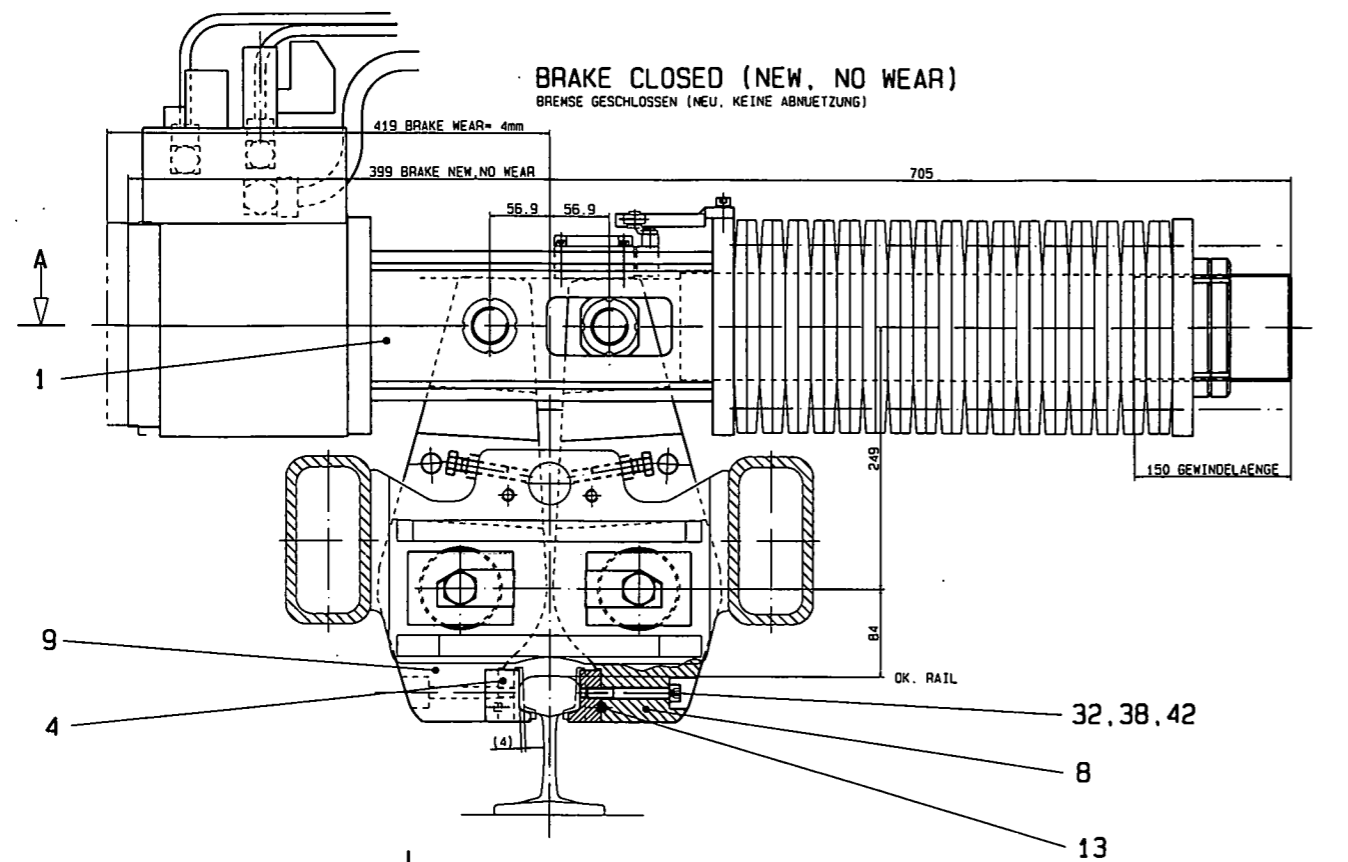
Federdiagramm Tellerfeder $\varnothing 31,5 \times 16,3 \times 2$



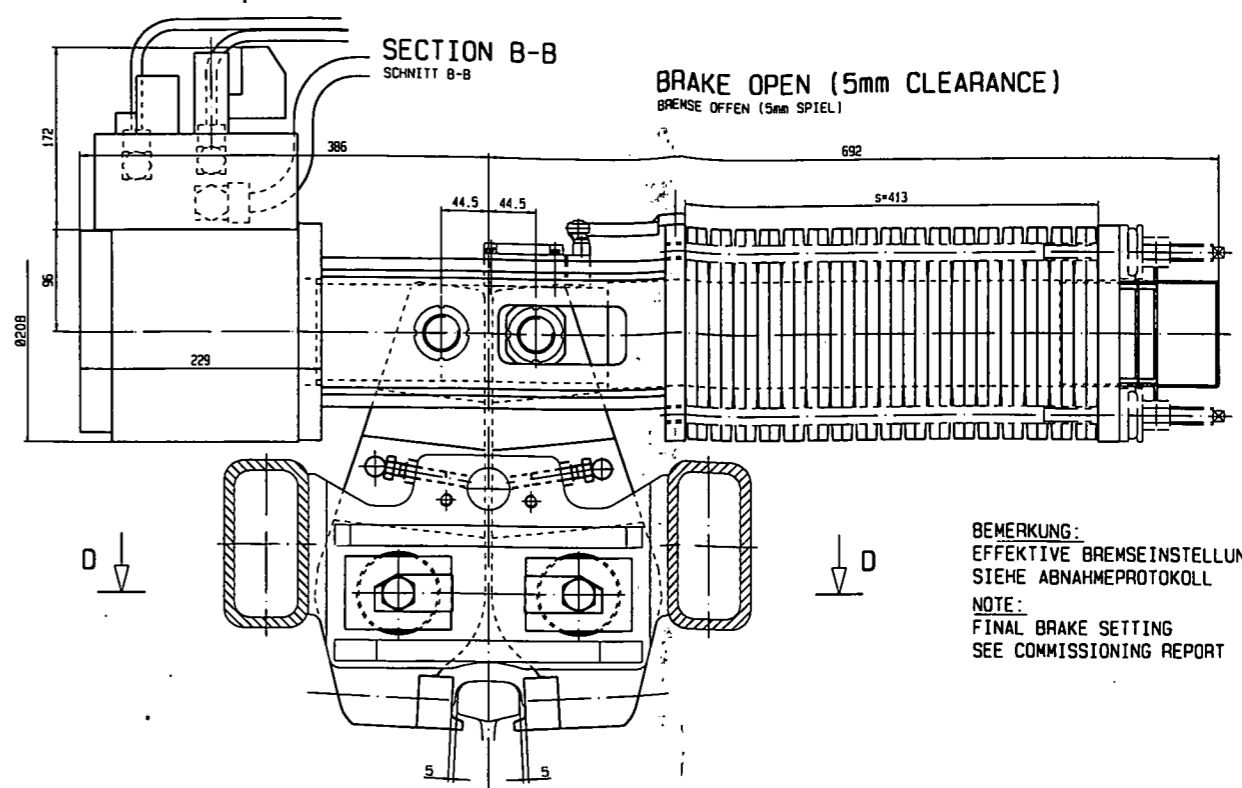
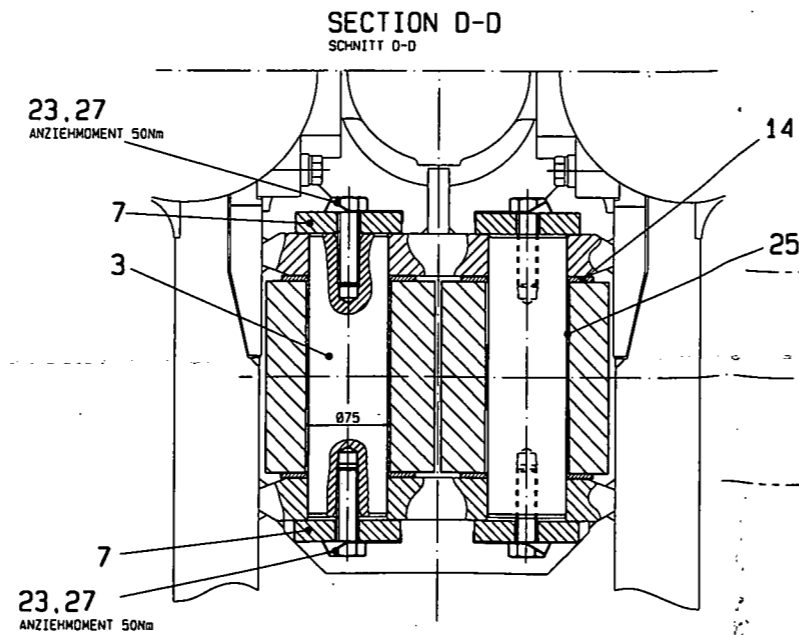
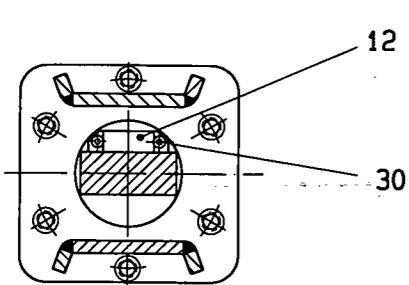
QS **vonRoll**
DATUM : 04.03.98
VISUM : KS

20001449

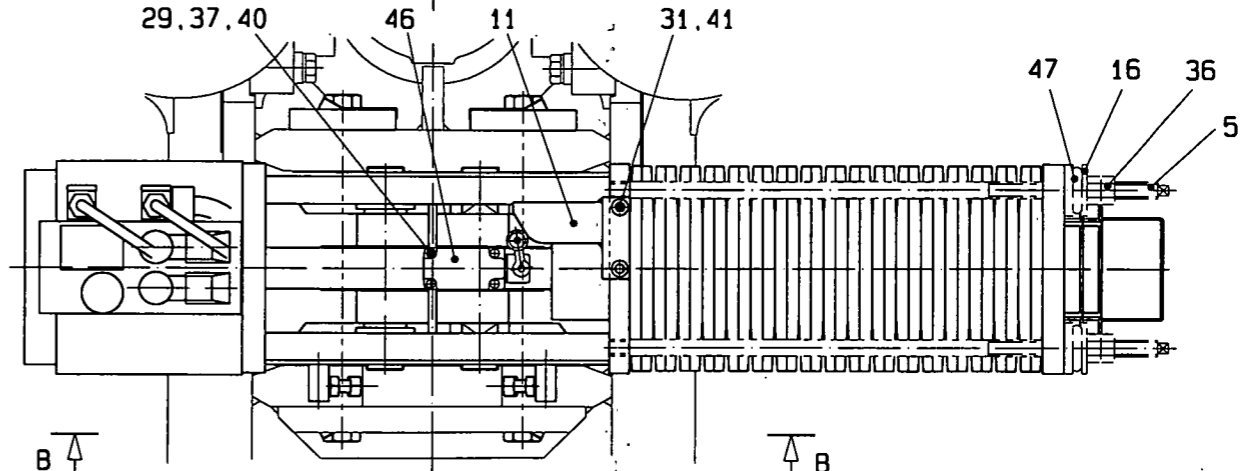
Index	Änderung / Revision	Datum / Date	Name	Ausführung / Configuration / Finishing	Ident. Nr. / Ident. no.
	Allgemeintoleranzen nach DIN ISO 2768 (Längen u. Winkel) General tolerances as per DIN ISO 2768 (lengths & angles)		Allgemeintoleranzen nach DIN ISO 2768/2 (Form u. Lage) General tolerances as per DIN ISO 2768/2 (form & position)	K	
	Allgemeintoleranzen nach DIN EN ISO 1329 (Längen u. Winkel) General tolerances as per DIN EN ISO 1329 (lengths & angles)		Allgemeintoleranzen nach DIN EN ISO 1329 (Form u. Lage) General tolerances as per DIN EN ISO 1329 (form & position)	F	
Anlage / Installation				Stück / Copies	X
Auftrag / Order				Endbride Seil-Ø24	
				Zeichnungs-Nr. / Drawing no. 80001000N226001	
				Index a	
VONROLL Seilbahnen AG <small>Diese Zeichnung ist unser geistiges Eigentum. Sie darf ohne unsere besondere Zustimmung weder vervielfältigt, noch ausgeführt, noch Dritten Personem bekanntgegeben werden. This drawing or information is the property of vonRoll Seilbahnen AG and must not be copied nor utilized in whole or in part without permission and is subject to return upon request.</small>				<small>G-Klasse G-class</small> B A3	



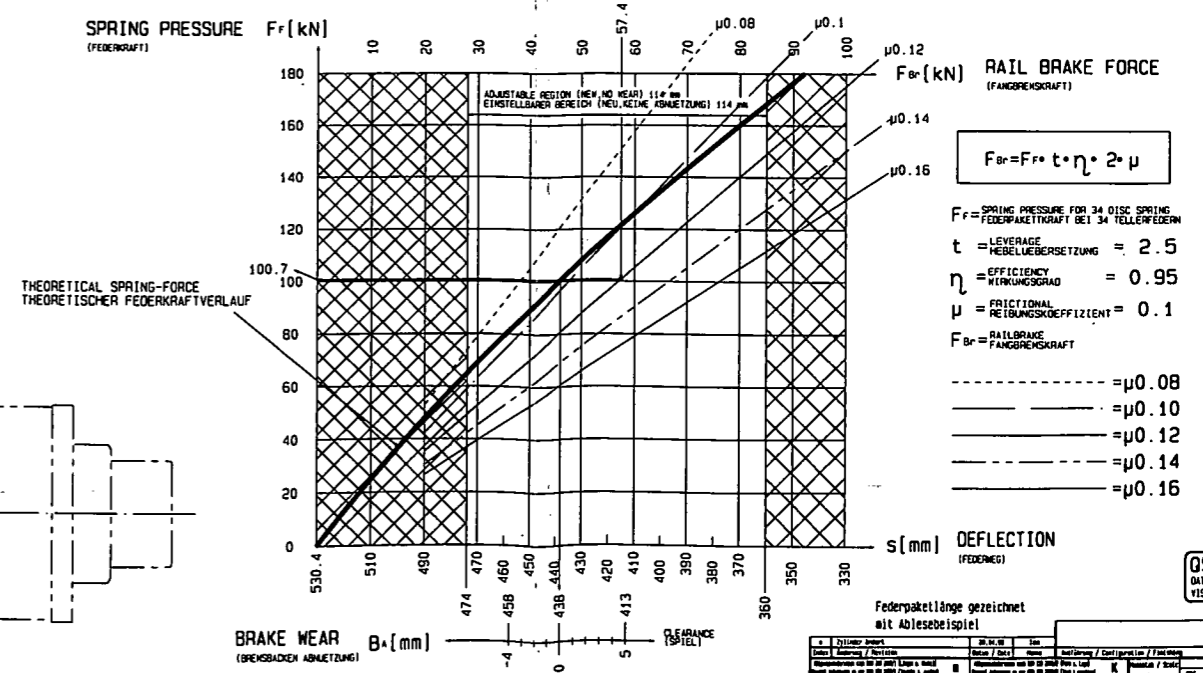
SECTION C-C
SCHNITT C-C



BEMERKUNG:
EFFEKTIVE BREMSEINSTELLUNG
SIEHE ABNAHMEPROTOKOLL
NOTE:
FINAL BRAKE SETTING
SEE COMMISSIONING REPORT



DISC SPRING GRAPH (FOR 34 SPRING WASHER)
(FEDERDIAGRAMM, FEDERBAUELE: 34TEILENFEDERN 200x102x101)



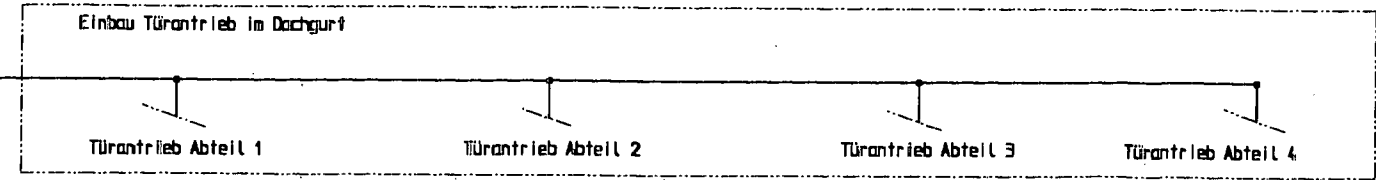
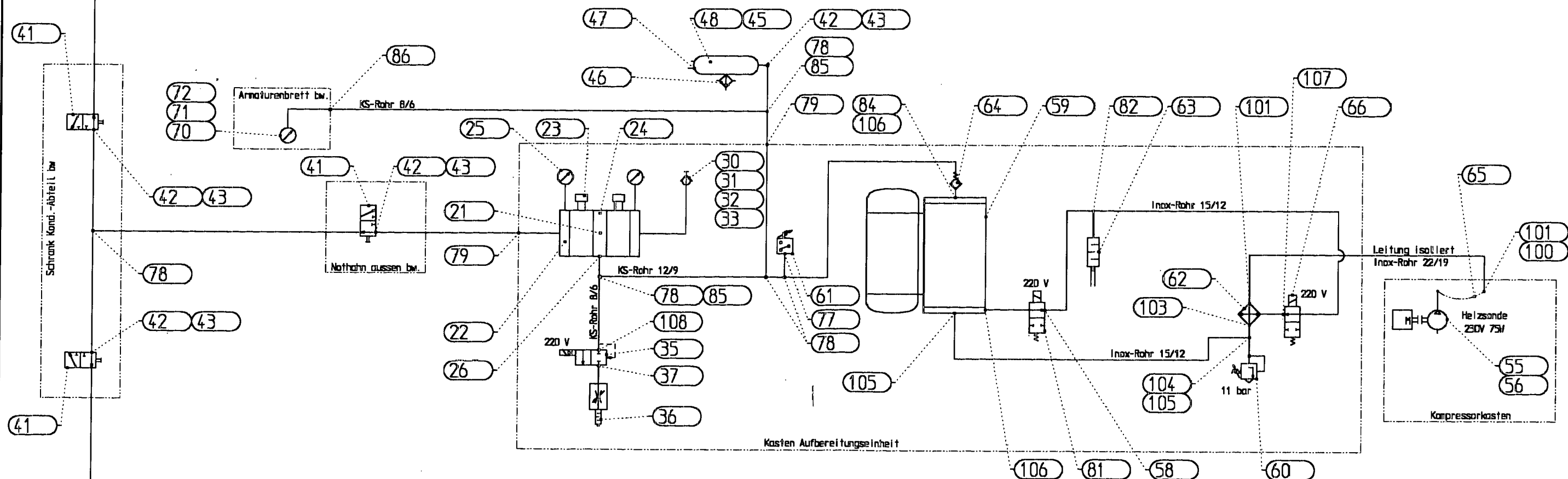
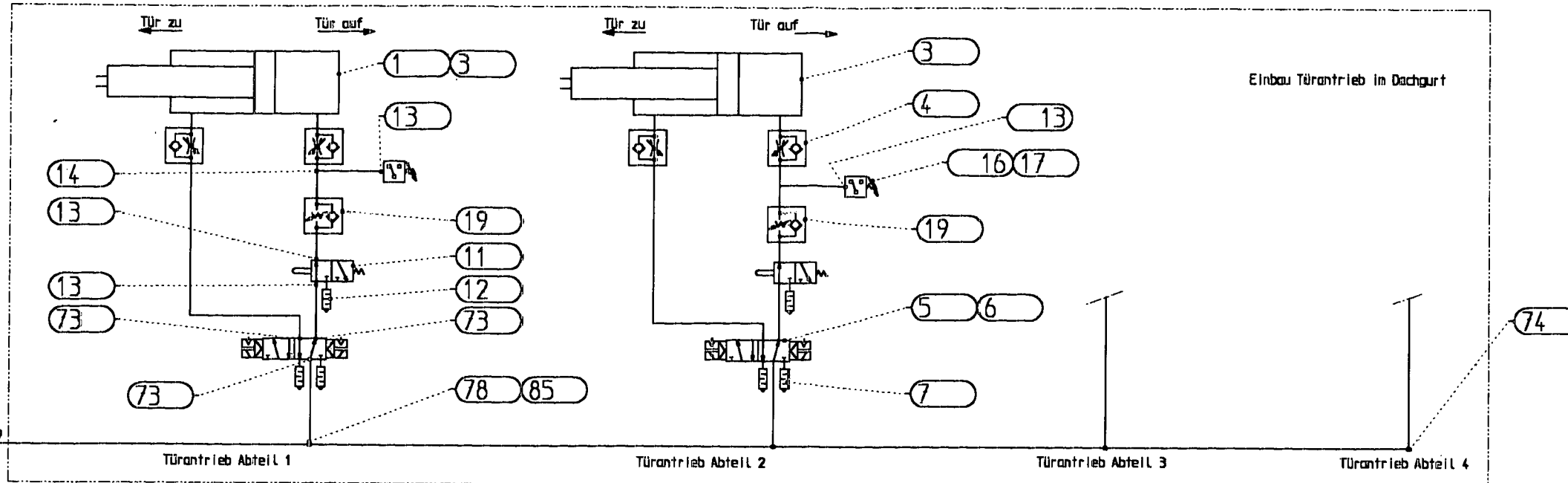
READING EXAMPLE: REDUCED RAIL BRAKE FORCE $F_{br}=57.4kN$, FRICTIONAL $\mu=0.12$
SPRING PRESSURE=100.7kN, SPRING DEFLECTION=438mm
ABLEISEBEISPIEL: DIE BENÖTIGTE FANGBREMSKRAFT $F_{br}=57.4kN$, REIBKOEFFIZIENT $\mu=0.12$
FEDERKRAFT=100.7kN, FEDERDEG=438mm

Federpaketlänge gezeichnet mit Ableisebeispiel

20001300	1/2.5	1998-04-21	02/22-11227
80000981N226000			

Fangbremse
SSB Drehgestell

vorRoll Seilbahnen AG

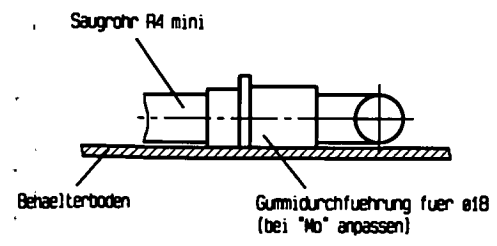
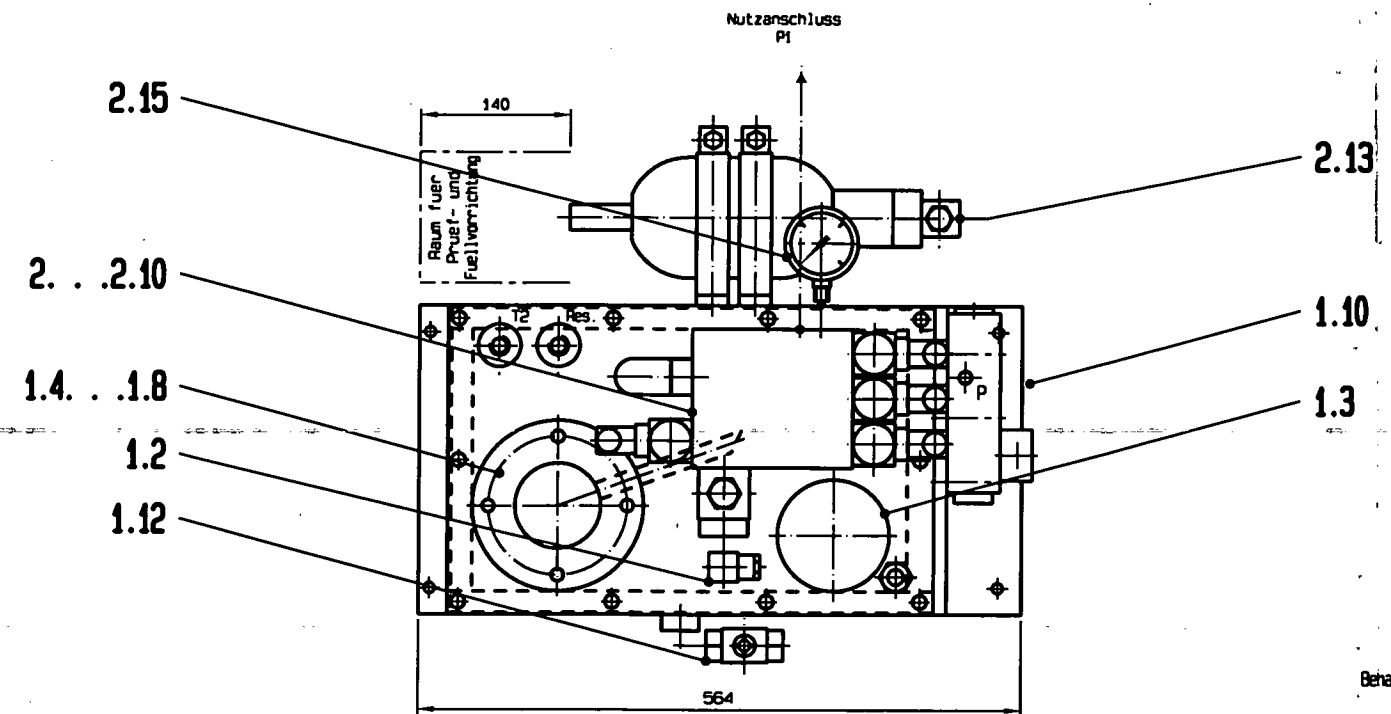
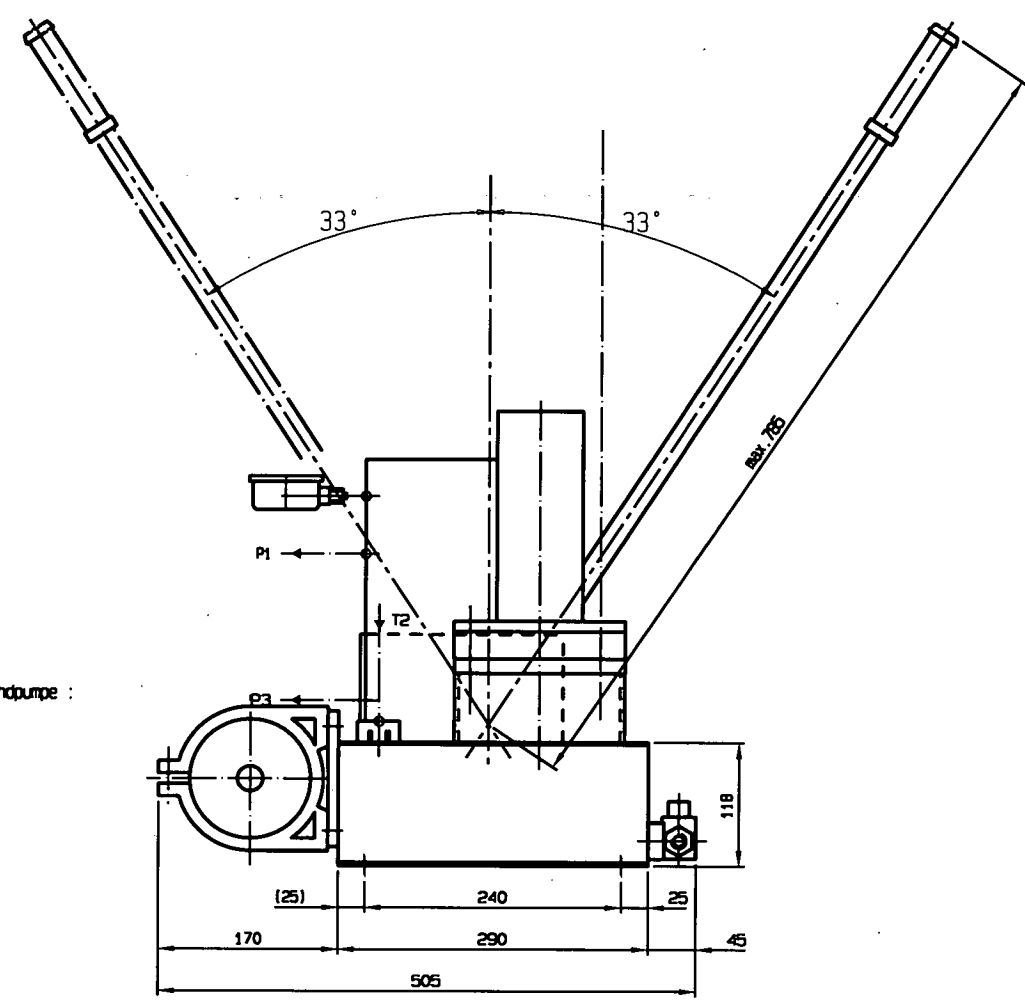
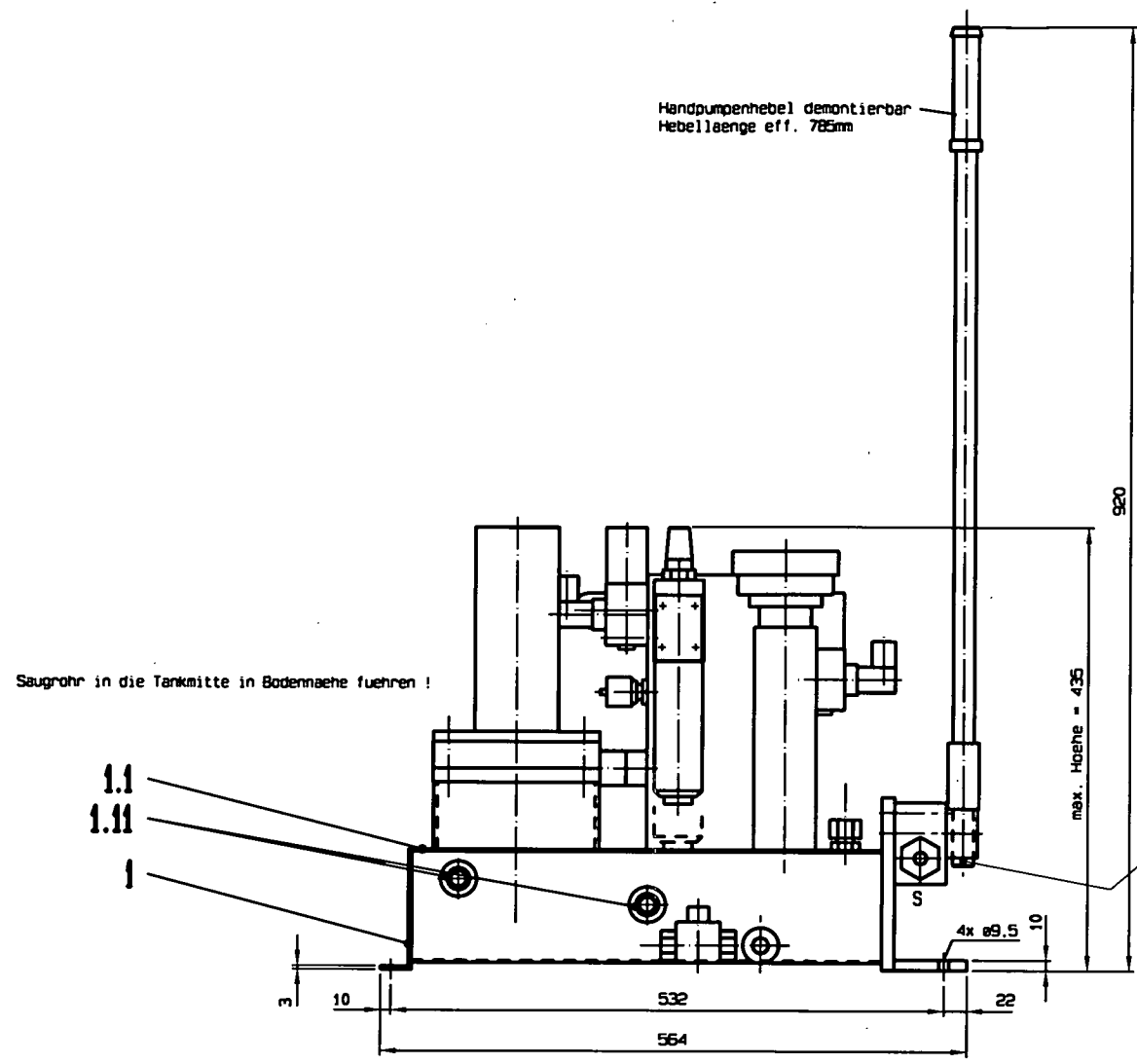


Magnetentlastungsventil Pos. 81
 unter Strom, Kompressor läuft
 (in Station)
 stramlos, Ventil entlüftet 220V 50 Hz

Arbeitsdruck für Türantriebszylinder min. 5 bar

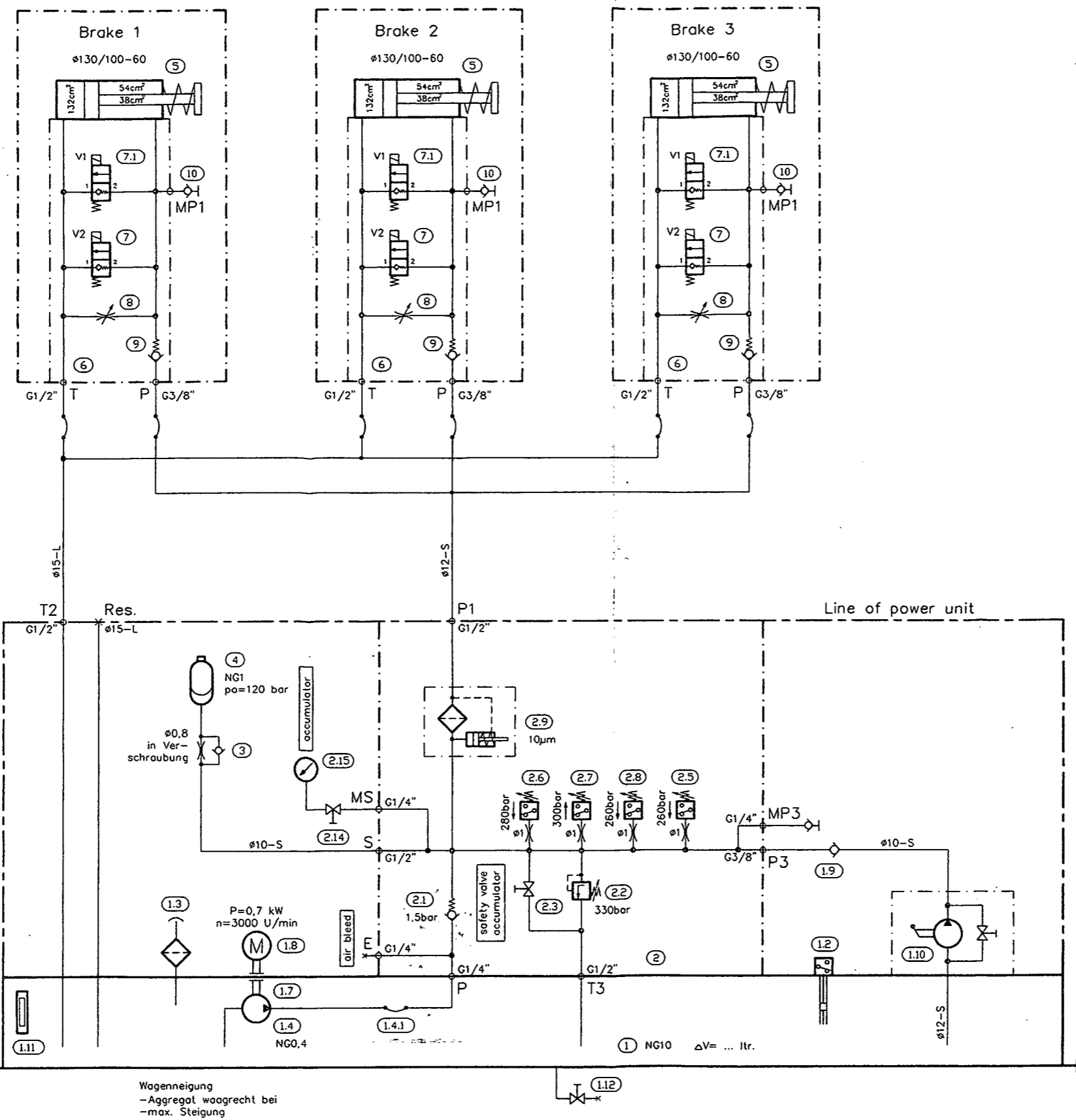
replaced through Ersatz durch replacement for Ersatz für SSB Cairngorm	E		
	D		
	C		
	B		
Pneumatikschema	Nu	26.10.00	
	designed and verified by gezeichnet und geprüft von		
scale Maßstab:			
This drawing is our property. Each duplication, use or information to third persons are punishable and will be prosecuted.			
Carrosserie Gangleff AG Bern Schweiz		1-10.13.014	

DIESE UNTERLAGE DARF WEDER KOPPIERT NOCH DRITTEN PERSONEN ZUGAENGLICH GEMACHT WERDEN. GESETZ BETR. URHEBERRECHT



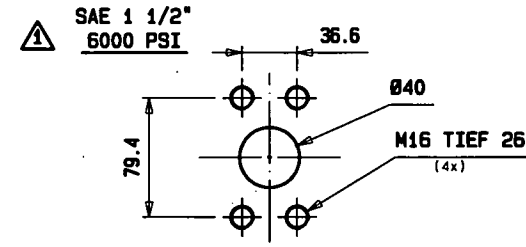
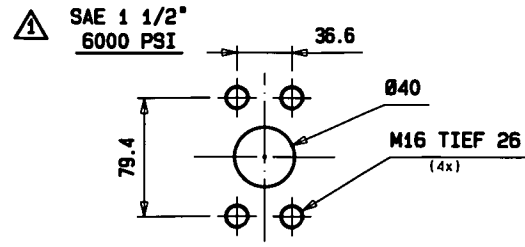
VERBRAUCHERANSCHLUSSE:		RICHTUNG				
AB VENTIL UND VERROHRUNG	<input checked="" type="checkbox"/>					
MIT ABGANGSVERSCHRAUBUNG BZW. FLANSCH	<input type="checkbox"/>					
MIT ABGANGSLEISTE	<input type="checkbox"/>					
VERROHRUNG:	MIT ELASTISCHER PROFILDICHTUNG	MIT O-RING				
VERSCHRAUBUNG LEICHTE REIHE	<input type="checkbox"/>	<input type="checkbox"/>				
VERSCHRAUBUNG SCHWERE REIHE	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
VERSCHRAUBUNG MIT 24° ANSCHWEISSKEGEL	<input type="checkbox"/>	<input type="checkbox"/>				
PR-FLANSCH (RD45501 UND RD45502)	<input type="checkbox"/>	<input type="checkbox"/>				
DIN-FLANSCH (AB22-04) BZW. SAE-FLANSCH (AB22-15)	<input type="checkbox"/>	<input type="checkbox"/>				
REXROTH-KOM. NR	17/25006136/23125					
KUNDEN-KOM. NR	16560					
KENNWORT	SSB Cairngorm Rail Brake					
SCHALTSCHEMA	HS057-J826-2-A					
BETRIEBSDRUCK	Nach Schaltschema					
BEZEICHNUNG DER POS.	SIEHE GERÄTELISTE					
2000	DATEI	NAMEN	MASSTAB	BENENNUNG	BLATT	
BEAR.	18.07.	Ras	1:5	Kleinaggregat NG10	01	
GERÄT.	18.07.	Ruh			AUFTRAG	VON
NDRM	18.07.	Ju			057-ABHAG-J826-0-2-A	01
MANNEBARTH REXROTH		ERS. DURCH	AE. N.	ERS. DURCH	AE. N.	

DIESE UNTERLAGE DARF WEDER KOPIERT NOCH DRITTEN PERSÖNLICH ZUGÄNGLICH GEMACHT VERDEN. GESETZ BETR. URHEBERRECHT



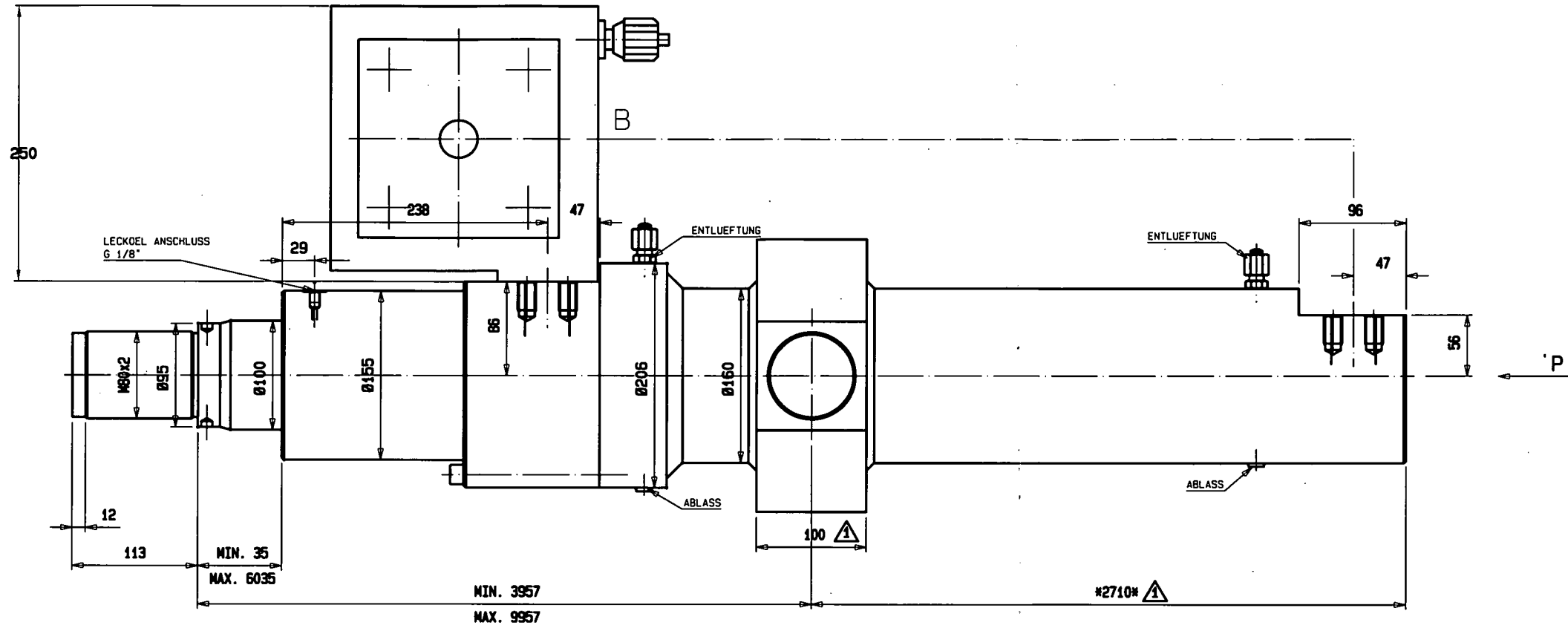
2000	DATUM	NAME	MASSTAB	BENENNUNG	Cairngorm funicular	BLATT
BEAR.	11.05.		%	PROJEKT	Rail brake	01
GEPR.	11.05.			AUFTRAGS-NR.	HS057-J826-2-A	VON
NORM						01
MANNESMANN REXROTH			ERS.FUER	AE.-M.	ERS. DURCH	AE.-M.

REV.	DESCRIPTION	DATE	DRN.	CHK.
01	KUNDEBEMERKUNGEN BEARBEITET	16-06-00	JVLA	FRDR



A, X, Y, Z

DIE DAEMPUNGSKONDITIONEN
SOLLEN GENAU ANGEGEBEN WERDEN
NACH STK.03.066

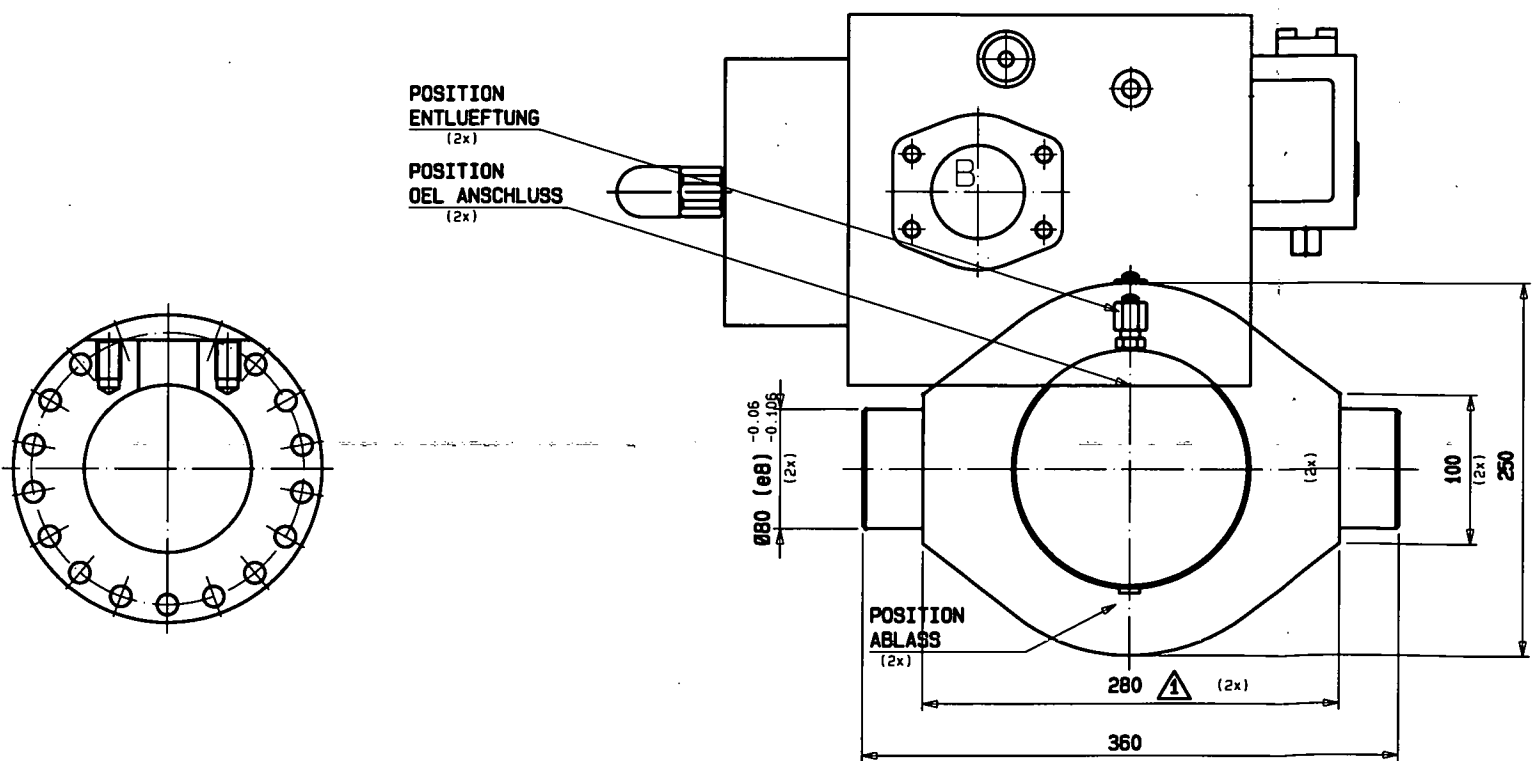


TYPE :		CYTKMT4/0140/0100/06000B10/D1KGDKWNN	
WIRKUNGSWEISE	ZIEHEND		
EINFACH			
KOLBENDURCHMESSER	140	mm	
KOLBENSTANGENDURCHMESSER	100	mm	
GESAMMT HUB (EINSCHL. DAEMPUNG)	6000	mm	
ENTWURFSDRUCK	BODENSEITE	5	MPa
	STANGENSEITE	25	MPa
PRUEFDRUCK	BODENSEITE	10	MPa
	STANGENSEITE	37.5	MPa
MAX. DRUCKKRAFT		0	kN
MAX. ZUGKRAFT		150	kN
MAX. ZUGKRAFT (STATISCH)		260	kN
ABZUBREMSENDE	BODENSEITE	0	J
BEWEGUNGS ENERGIE	STANGENSEITE	6760	J
MAX. GESCHWINDIGKEIT	"AUSFAHREN"	150	mm/s
	"EINFAHREN"	150	mm/s
DRUCKMEDIUM	MINERAL OEL		
ANZAHL DER ARBEITSSPIELE	/min		
EINBAUWINKEL MIT HORIZONTAL STANGE UNTEN	13.2°	°	
ENTWURFSTEMPERATUR	-20 / +40 °C		
QUERKRAEFTE	0 N		
DIE POSITION DER ENTLUEFTUNG SOLL SICH AN DER OBERSEITE DES EINGEBAUTEN ZYLINDERS BEFINDEN			
OBERFLAECHEBSCHAFFENHEIT BOHRUNG: CERAMT STANGE: CERAMAX			
ZYLINDER 80% MIT OEL GEFUELLT +2% VSI			
KONSERVIERUNG: STRAHLEN SA 2.5 ISO-8501-01			
	1 SCHICHT SIGMACOVER PRIMER	30	um
	1 SCHICHT ZWISCHENSTRICH	...	um
	1 SCHICHT DEKANSTRICH EPOXY RAL 3000 ROT	50	um
	GESAMMT SCHICHTDICKE	80	um

POSITION
ENTLUEFTUNG
(2x)

POSITION
OEL ANSCHLUSS
(2x)

ANSICHT 'P'

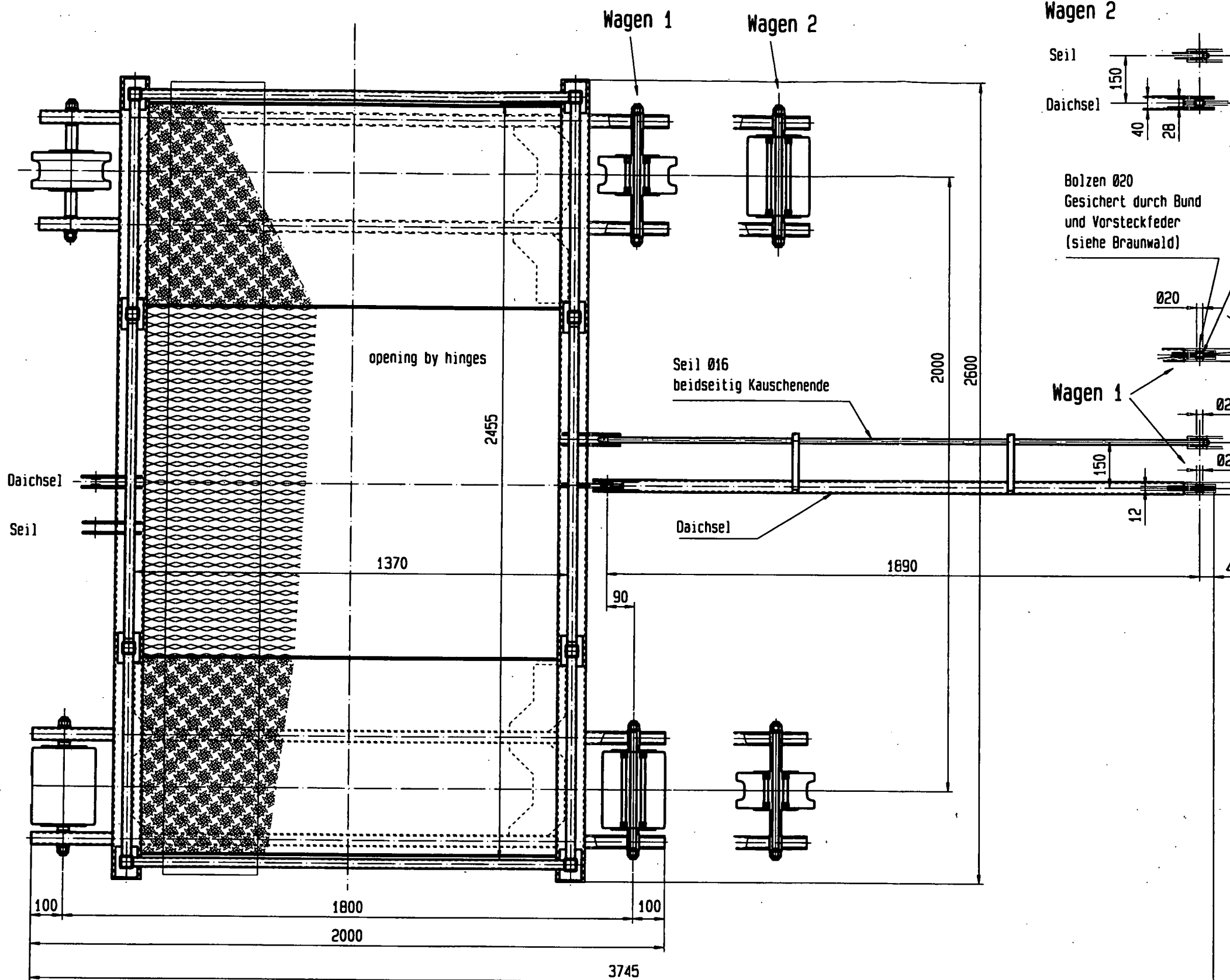


REXROTH - Nr. :
057-ABHAG-JB64-10-1-A

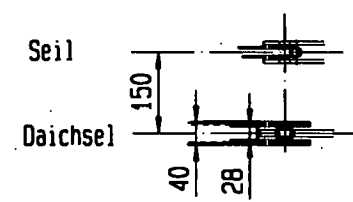
REL. FOR PROD.	DATE	ASSEMBLY DRAWING	
<small>UNTOLERANCED DIMENSIONS: FOR STEEL - MACHINED DIM-150 1101 INDICATION OF SURFACE ROUGHNESSES ACC. DIM-150 1302 TOLERANCES ACC. DIM 7150/7172. UNLESS OTHERWISE SPECIFIED: - ALL EXTERNAL EDGES BREAK WITH 0.5xR5000 - ALL INTERNAL EDGES R = 0.6 R500.2 - TOLERANCES ON METRIC TAPPED THREAD 6H/9g ACC. DIM 13 - TOLERANCES ON CUTTED METRIC THREAD 7H/9g ACC. DIM 13</small>			
<small>MATERIAL: FOR MATERIAL, STOCK DIMENSIONS AND OTHER MATERIAL SPECIFICATIONS SEE PARTSLIST ITEM NO.: XXXX SPECIFICATIONS FOR SUBCONTRACTING WHEN DELIVERY OF MATERIAL IS INCLUDED SEE PARTSLIST ITEM NO.: XXXX</small>			
ORIGINAL DRAWING: #			
ARTICLE NUMBER: #			
STANDARD: #			
TITLE	DOPPELMAYR	PROJ.	MASS (kg)
ZUGZYLINDER		1:2.5	750
SEILBAHN		DIMENSIONS: mm	DATE
		23-05-2000	
		CHECKED	26-05-2000
		ORDER NO.	
Hydraudyne Cylinders B.V.		DRAWING NO.	SIZE
		3-059468	A1
		DIMENSION	REV.
			01
P.O. BOX 32 5260 AA BOXTEL THE NETHERLANDS			

QUALITEITSONDERZOEK
 IN NEDERLANDSE
 METRIEKENNEN
 NIET TOEGestaan
 ZONDER
 TOEGestaan
 VAN DE
 EIGENAREN
 VAN DE
 FABRIEK

EIGENDOM VAN HYDRAUDYNE BOXTEL.
 VERBODEN TOEGestaan
 VAN DE
 EIGENAREN
 VAN DE
 FABRIEK

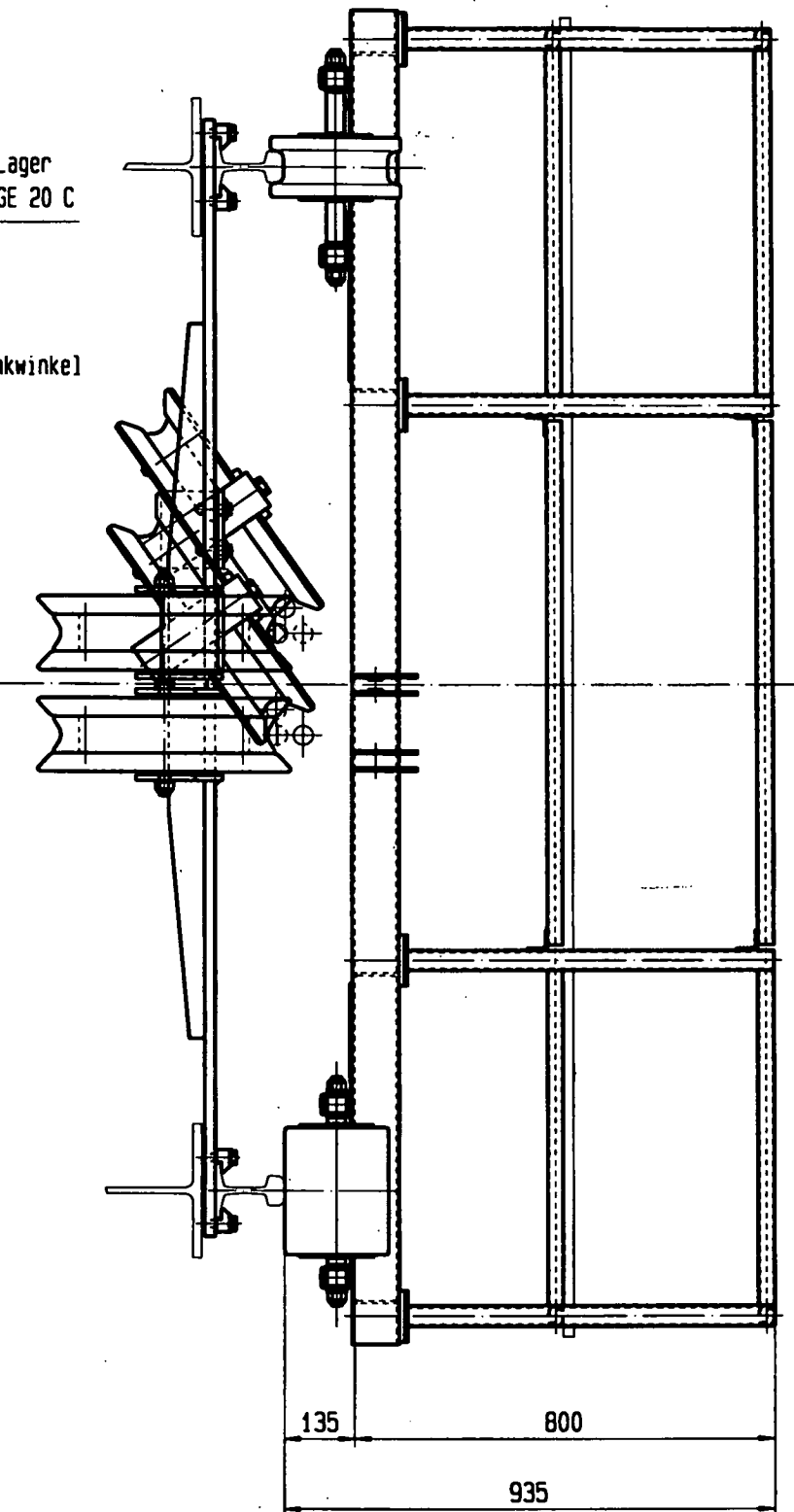
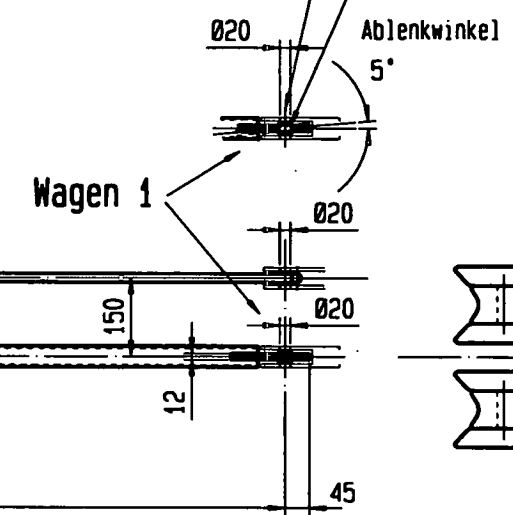


Wagen 2

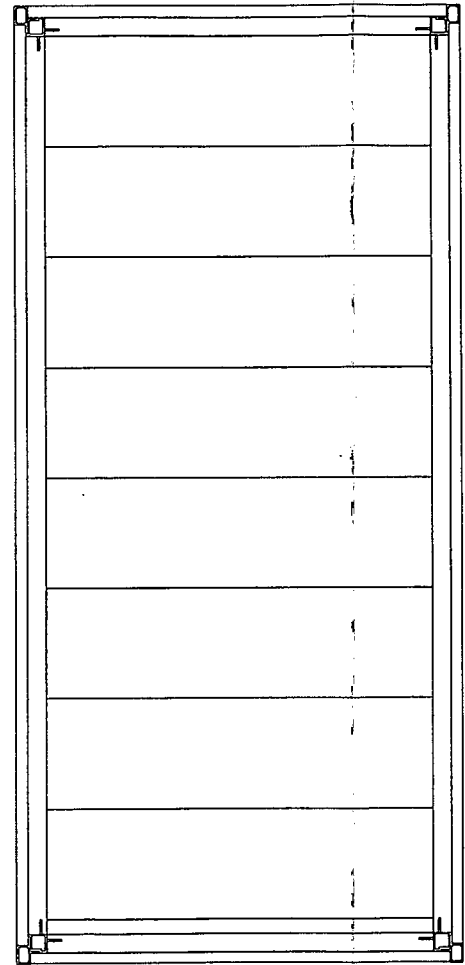
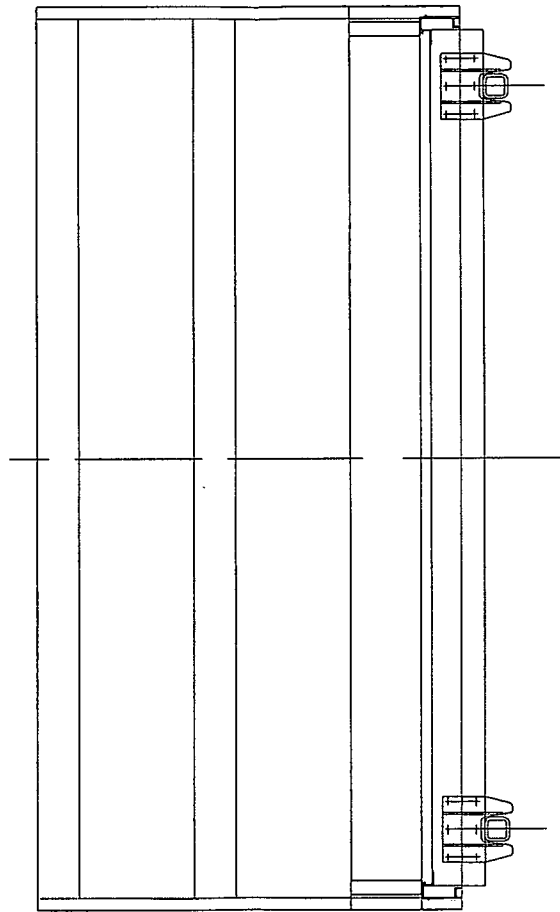
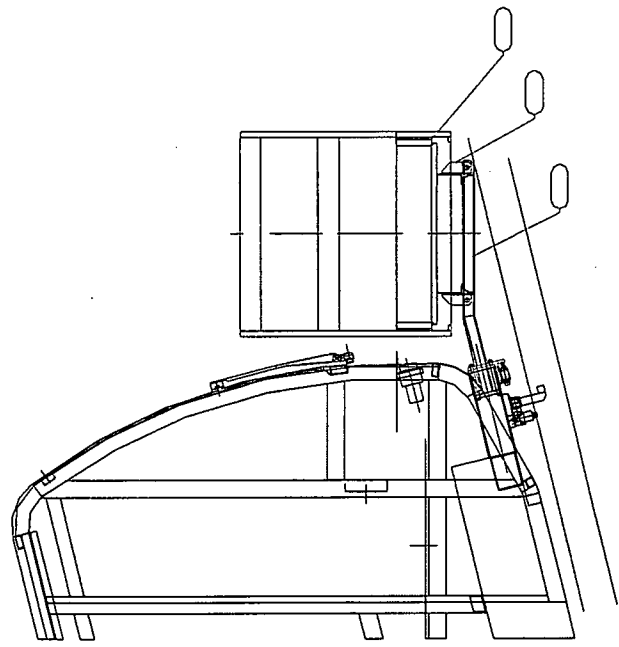


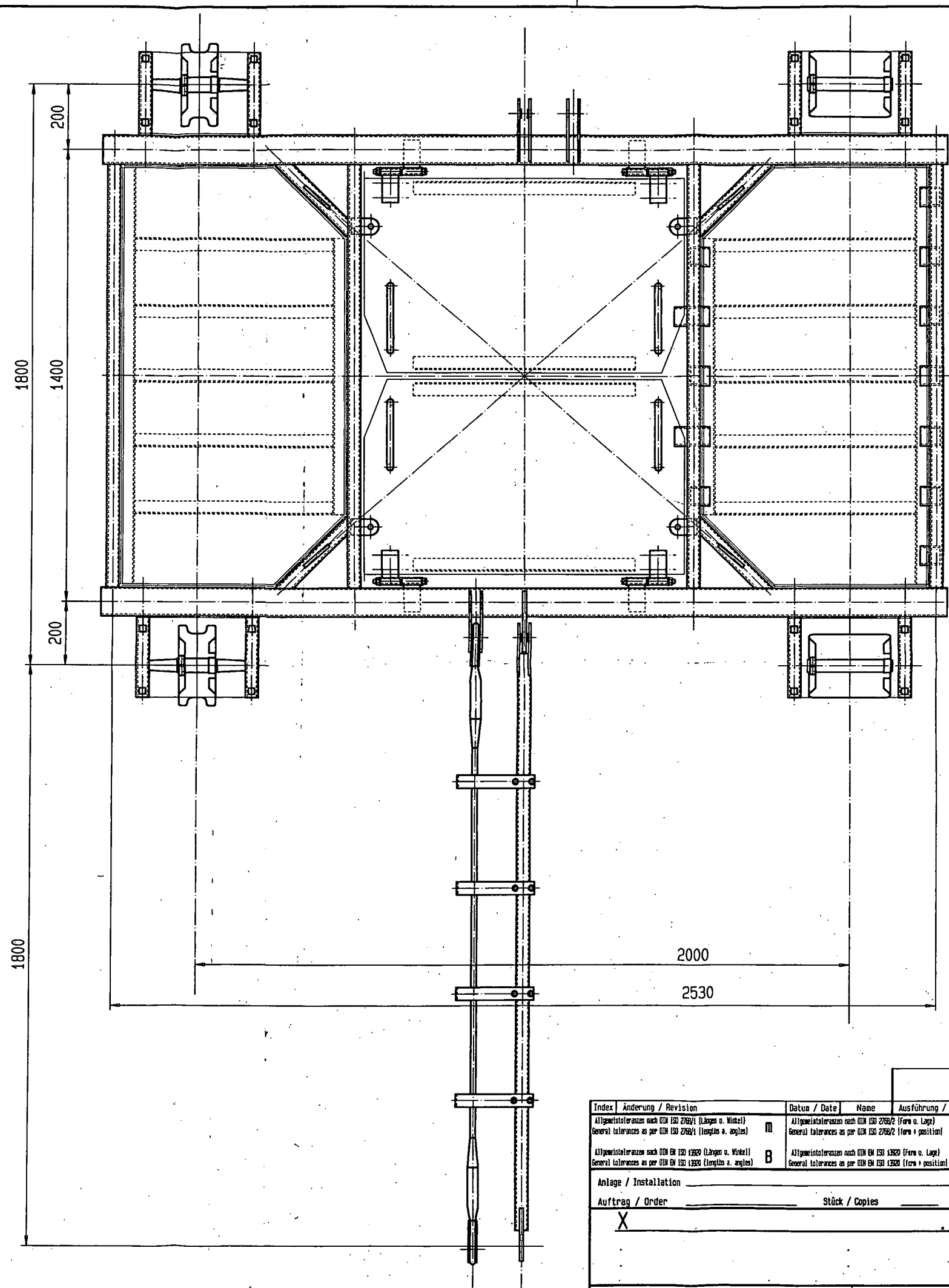
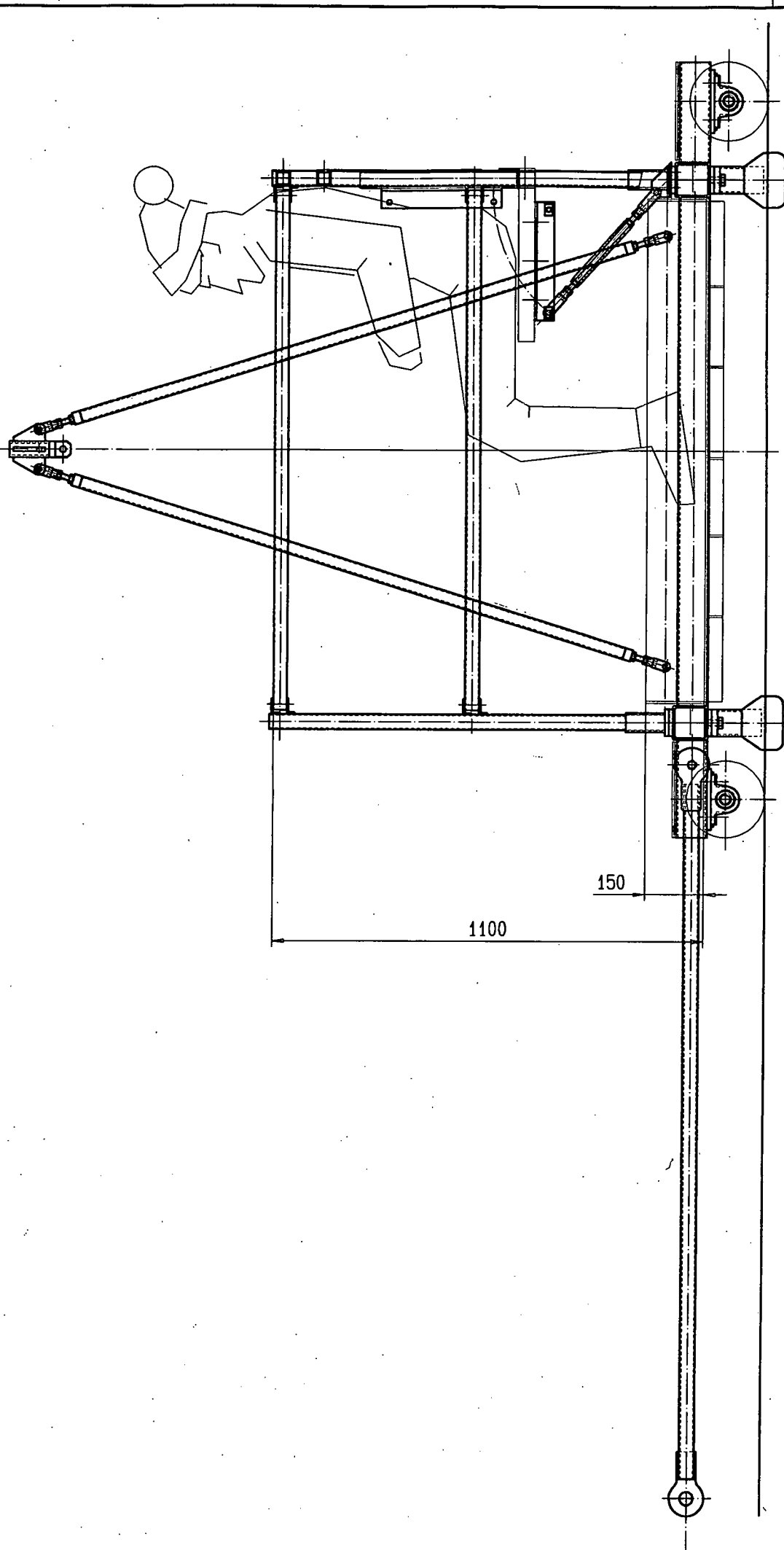
Bolzen Ø20
Gesichert durch Bund
und Vorsteckfeder
(siehe Braunwald)

Lager
GE 20 C



Index Änderung / Revision		Datum / Date	Name	Ausführung / Configuration / Finishing	Ident. Nr. / Ident. no.
Allgemeintoleranzen nach DIN ISO 2768/2 (Längen u. Winkel) General tolerances as per DIN ISO 2768/2 (lengths & angles)				K	1/10
Allgemeintoleranzen nach DIN EN ISO 13269 (Längen u. Winkel) General tolerances as per DIN EN ISO 13269 (lengths & angles)				F	2000-05-23
Anlage / Installation		Stück / Copies		X	2000-05-23
Auftrag / Order		Rev. - Wagen		ENTWURF	
SSB Cairngorm		80005965N221002		16:18:05	
Doppelmayr Seilbahnen AG		0-Klasse		0-class	





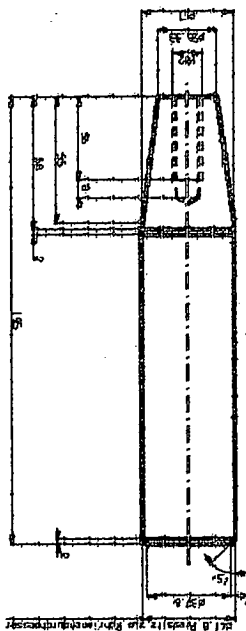
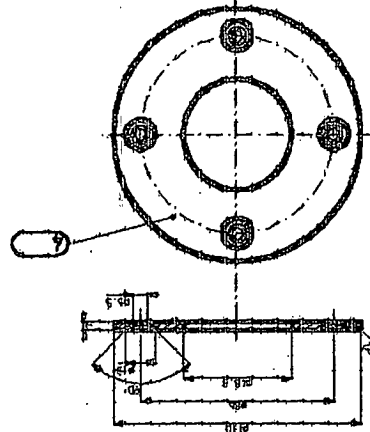
Index / Änderung / Revision		Datum / Date		Name		Ausführung / Configuration / Finishing		Ident. Nr. / Ident. no.	
Allgemeintoleranzen nach DIN ISO 2768/1 (Längen u. Winkel) General tolerances as per DIN ISO 2768/1 (lengths & angles)		M		Allgemeintoleranzen nach DIN ISO 2768/2 (Form u. Lage) General tolerances as per DIN ISO 2768/2 (form & position)		K		XXXXXXX	
Allgemeintoleranzen nach DIN EN ISO 13280 (Längen u. Winkel) General tolerances as per DIN EN ISO 13280 (lengths & angles)		B		Allgemeintoleranzen nach DIN EN ISO 13280 (Form u. Lage) General tolerances as per DIN EN ISO 13280 (form & position)		F		XXXXXXX	
Anlage / Installation		Stück / Copies		X		Massstab / Scale		Datum / Date	
Auftrag / Order		X		X		X:X gezeichnet drawn geprüft approved Faktor: 1.000		1997-XX-XX XX	
X								2001-06-25 18:44:25	
Gezeichnet: 2001-06-25 wie								2001-06-25	
2001-06-25								18:44:25	
KONSTRUKTION KZ.: wlg									
Ursprungsang. Nr. / Original drwg. no.		Ident. Nr. / Ident. no.							
Zeichnungs Nr. / Drawing no.		Index							
XXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXX							
Doppelmayr Seilbahnen AG		Diese Zeichnung ist unser geistiges Eigentum. Sie darf ohne unsere besondere Zustimmung weder vervielfältigt, noch ausgeteilt, noch Dritten Personen bekanntgegeben werden. This drawing or information is the property of Doppelmayr Seilbahnen AG and must not be copied nor utilized in whole or in part without permission and is subject to return upon request.		0-Klasse 0-class		X		A2	

1-13 22 132

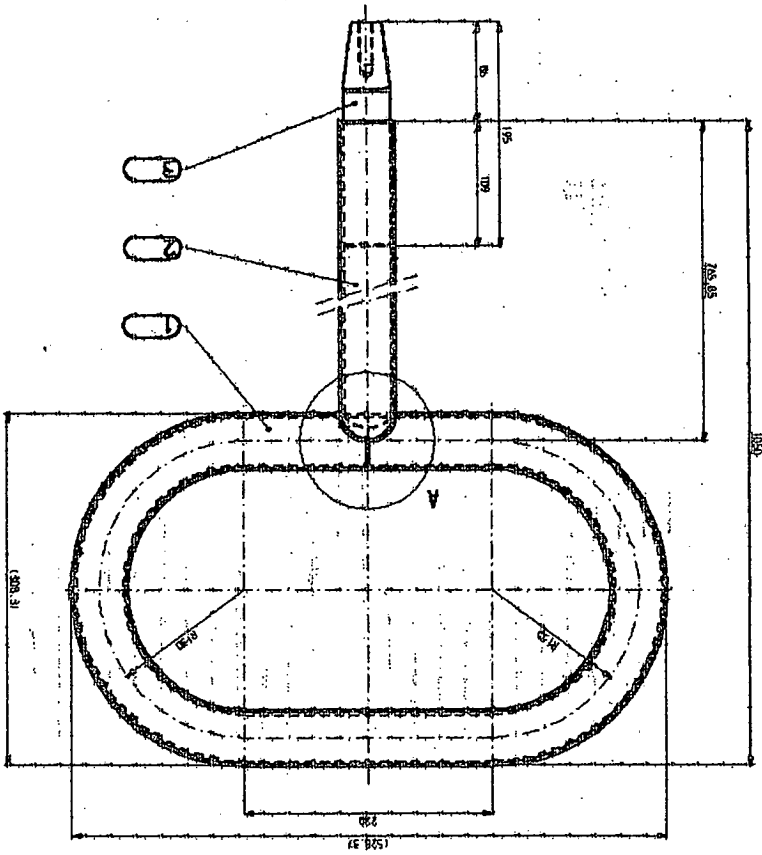
Kontrollplan für die Fertigung

Maßstab 1:2,5 und 1:1

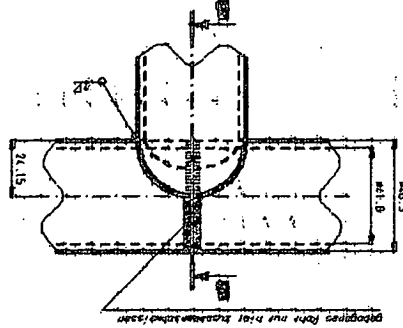
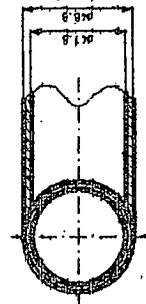
Pos.	Bezeichnung	Menge	Material	Größe	Gründe
1	Stück 1	1	St 2	150	
2	Stück 2	1	St 2	150	
3	Stück 3	1	St 2	150	
4	Stück 4	1	St 2	150	
5	Stück 5	1	St 2	150	
6	Stück 6	1	St 2	150	
7	Stück 7	1	St 2	150	
8	Stück 8	1	St 2	150	
9	Stück 9	1	St 2	150	
10	Stück 10	1	St 2	150	
11	Stück 11	1	St 2	150	
12	Stück 12	1	St 2	150	
13	Stück 13	1	St 2	150	
14	Stück 14	1	St 2	150	
15	Stück 15	1	St 2	150	
16	Stück 16	1	St 2	150	
17	Stück 17	1	St 2	150	
18	Stück 18	1	St 2	150	
19	Stück 19	1	St 2	150	
20	Stück 20	1	St 2	150	



Pos. 3 (1:1)



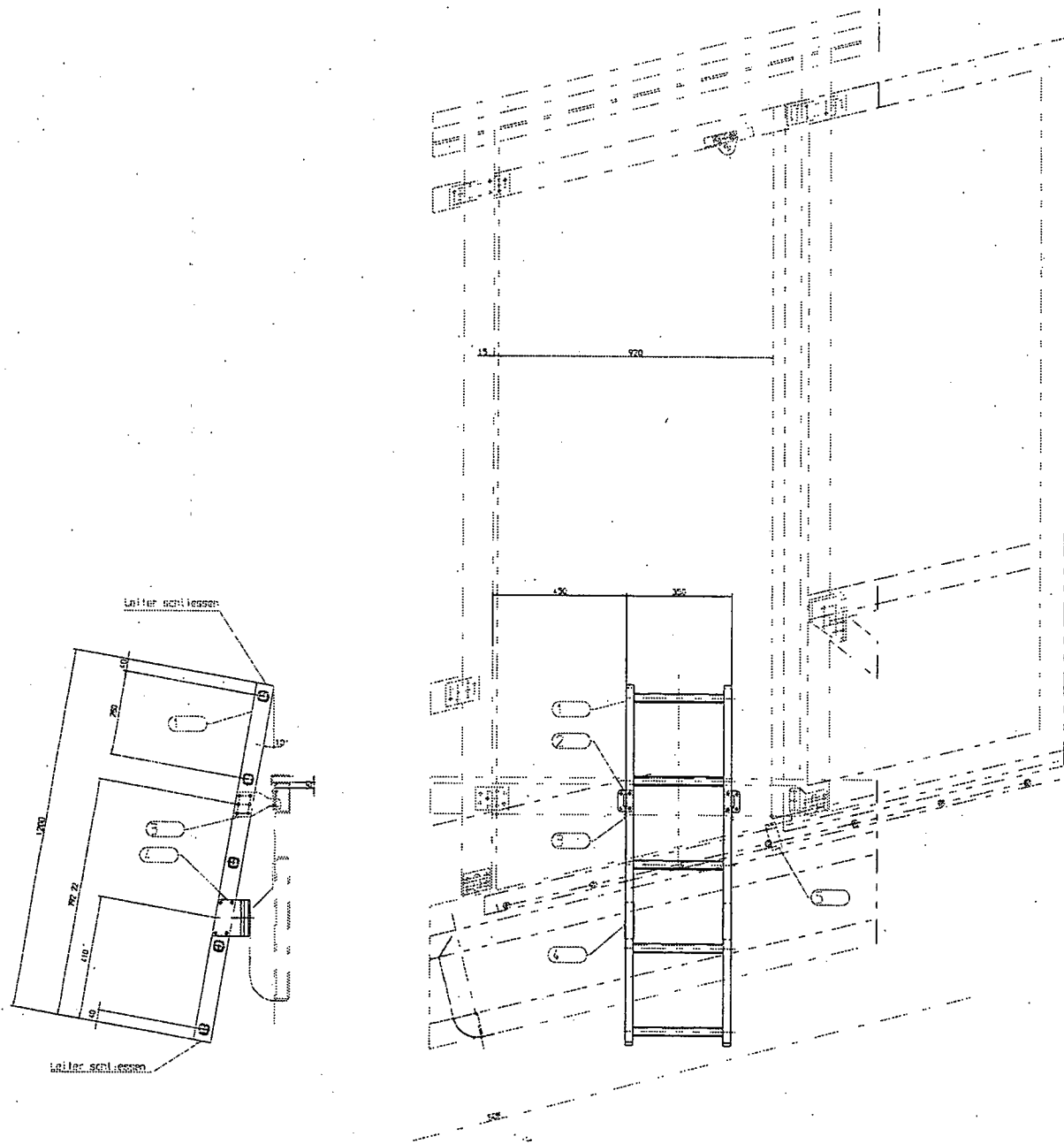
(48,3)



0-9

Detail A (1:1)

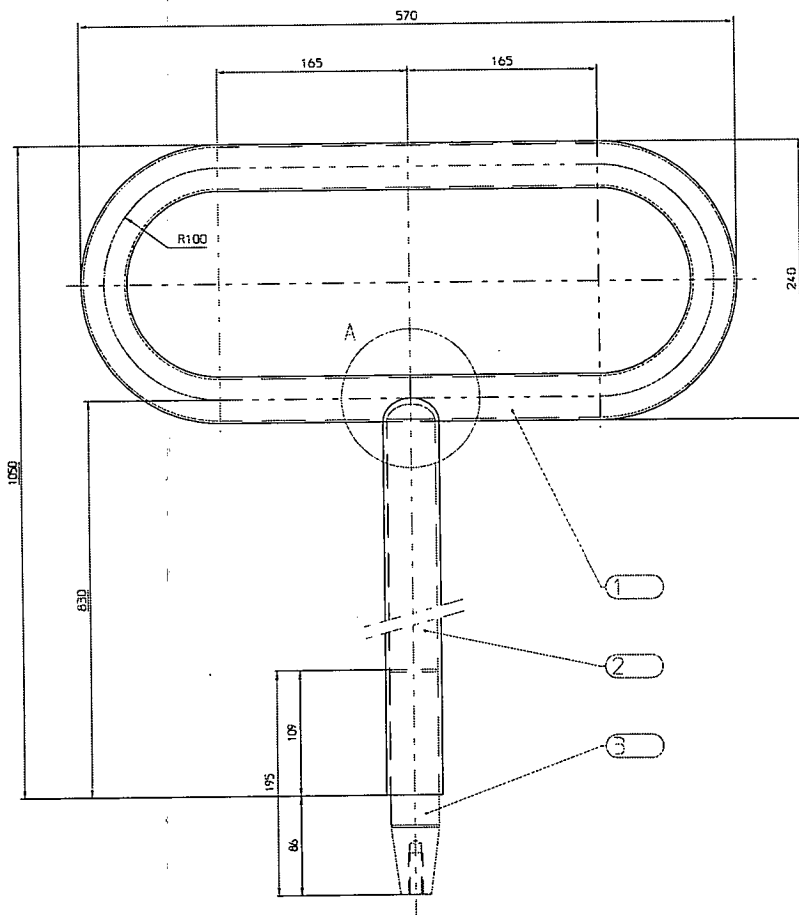
Leiter wird nur an Wagenseite rechts montiert



Rettungsteiler wird unterhalb
Wagenseite rechts montiert

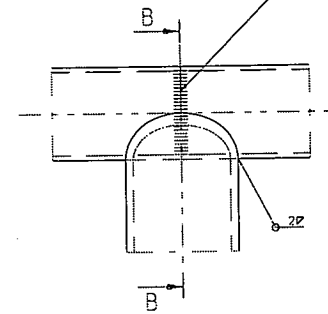
Aus Pos. 1 Standardleiter Länge 3000 mm
werden 2 Rettungsteilern hergestellt

1	Schleife stopper	Stk	1-19 05 123
2	Abstützung	Stk	3-16 12 023
3	Leiter	Stk	2-16 12 027
4	Ständegestelle	Stk	2-16 12 024
5	Rettungsteiler	Stk	2-16 12 024
6	Rettungsteiler	Stk	2-16 12 024
7	Rettungsteiler	Stk	2-16 12 024
8	Rettungsteiler	Stk	2-16 12 024
9	Rettungsteiler	Stk	2-16 12 024
10	Rettungsteiler	Stk	2-16 12 024
11	Rettungsteiler	Stk	2-16 12 024
12	Rettungsteiler	Stk	2-16 12 024
13	Rettungsteiler	Stk	2-16 12 024
14	Rettungsteiler	Stk	2-16 12 024
15	Rettungsteiler	Stk	2-16 12 024
16	Rettungsteiler	Stk	2-16 12 024
17	Rettungsteiler	Stk	2-16 12 024
18	Rettungsteiler	Stk	2-16 12 024
19	Rettungsteiler	Stk	2-16 12 024
20	Rettungsteiler	Stk	2-16 12 024
21	Rettungsteiler	Stk	2-16 12 024
22	Rettungsteiler	Stk	2-16 12 024
23	Rettungsteiler	Stk	2-16 12 024
24	Rettungsteiler	Stk	2-16 12 024
25	Rettungsteiler	Stk	2-16 12 024
26	Rettungsteiler	Stk	2-16 12 024
27	Rettungsteiler	Stk	2-16 12 024
28	Rettungsteiler	Stk	2-16 12 024
29	Rettungsteiler	Stk	2-16 12 024
30	Rettungsteiler	Stk	2-16 12 024
31	Rettungsteiler	Stk	2-16 12 024
32	Rettungsteiler	Stk	2-16 12 024
33	Rettungsteiler	Stk	2-16 12 024
34	Rettungsteiler	Stk	2-16 12 024
35	Rettungsteiler	Stk	2-16 12 024
36	Rettungsteiler	Stk	2-16 12 024
37	Rettungsteiler	Stk	2-16 12 024
38	Rettungsteiler	Stk	2-16 12 024
39	Rettungsteiler	Stk	2-16 12 024
40	Rettungsteiler	Stk	2-16 12 024
41	Rettungsteiler	Stk	2-16 12 024
42	Rettungsteiler	Stk	2-16 12 024
43	Rettungsteiler	Stk	2-16 12 024
44	Rettungsteiler	Stk	2-16 12 024
45	Rettungsteiler	Stk	2-16 12 024
46	Rettungsteiler	Stk	2-16 12 024
47	Rettungsteiler	Stk	2-16 12 024
48	Rettungsteiler	Stk	2-16 12 024
49	Rettungsteiler	Stk	2-16 12 024
50	Rettungsteiler	Stk	2-16 12 024

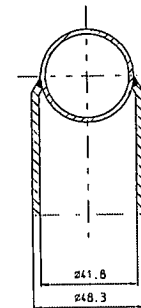


Detail A (1:1)

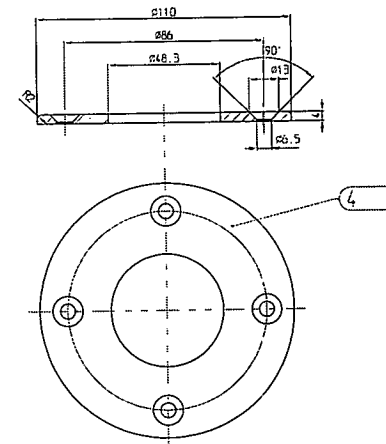
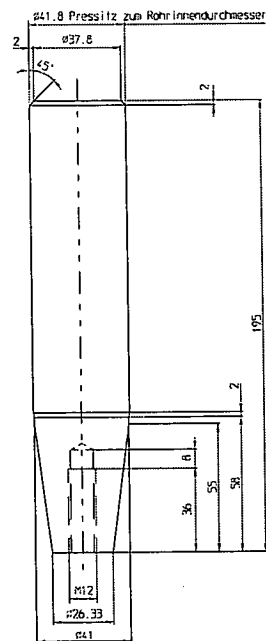
gebogenes Rohr nur hier zusammenschweißen



B-B

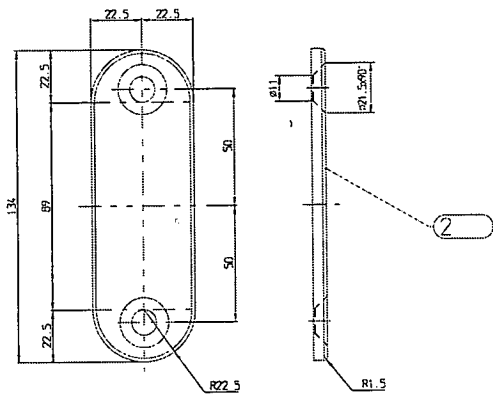
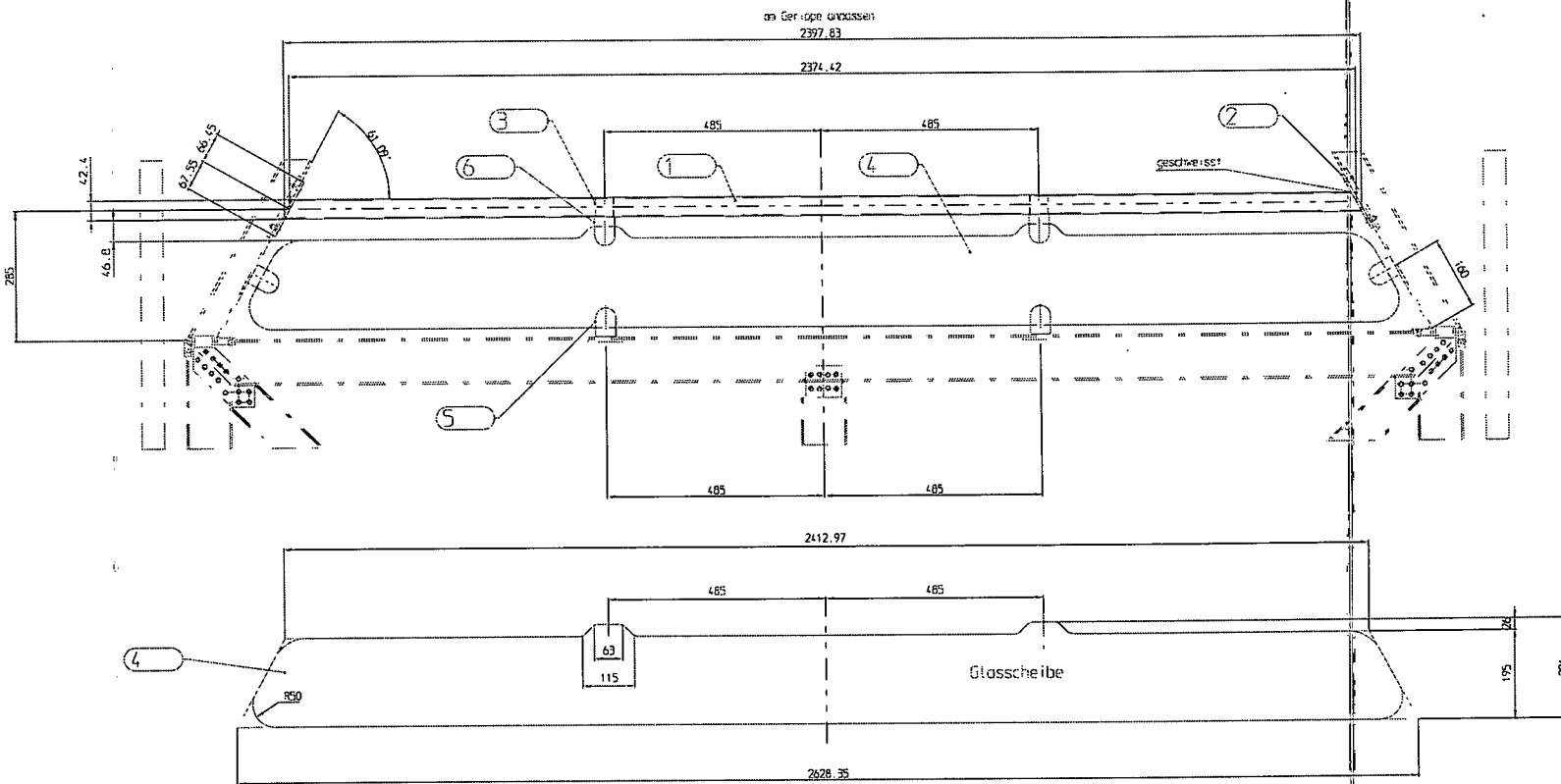


Pos. 3 (1:1)



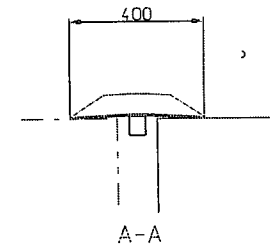
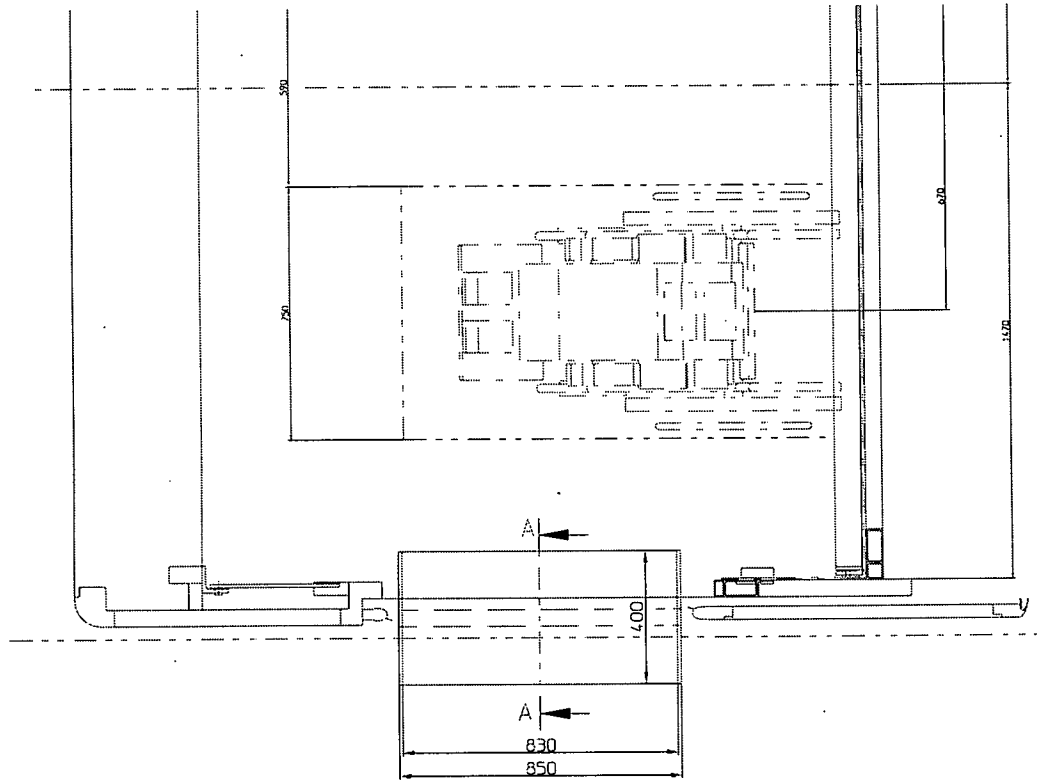
N8

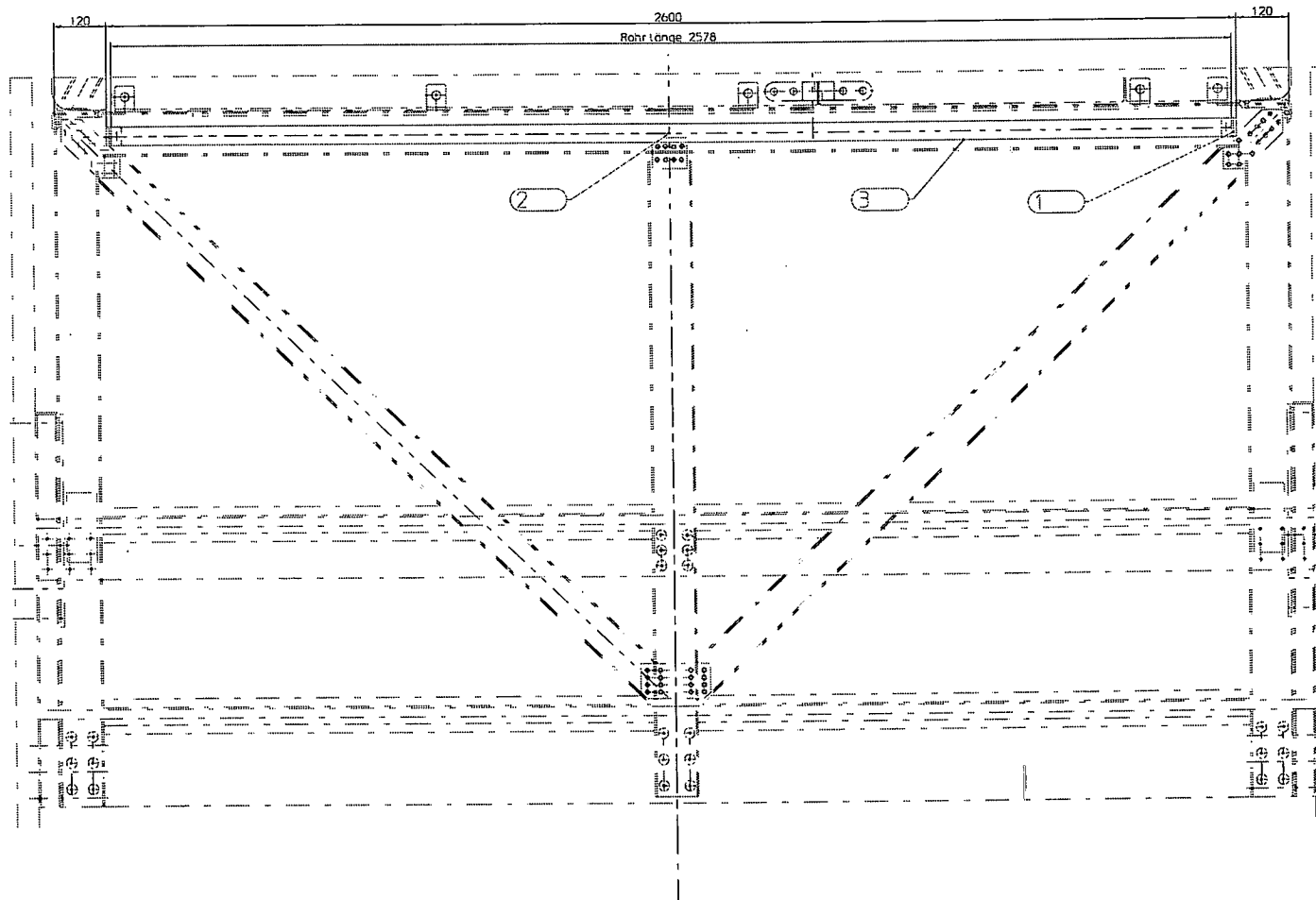
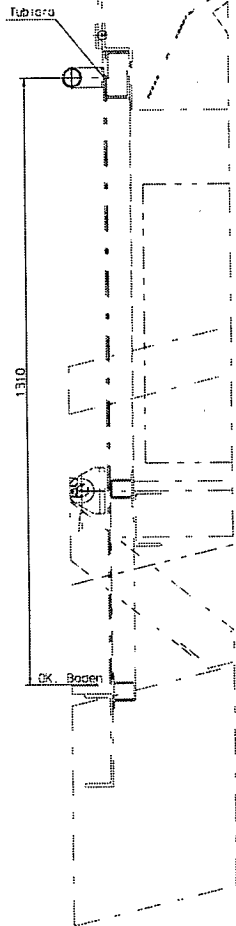
B	Blech & dick	4	PP-100		
B	$\varnothing 42$	3	Ac-Fit-109	195	005-08
B	$\varnothing 48,3 / 3,25$	2	Inox	830	
B	$\varnothing 40/2$	1	Inox	col.350	
S/Nr		Pos.	Material	Lang.	Bezeichnung
Zusatz		Pos.	Material	Lang.	Bezeichnung
General				E	
Material				D	
General				C	
Material				B	
SSB Gairngarm				A	
N1				Nr	DF, Dr, Ct
Haltestange im				Material	DF, Dr, Ct
Abt. 1, 2, 3 und 4				Maßstab	1:2 1:1
Dateiname				Zeichner	
Diese Zeichnung ist unser Eigentum. Ihre Verwendung ist ohne schriftliche Genehmigung des Erfinders und ist gesetzlich geschützt.					
Carrosserie Gengloff AG Bern				1-13.22 154	



Pos. 3 ist vor dem Schweißen von
Pos. 2 in das Rohr hineinzuschieben

		12											
		11											
		10											
		9											
		8											
		7											
12	Klembefestigung	5											MTS 4842
24	Klembefestigung	5											MTS 4809
6	Scheibe 8 dick	4	ESG										
12	ø 38	3	Ac-112	40									660-07
12	ø 45/6	2	Inox	134									
6	ø 42 1/2	1	Inox	ca. 2415									
Stück	Material	Pos.	Material	Length	Notes								
	Produced through Control arm												
	Replacement for Control Arm			1-13.22.129									
	SSB Coirgorm												
	Halteslange über Trennwand A, B und C												
	Scale			1:5									
	Date			1-13.22.129									
	Drawing No.			1-13.22.153									



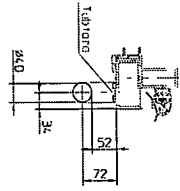


Stück	Bezeichnung	Material	Menge	Einheit	Größe	Abmessungen	Bemerkungen
2	Endstütze MTS 15.6850.4300	Inox	2		2578		
2	Mittelstütze MTS 15.6850.4300	Inox	2				
4	Endstütze MTS 15.6850.4100	Inox	1				

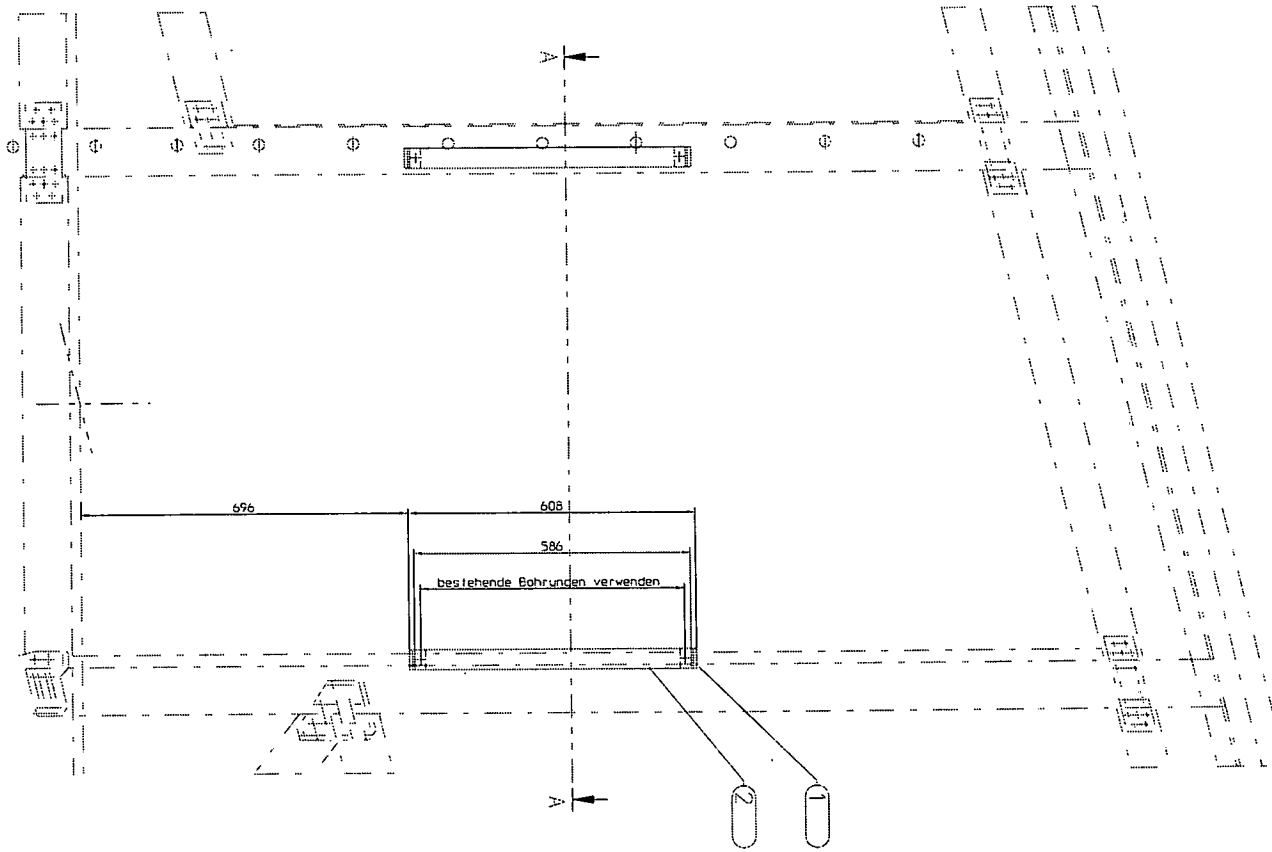
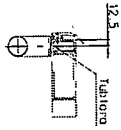
Stück	Bezeichnung	Material	Menge	Einheit	Größe	Abmessungen	Bemerkungen
4	Endstütze MTS 15.6850.4100	Inox	1				
2	Mittelstütze MTS 15.6850.4300	Inox	2				
2	Endstütze MTS 15.6850.4300	Inox	2				

Stück	Bezeichnung	Material	Menge	Einheit	Größe	Abmessungen	Bemerkungen
1	Haltestange auf Trennwand D	Inox	1		13 50 01		
1	Endstütze MTS 15.6850.4100	Inox	1				
2	Mittelstütze MTS 15.6850.4300	Inox	2				
2	Endstütze MTS 15.6850.4300	Inox	2				

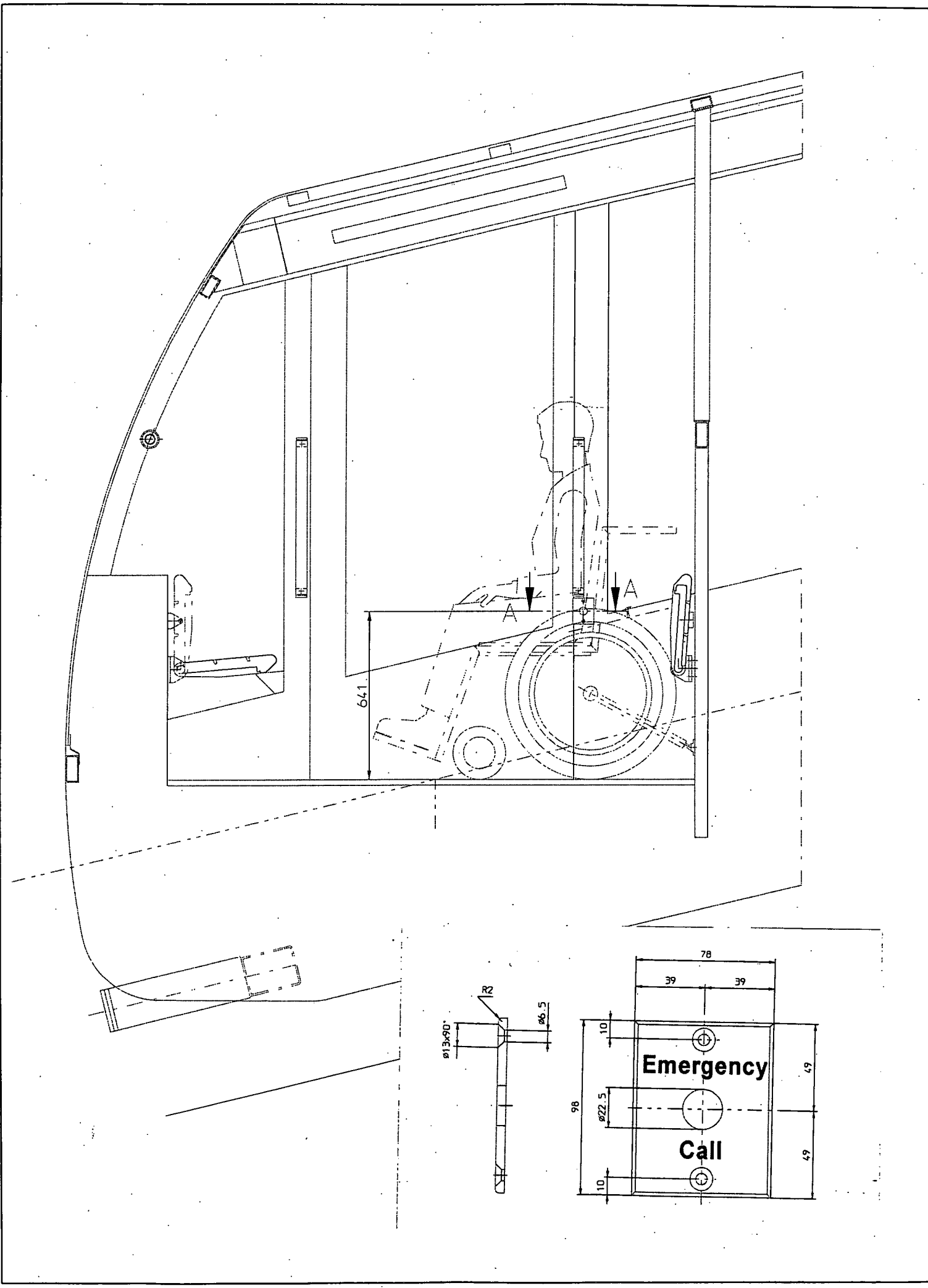
© Carrosserie Gangloff AG Bern Schweiz 1-13.22.156

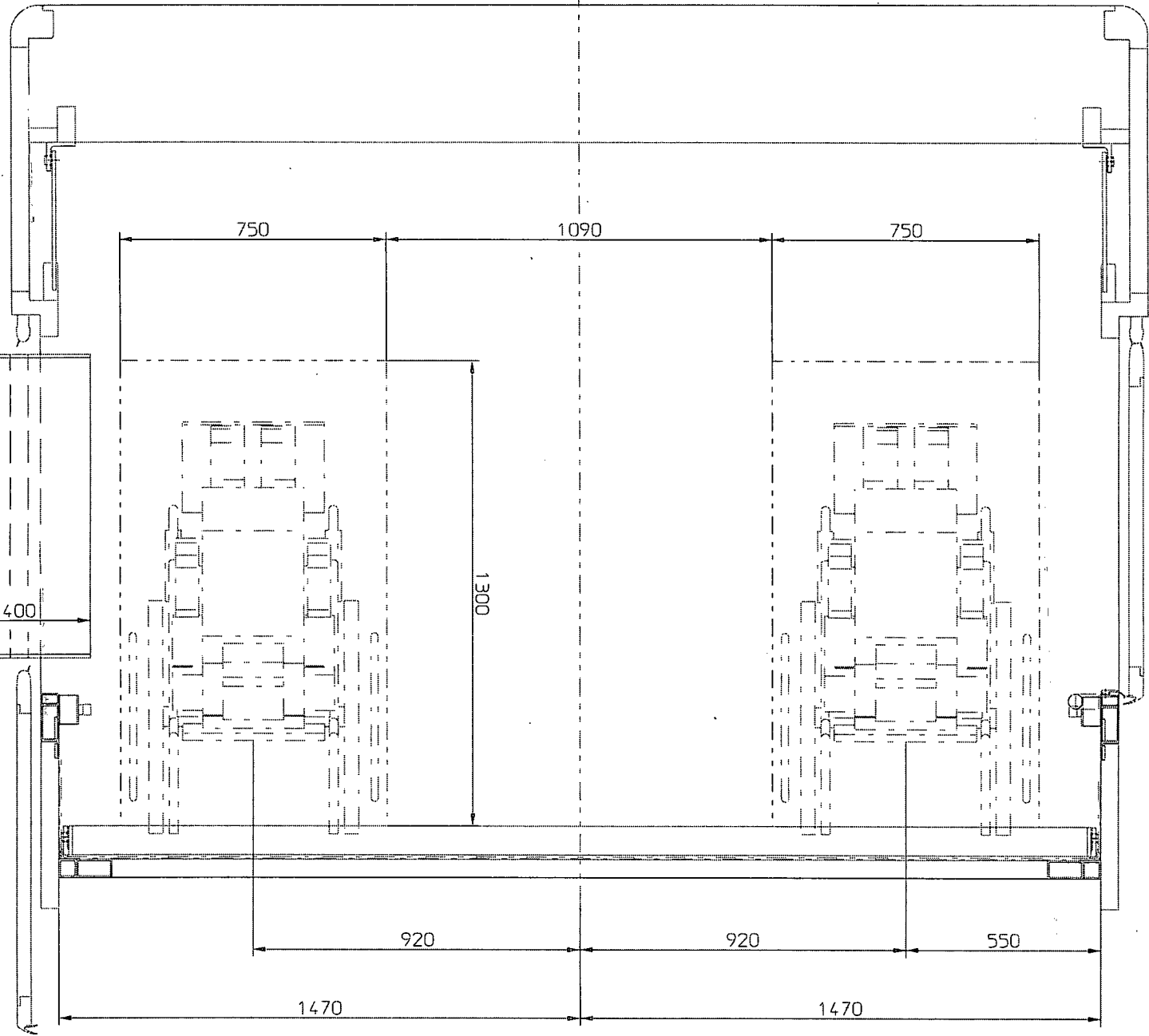
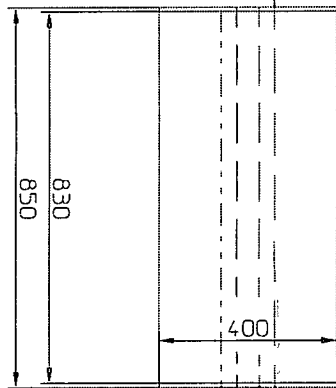


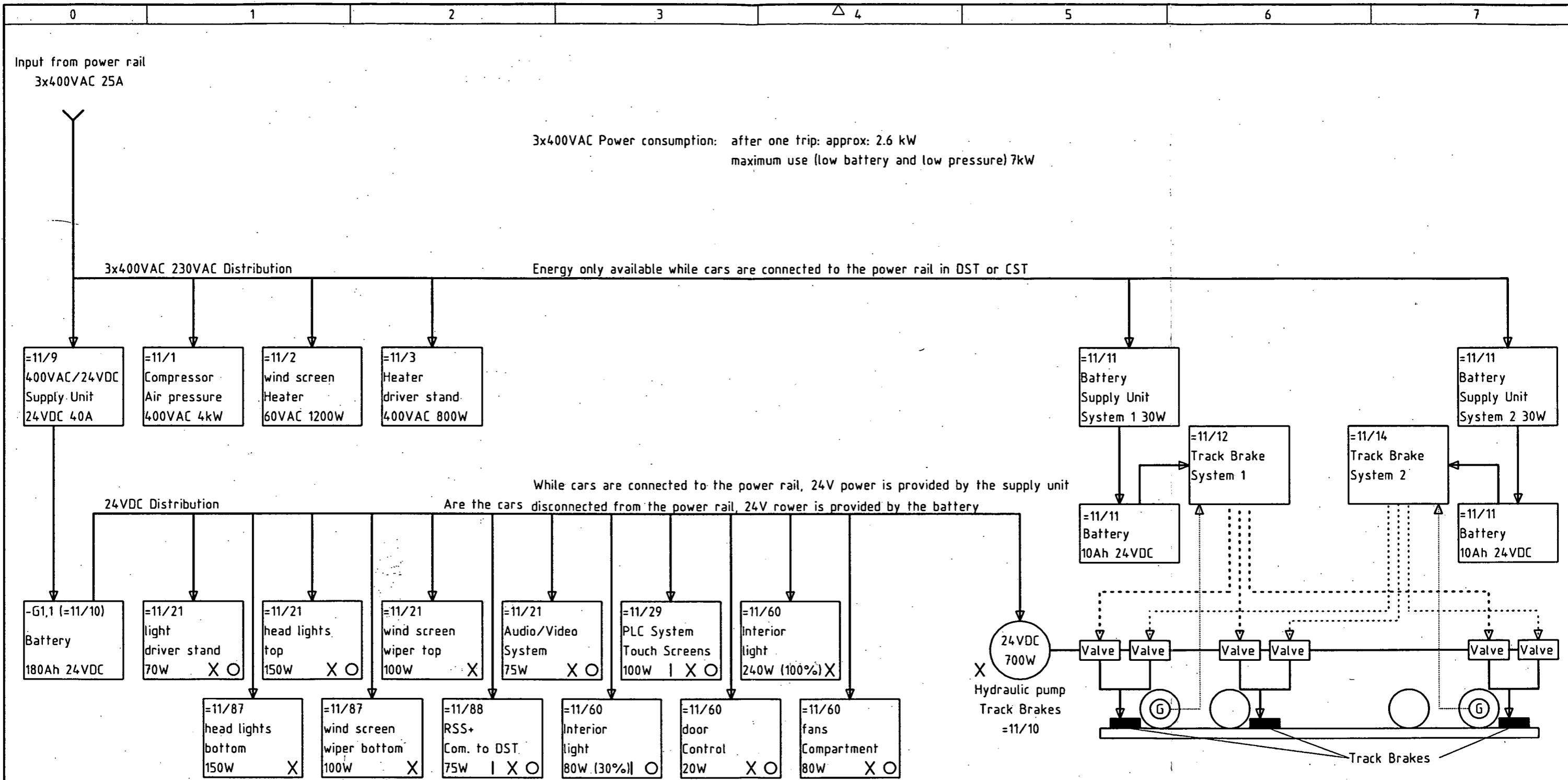
Schnitt A-A



32	Rohr L0/2	2	mm	586				
64	Endstülze MTS 15.6850 4100	1	mm					
proze	Legenart	pos.	pos.	Umg.	Ben.			
Stück	Legenart	pos.	pos.	Umg.	Ben.			
	replaced through							
	Ersetzt durch							
	Ersetzt durch							
	1-13.22.128 A							
	SSB Cairngorm							
	Haltelänge beim Einstieg							
	1:5							
This drawing is our property. Each application, use or interaction to third persons are prohibited and will be prosecuted.								
Carrosserie Gangloff AG Bern Schweiz								1-13.22.155

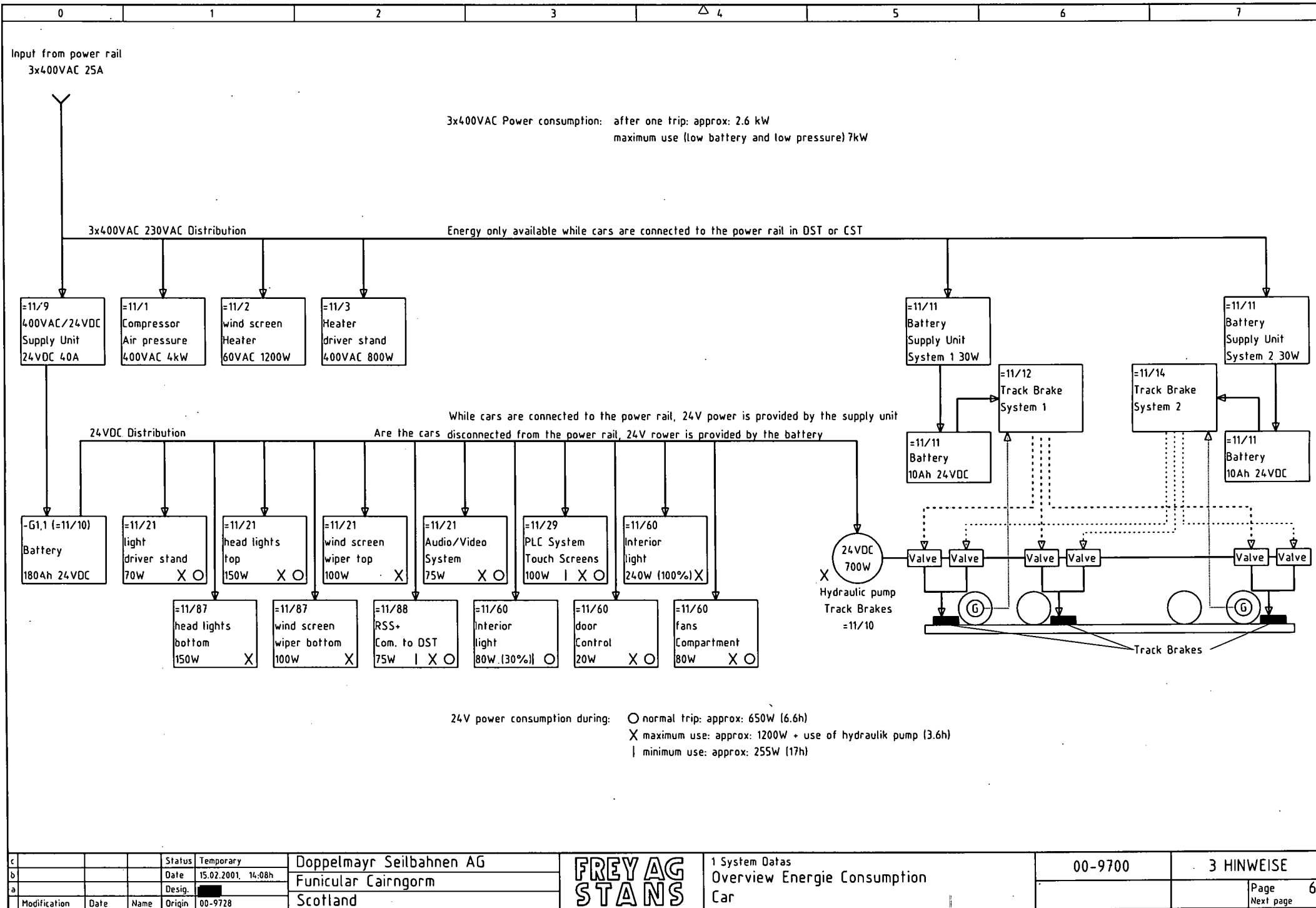






24V power consumption during: ○ normal trip: approx: 650W (6.6h)
 X maximum use: approx: 1200W + use of hydraulik pump (3.6h)
 | minimum use: approx: 255W (17h)

c			Status	Temporary	Doppelmayr Seilbahnen AG	FREY AG STANS	1 System Datas Overview Energie Consumption Car	00-9700	3 HINWEISE
b			Date	15.02.2001, 14:08h	Funicular Cairngorm				
a			Desig.		Scotland				
	Modification	Date	Name	Origin	00-9728				Page Next page



c			Status	Temporary
a			Date	15.02.2001, 14:08h
b			Desig.	
Modification	Date	Name	Origin	00-9728

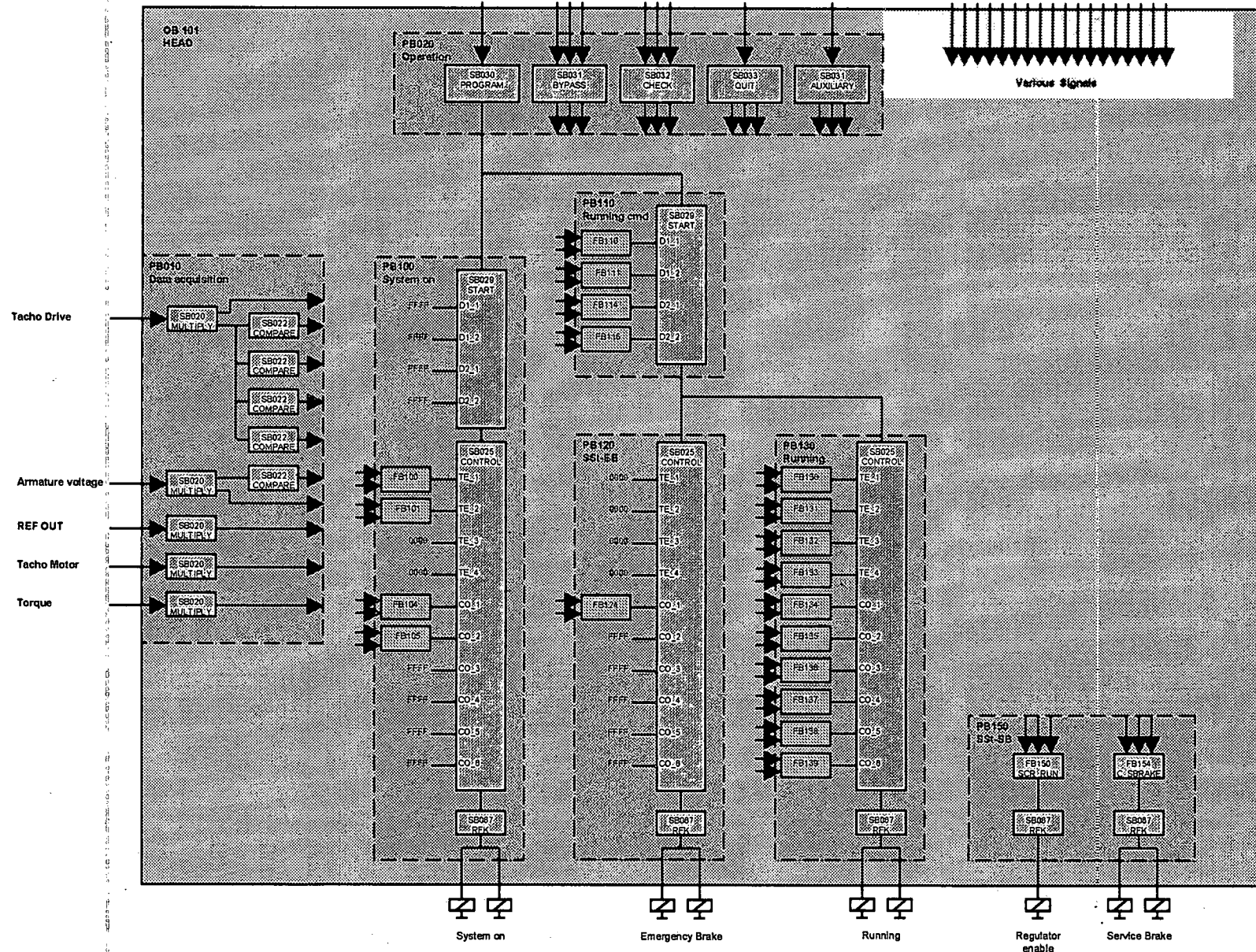
Doppelmayr Seilbahnen AG
Funicular Cairngorm
Scotland



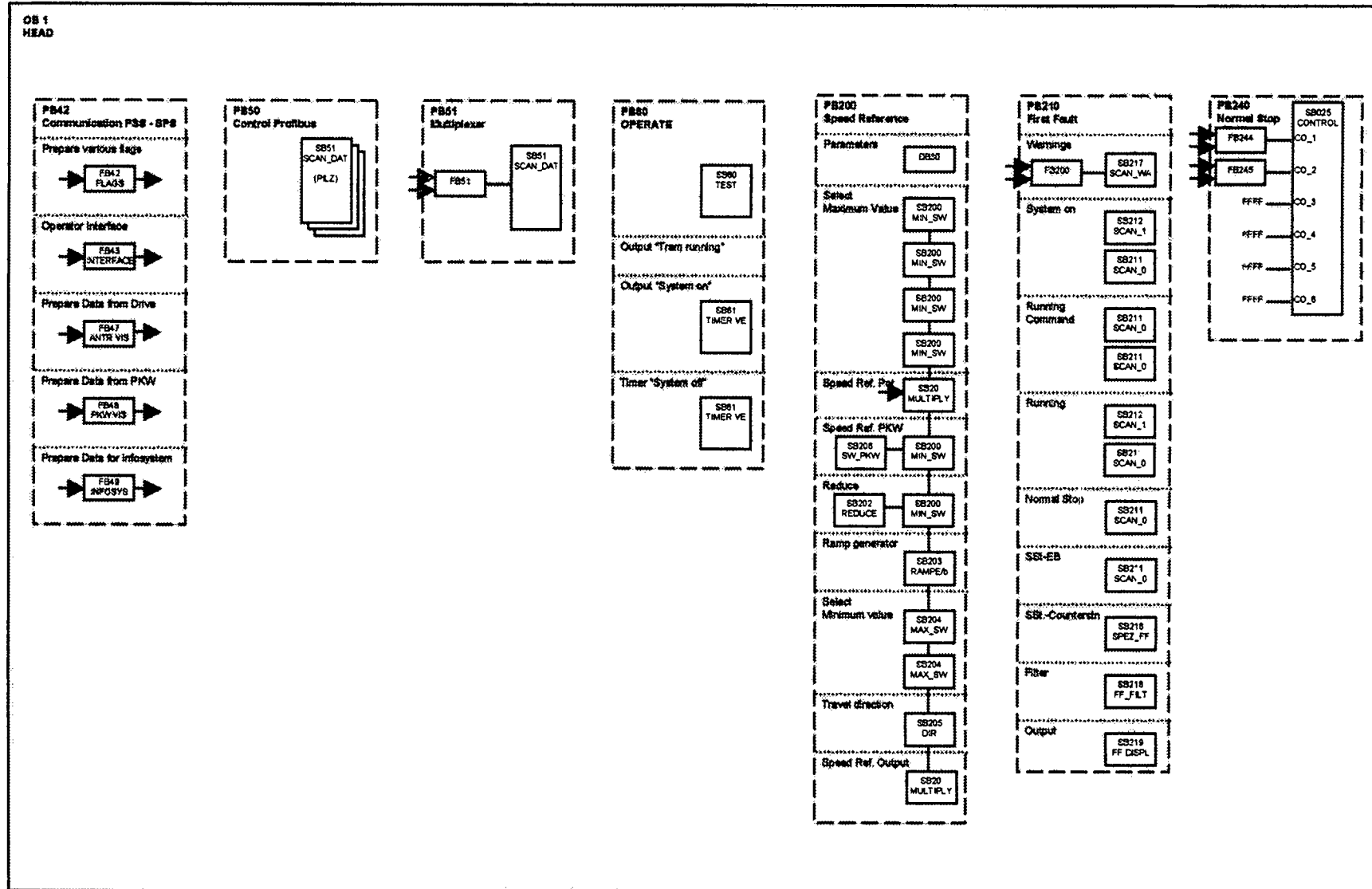
1 System Datas
Overview Energie Consumption
Car

00-9700

PSS 3000 Failsafe : Block Diagram SW Drive Control for Aerial Trams and Funiculars

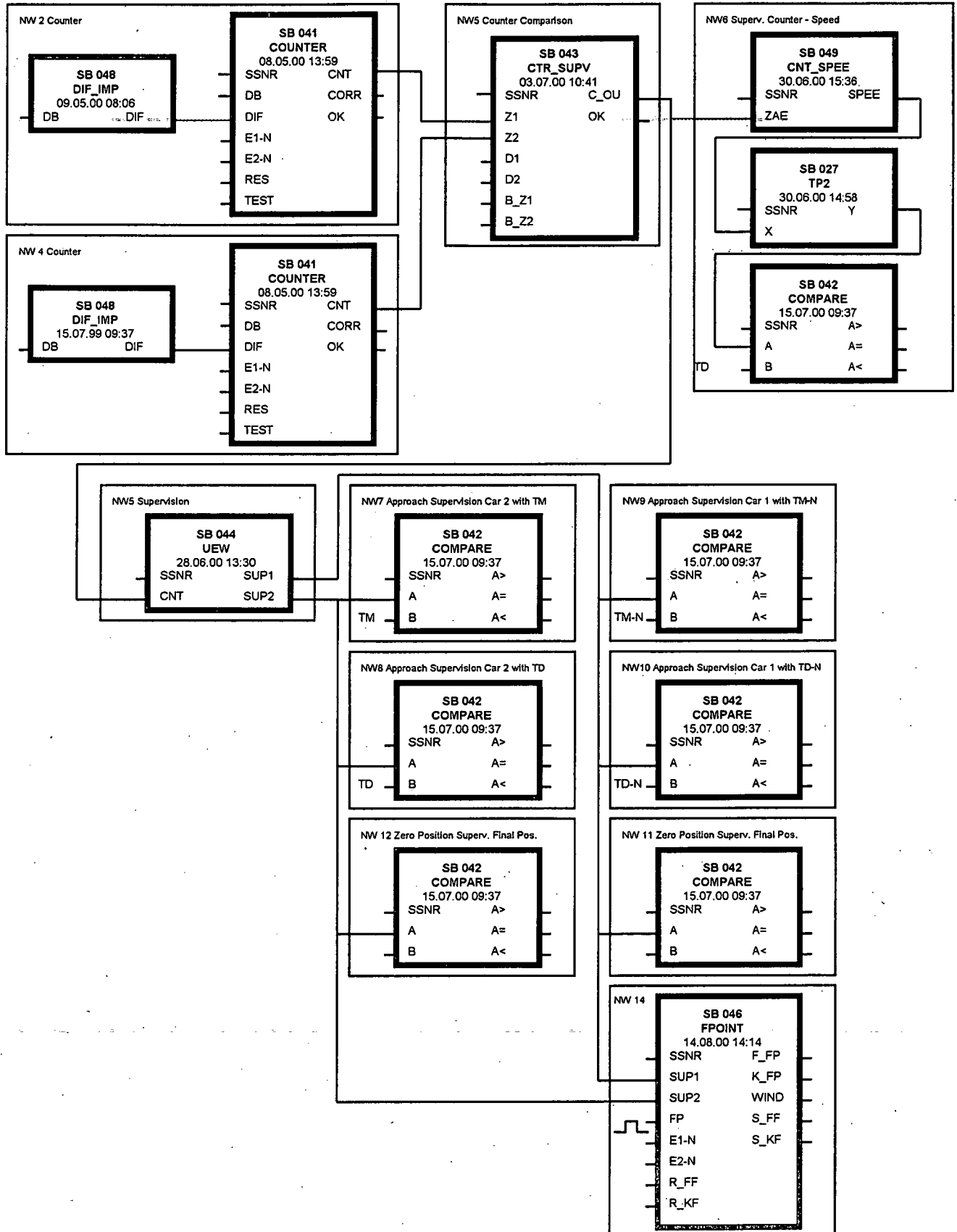


PSS 3000 Standard : Block Diagram SW Drive Control for Aerial Trams and Funiculars



Block Diagram Programmer Functions (PKW)

FB 138 Programmer Cairngorm Funicular

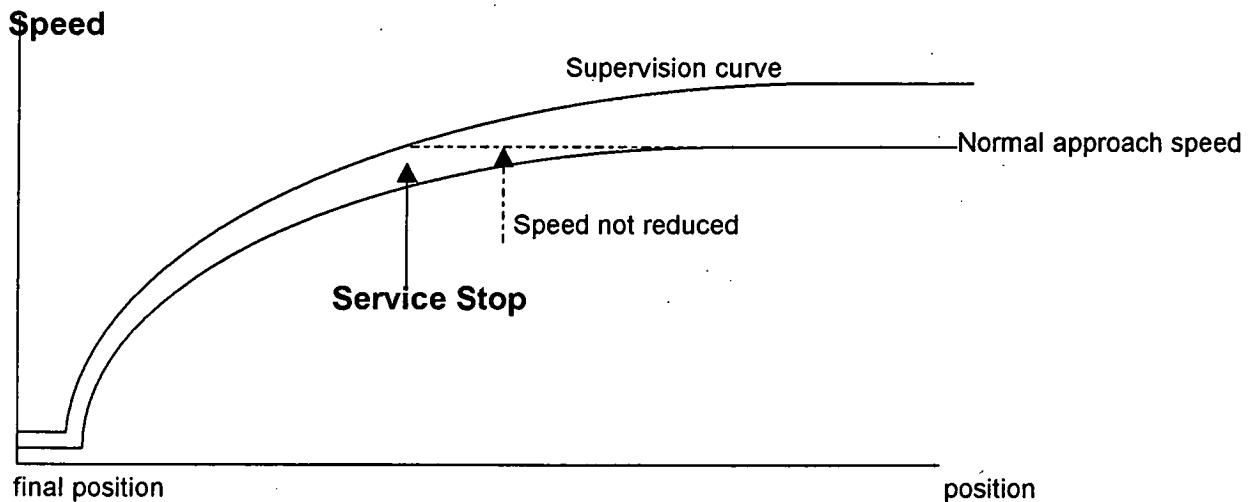


Description

Programmer Failsafe FB138

General

The programmer function within the fail safe PLC is called „PKW“ (Pilz-Kopierwerk), it consists of sealed function blocks (SB's), which are called-up in FB138. Parameters are defined in DB30. In general, the PKW consists of two independent counters which receive pulses from two independent encoders. The two counters are compared in NW5 (network 5). The counter value corresponding to the position closer to the final position of the car will be selected to call-up the two supervision curves. A supervision curve contains a maximum allowed speed at any position on the line, one curve for each direction of travel, respectively for each car approaching the station. These curves are stored in data blocks (DB's) within the memory of the PLC. Two independent tacho-generators deliver actual speed signals. This actual speed signal is now compared with the supervision curves, should actual speed be higher than the supervision curve allows, a service stop will be triggered. The two supervision curves are compared with both speed signals.



NW 2: Counter 1

SB48 "DIF_IMP" counts pulses for each program cycle (<100ms) and transfers them to the counter in SB41, incrementing or decrementing, depending on the direction of travel. SB41 can be set to maximum (= start of trip in counter station) or to zero (= start of trip in drive station) when the car is in the station. The correction automatically adjusts the trip length in the counter, cancelling apparent trip length changes due to rope stretch and wear of the liners at the counter wheel where the pulse generators are mounted.

Parameters SB41 for Counter 1 in DB30		
DW0510	Trip length (theoretical)	[pulses]
DW0511	Max. allowed correction	[pulses]
DW0512	Correction up	[pulses]
DW0513	Correction down	[pulses]

NW 4: Counter 2

Same as counter 1

Parameters SB41 for Counter 2 in DB30		
DW0520	Trip length (theoretical)	[pulses]
DW0521	Max. allowed correction	[pulses]
DW0522	Correction up	[pulses]
DW0523	Correction down	[pulses]

NW5: Counter Comparison

Program block SB43 "CTR_SUPV" compares the two counters. Both counters are on zero when car 1 is in the drive station, both counters are on maximum when car 2 is in the drive station. Should the counter values differ more than the set value (tolerance) in DB30 a service stop will be produced. With the two counters within the tolerance the data of the counter, giving the position of the car closer to the approached station, will be used for the approach supervision function.

Output "OK" will be 1 when the two counters are within tolerance.

Parameter SB43 for Counter Comparison in DB30		
DW0525	Tolerance	[pulses]

NW 6: Supervision Counter Speed – Tacho Signal

The change of the counter position is computed into a speed signal and is then compared with the actual speed signal given by the tacho generator. This supervision provides information about the correct counting direction and counting speed of the programmer. SB49 detects the change of counts and multiplies with a fixed value to get speed, SB27 is a low pass filter and then the signal is compared with the tach signal in SB42

Parameters SB49 for Supervision Counter speed - Tacho DB30		
DW0560	Factor counter - > Speed	$(v [m/s] * 1000 / f [Hz])$

Parameters SB027 for Supervision Counter speed - Tacho DB30		
DW0565	Time constant low pass	[cycles]

Parameters SB027 for Supervision Counter speed - Tacho DB30		
DW0570	Tolerance	[mm/s]

NW 5: Supervision Curves

In SB044 the valid counter data addresses the memory containing the supervision curve. The supervision curve is organised in 16 DB's (Data Block) with a total length of 16384 pulses. DB100 to DB115 is reserved for this data. The curves for the supervision function is computed in an external PC based program.

Parameters SB44 for Supervision Curve		
DW0530	Factor Supervision curve	[1]

Factor is 1 or 2 depending on the maximum speed of the tram, factor 2 for tram speed <4 m/s, factor 1 for tram speed >4 m/s.

NW7 – NW10: Approach Supervision

The approach supervision is realized in 4 comparator blocks (SB42 "Compare"). Each of the two supervision curves is compared with both tacho generator signals.

Parameters SB42 for Approach Supervision DB30		
DW0535	Tolerance APR with TM	[mm/s]
DW0540	Tolerance APR2 with TD	[mm/s]
DW0545	Tolerance APR1 with TM-inverted	[mm/s]
DW0550	Tolerance APR1 with TD-inverted	[mm/s]

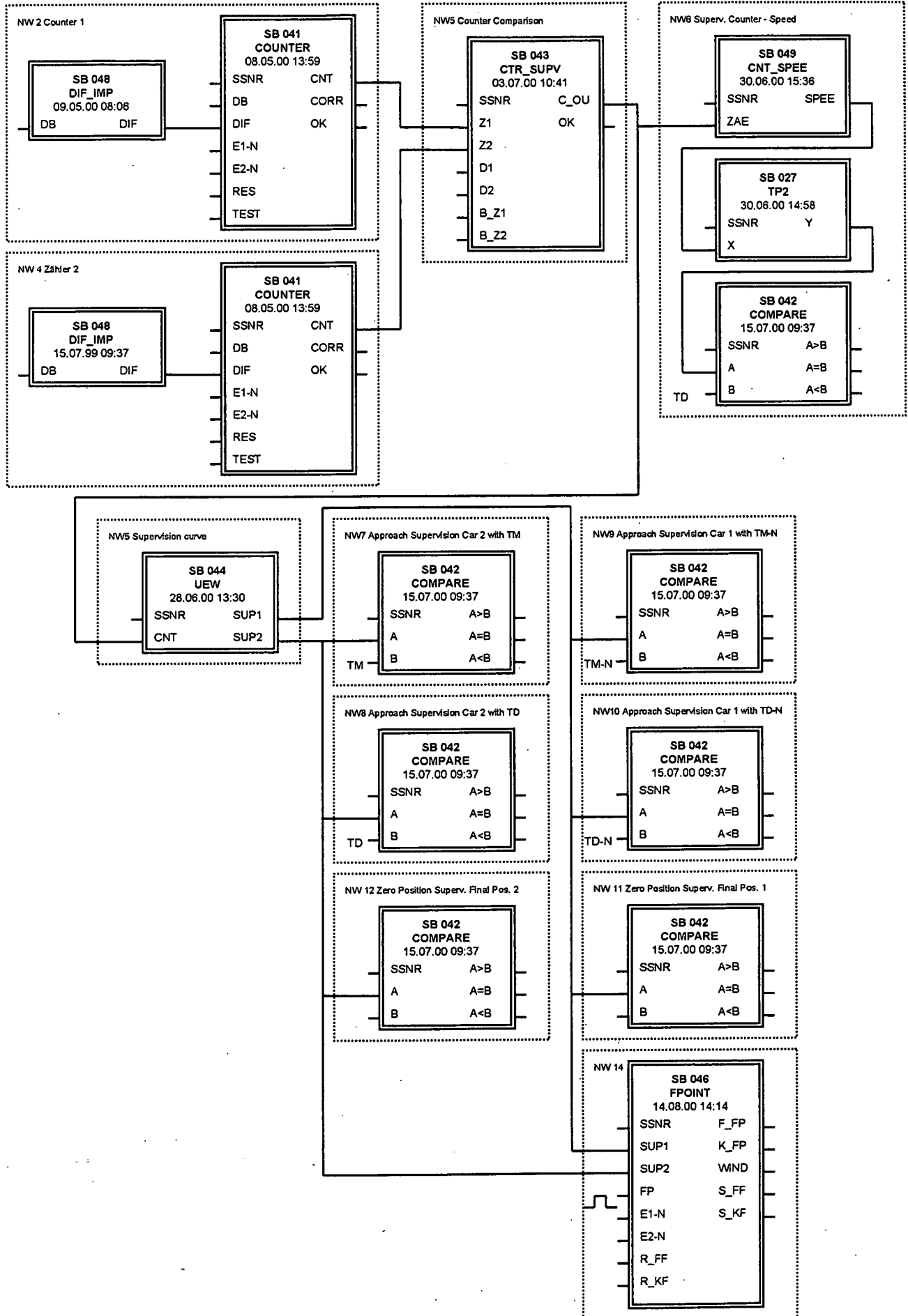
Normally tolerance is set to KF00000.

NW 13: Fix Point Supervision

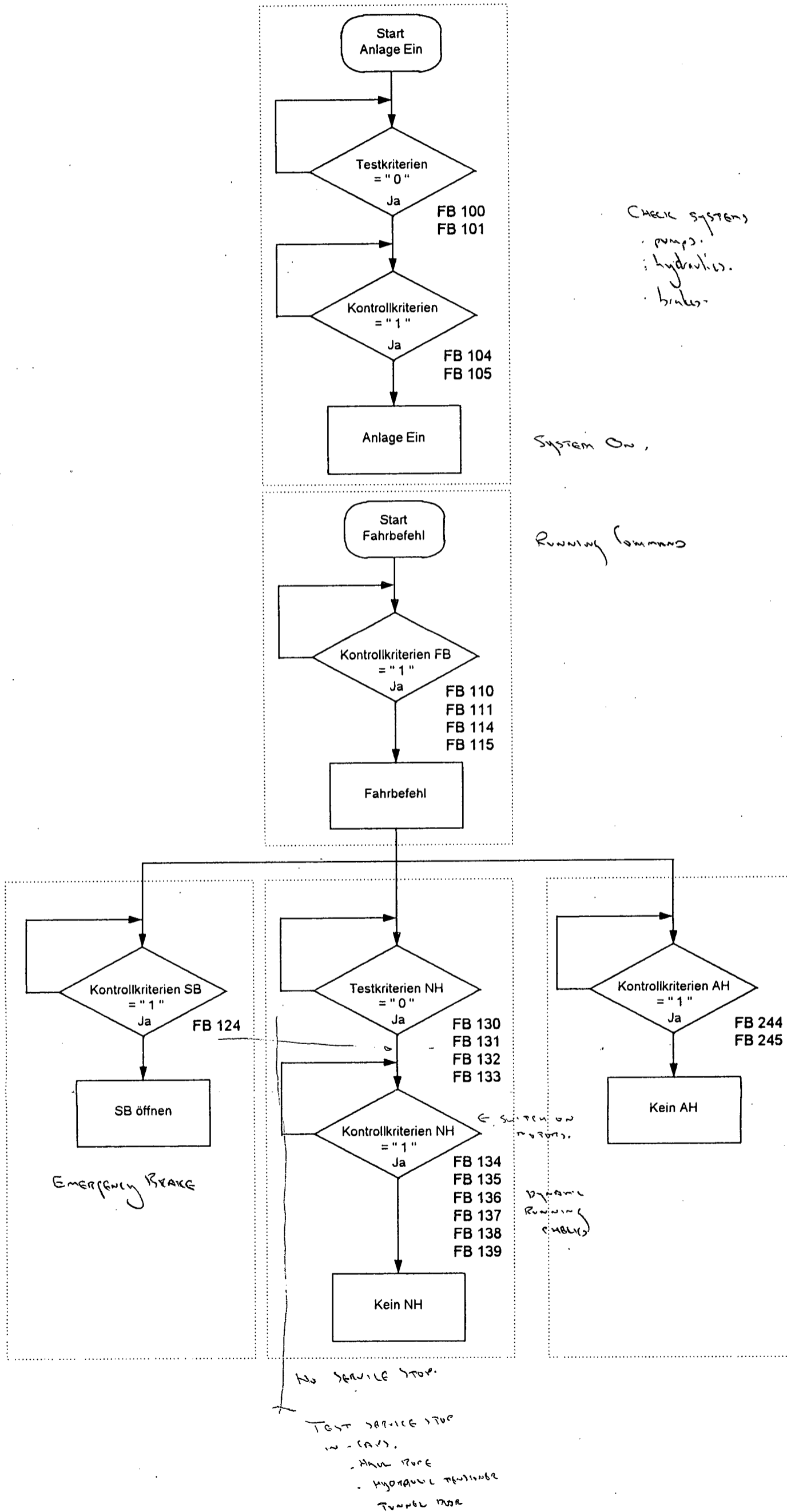
Both supervision curves are monitored in SB46 "FPOINT". SB46 produces a position window (upper level to lower level) out of the supervision curve. A fixed signal is activated by the car when passing a switch on the track. At this point the window must be open, indicating that the supervision curve corresponds with the actual car position. If the signal from the track switch is activated outside the window, a service stop will be produced. If the signal from the track switch has not been detected when the car reaches final position, the next start is not possible and the fact that the signal was missing is indicated.

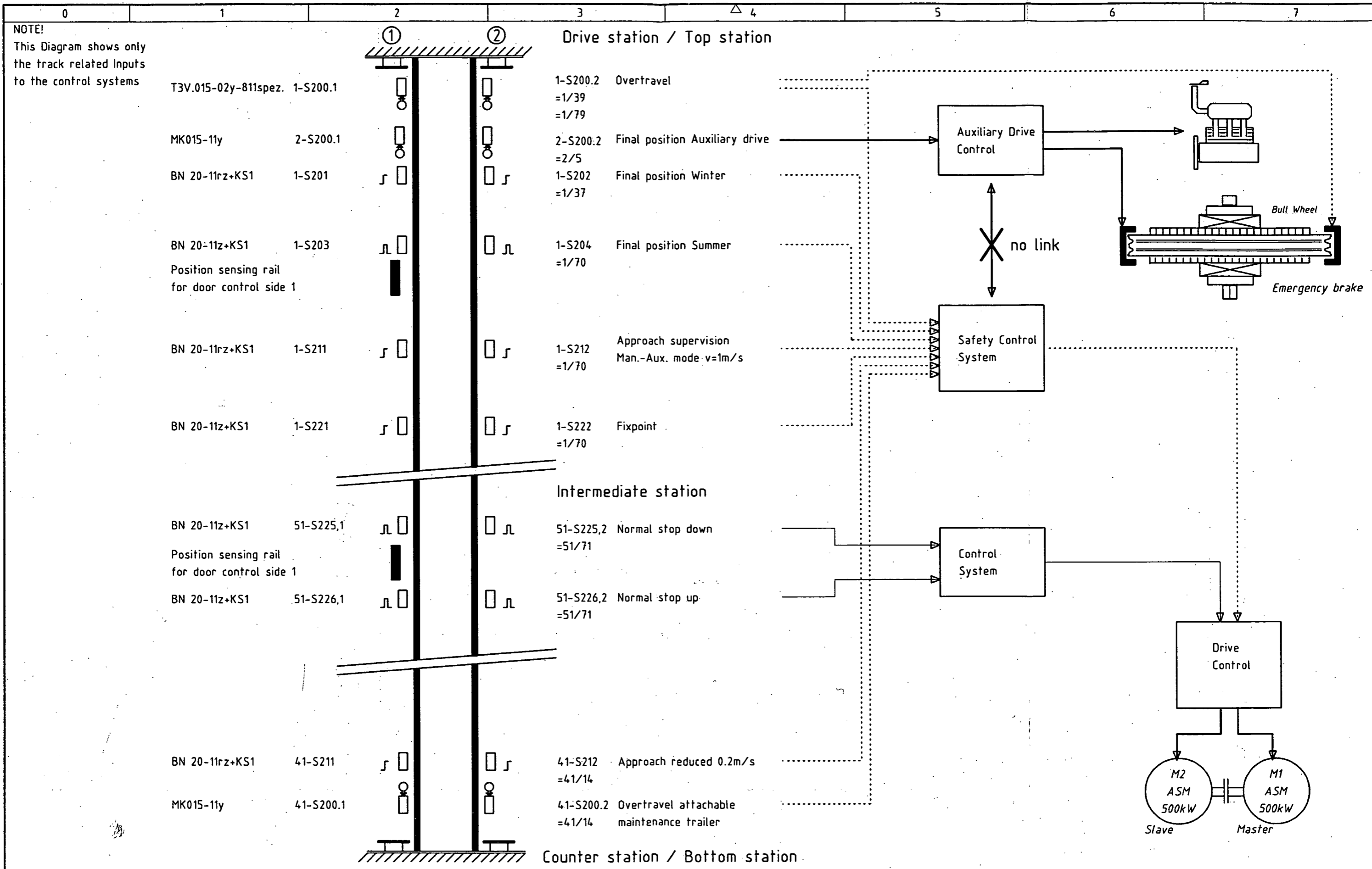
Parameters SB46 for Fixpoint Supervision DB30		
DW0555	Fixpoint window high	[mm/s]
DW0556	Fixpoint window low	[mm/s]
DW0557	Hysteresis	[mm/s]

FB 138 Programmer Cairngorm Funicular



Uebersicht



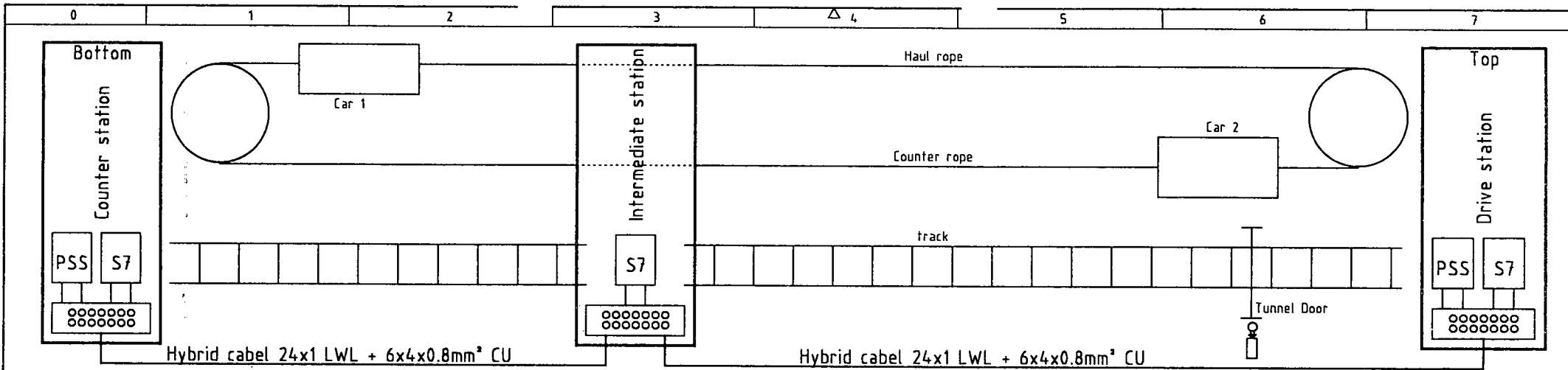


c			Status	
b			Date	15.02.2001, 13:42h
a			Desig.	
Modification	Date	Name	Origin	00-9728

Doppelmayr Seilbahnen AG
Funicular Cairngorm
Scotland



1 System Datas
Limit Switches on the Track
Overview Track



used by FREY AG : 06 x LWL-Cores and 3 x CU-twisted paires reserved for Audio/Video : 18 x LWL-Cores and 9 x CU-twisted paires

Communication via RSS (DST-Car 1/2) see: Page 1

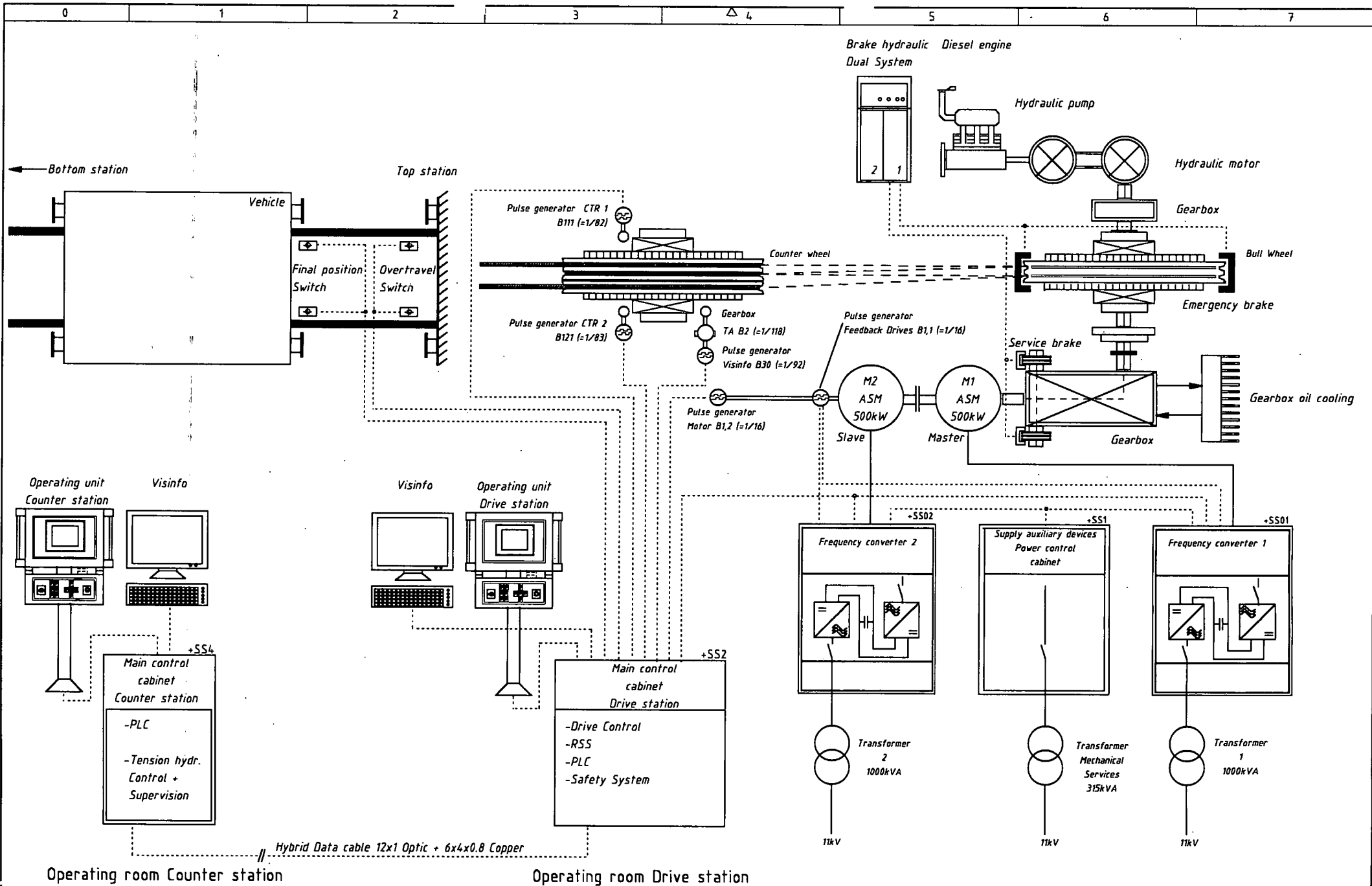
Counter station				Intermediate station				Drive station			
LWL 1+2: Ethernet								LWL 1+2: Ethernet			
receive	from:	Transmit	to:					Transmit	to:	receive	from:
Visinfo Data	DST	Visinfo Data	DST					Visinfo Data	CST	Visinfo Data	CST
LWL 3+4: Safety Bus								LWL 3+4: Safety Bus			
receive	from:	Transmit	to:					Transmit	to:	receive	from:
		Service Stops	DST							Service Stops	CST
Control Signal for Tension hydr. Supervision	DST	Final position	DST					Control Signal for Tension hydr. Supervision	CST	Final position	CST
		Supervision Tension hydr.	DST							Supervision Tension hydr.	CST
		Approach reduced Car 1/2	DST							Approach reduced Car 1/2	CST
LWL 5+6: Profi Bus				LWL 5+6: Profi Bus				LWL 5+6: Profi Bus			
receive	from:	Transmit	to:	receive	from:	Transmit	to:	Transmit	to:	receive	from:
System is running	DST	Phone call	DST	System is running	DST	Stop IST Car 2 down (Magnetic Switch)	DST	System is running	CST IST	Phone call	CST
Phone call	DST	Tunnel Door open/close	DST			Stop IST Car 2 up (Magnetic Switch)	DST	Phone call	CST	Tunnel Door open/close	CST
System Ready	DST	Stop request Car 1 IST	DST			Stop IST Car 1 down (Magnetic Switch)	DST	System Ready	CST	Stop request Car 1 IST	CST
power rail On/Off	DST	Stop request Car 2 IST	DST			Stop IST Car 2 up (Magnetic Switch)	DST	power rail On/Off	CST	Stop request Car 2 IST	CST
Tunnel Door closed	DST	Speak to Car 1/2	DST					Tunnel Door closed	CST	Speak to Car 1/2	CST
Stop request IST	DST	Door CST open/closed	DST					Stop request IST	CST	Door CST open/closed	CST
Car 1/2 in Final position	DST	Overtravel maintenance Car	DST					Car 1/2 in Final position	CST	Stops IST (Magnetic Switches)	IST
Door CST open/close	DST							Door CST open/close	CST		

Tunnel Door (twisted Pair) Z-1284

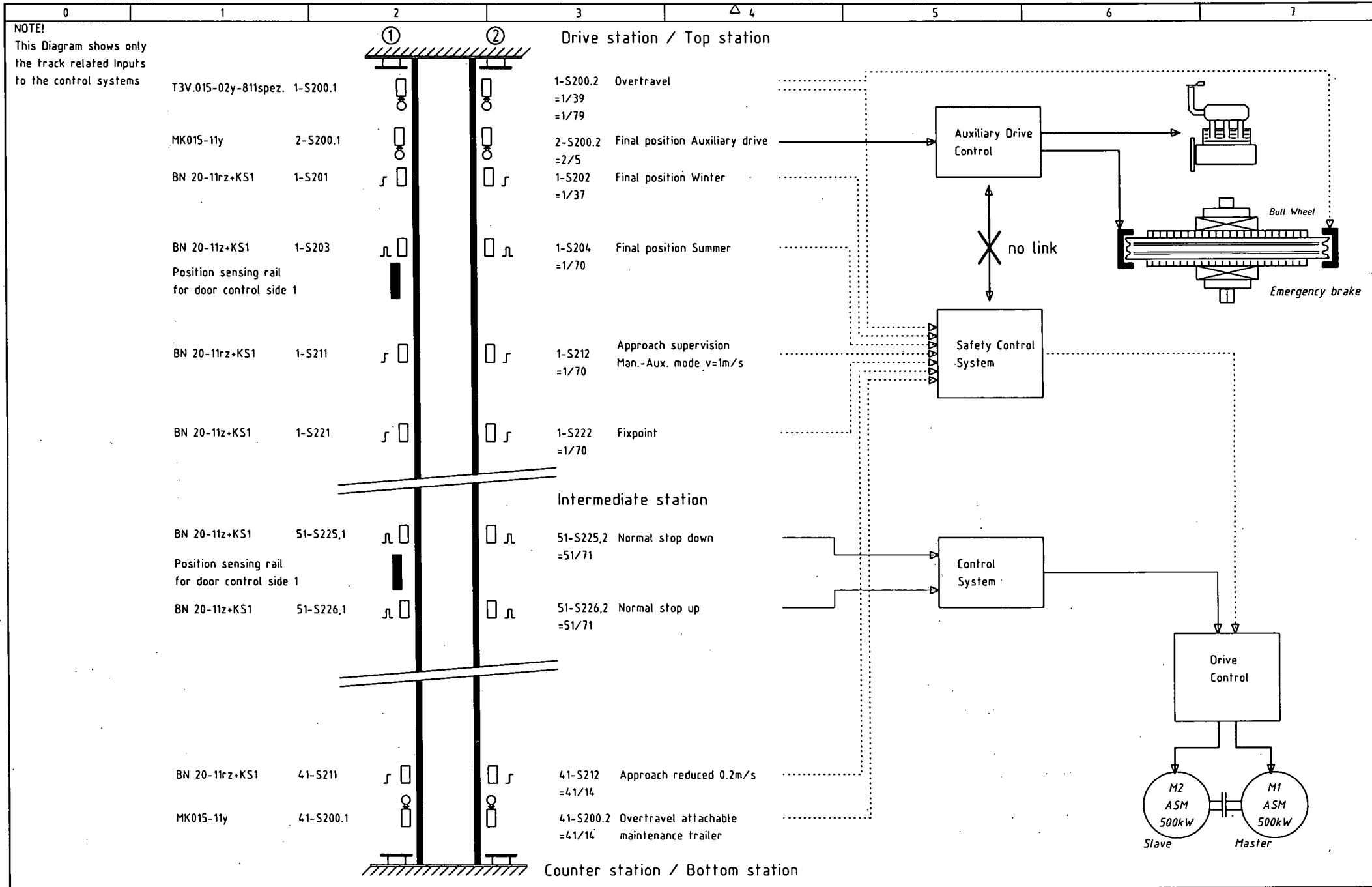
Communication via CU (RSS) : STOP IST (twisted Pair) Z-1284

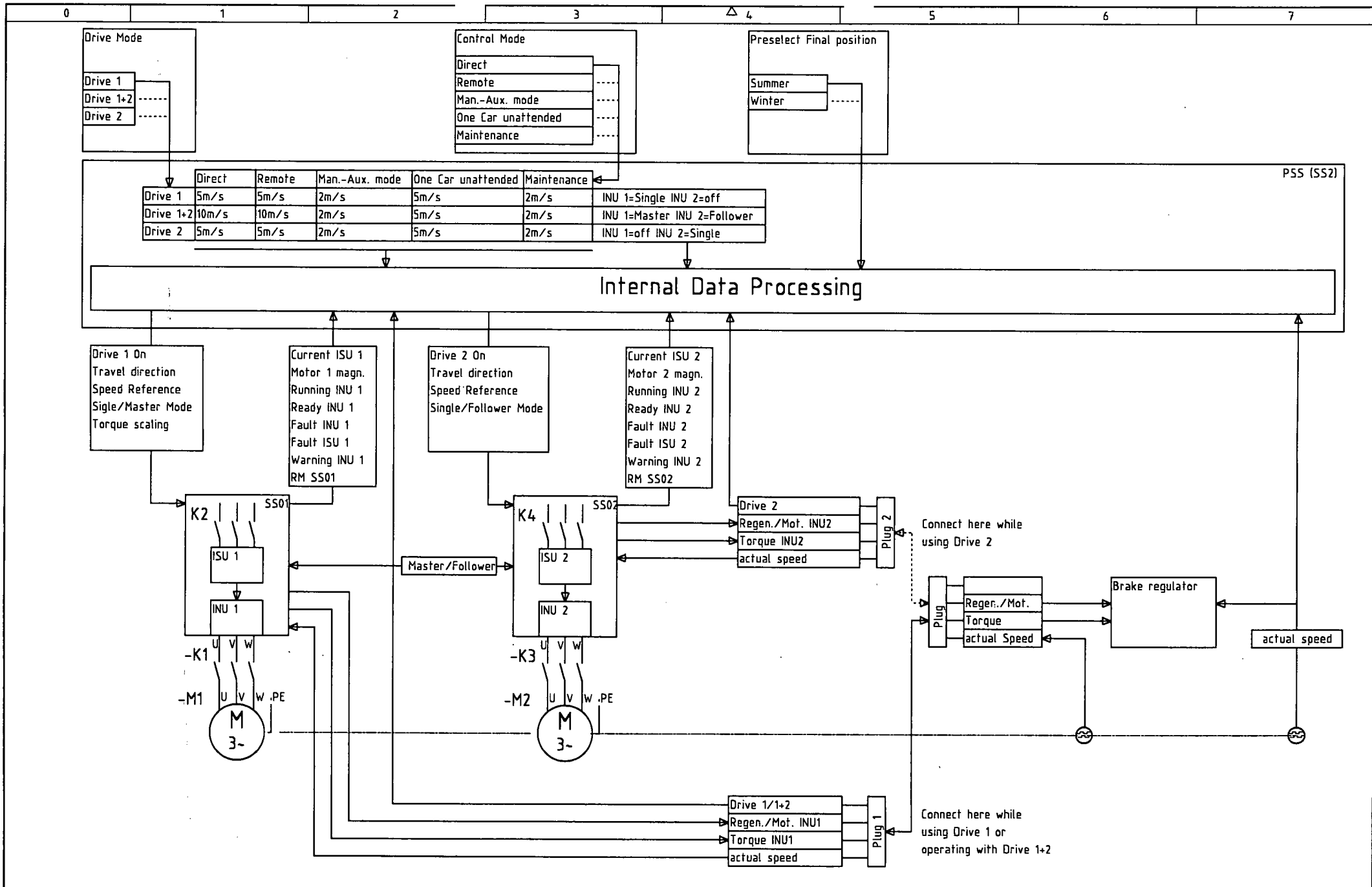
Telefon induktiv (2xtwisted Pair) Mic + Tel

c			Status	Doppelmayr Seilbahnen AG	FREY AG STANS	1 System Datas Communication DST IST CST Remote supervision system	00-9700	2 PRINZIPSHEMA
b		Date	24.01.2001, 15:28h	Funicular Cairngorm				
a		Desig.		Scotland				
Modification	Date	Name	Origin	00-9728				Page 10 Next page 11



c			Status	Doppelmayr Seilbahnen AG		1 System Datas Technology diagram Drive	00-9700	2 PRINZIPSHEMA
b		Date	23.01.2001, 13:34h	Funicular Cairngorm				
a		Desig.		Scotland				
Modification	Date	Name	Origin	00-9728				





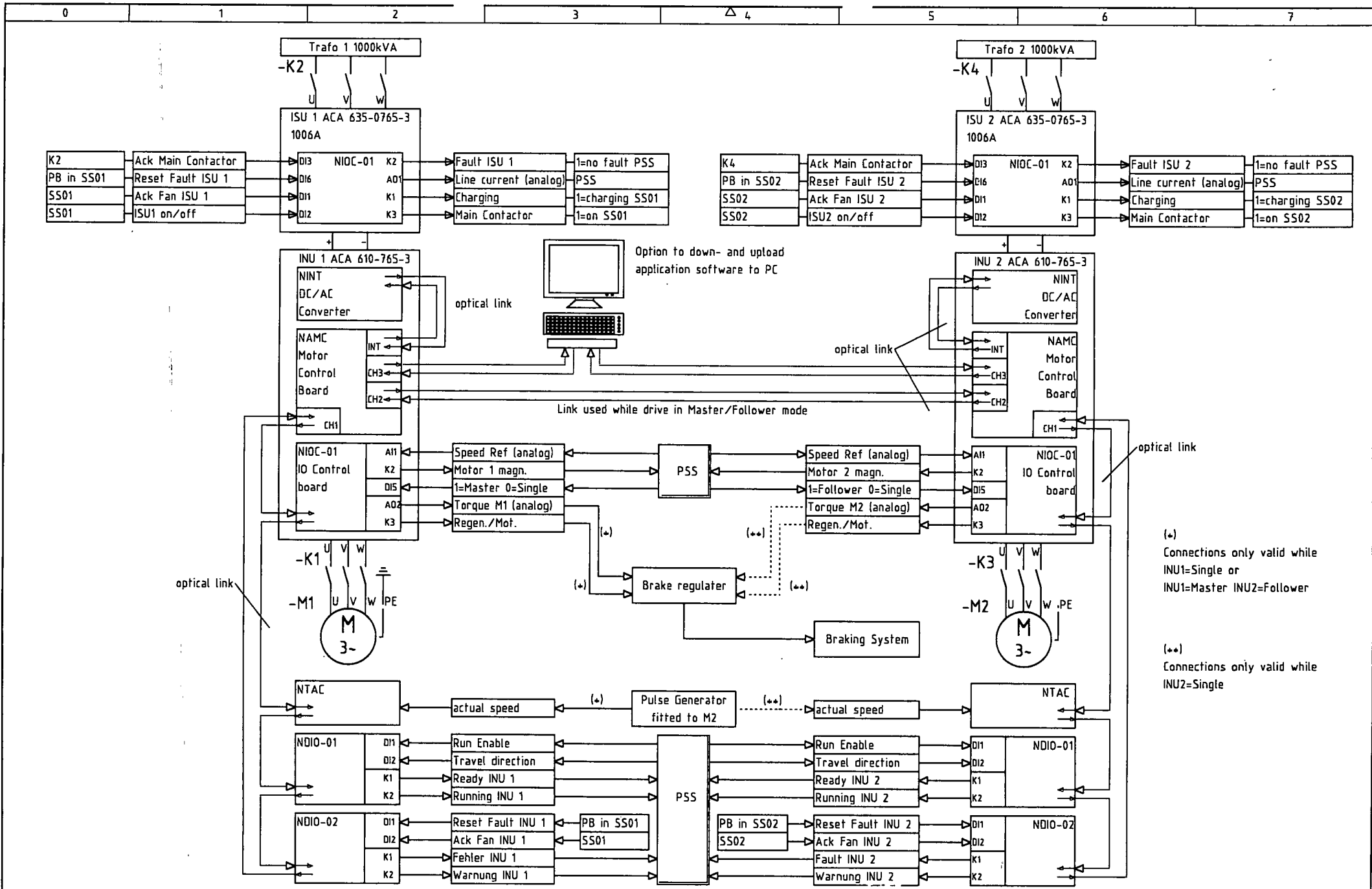
c			Status	
b			Date	24.01.2001, 8:44h
a			Desig.	
Modification	Date	Name	Origin	00-9728

Doppelmayr Seilbahnen AG
 Funicular Cairngorm
 Scotland



1 System Datas
 Overview Drive- and Control Modes
 Control Signals Drive

00-9700	2 PRINZIPSHEMA
+	= Page 5 Next page 6



(*) Connections only valid while INU1=Single or INU1=Master INU2=Follower

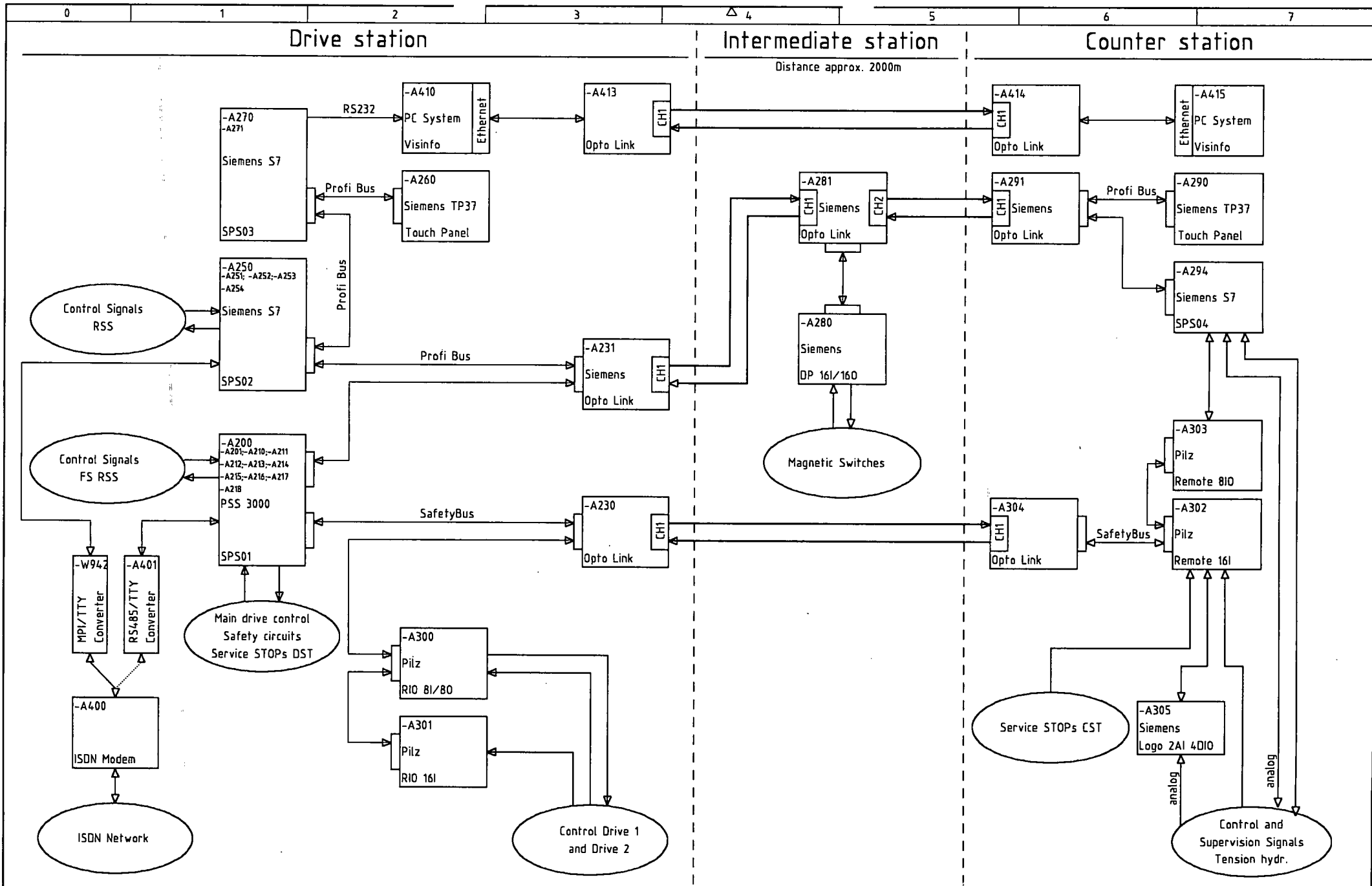
(**) Connections only valid while INU2=Single

c			Status	
b			Date	24.01.2001, 8:16h
a			Desig.	
Modification	Date	Name	Origin	00-9728

Doppelmayr Seilbahnen AG
 Funicular Cairngorm
 Scotland



1 System Datas
 Overview Drive 1 + Drive 2
 Control Signals Drive



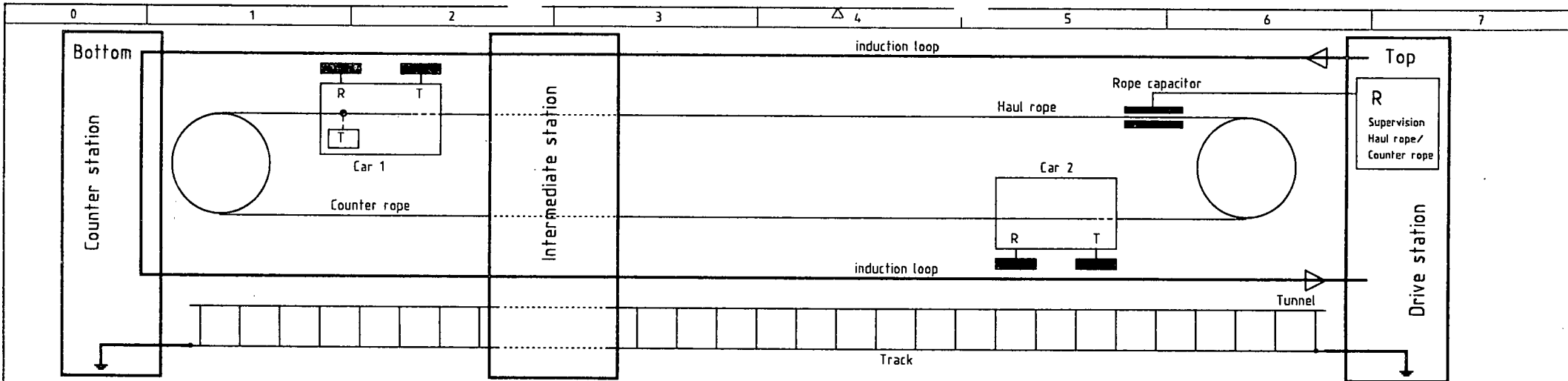
c			Status	
b			Date	24.01.2001, 8:43h
a			Desig.	
Modification	Date	Name	Origin	00-9728

Doppelmayr Seilbahnen AG
 Funicular Cairngorm
 Scotland



1 System Datas
 Overview Network PLC, PC
 Overview IT Network DST IST CST

00-9700	2 PRINZIPSHEMA
+	=
	Page 7 Next page 7a



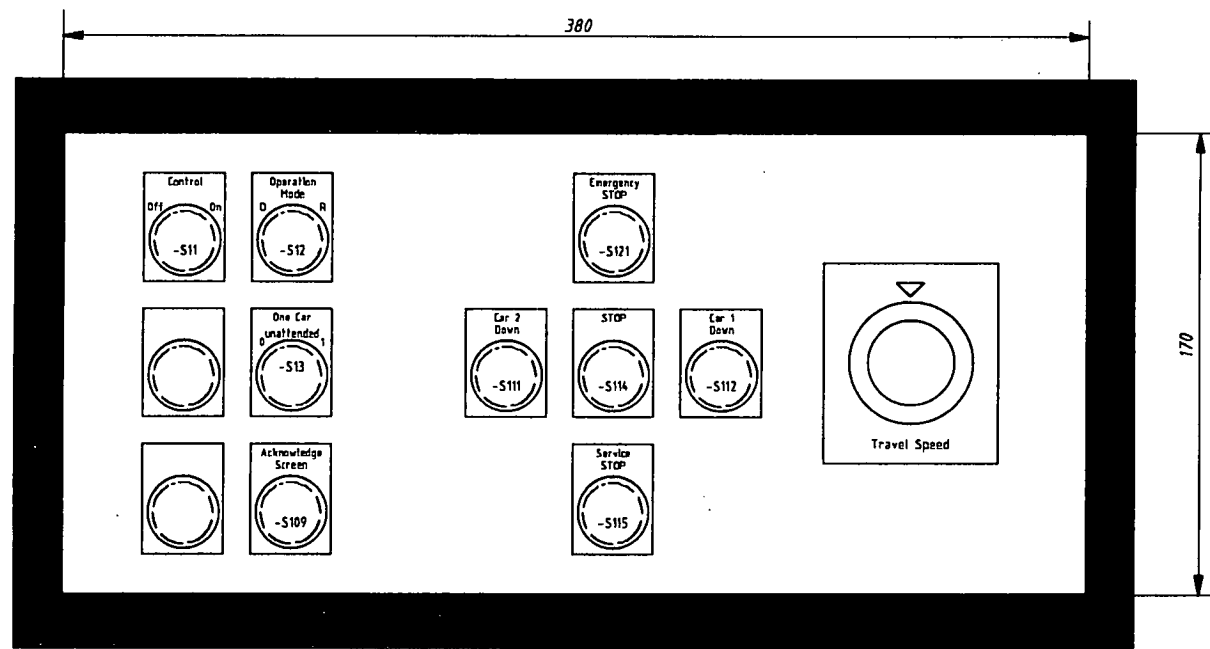
Data Communication via Hybrid cable see Page 10

Car 1				Car 2				Drive station			
Transmit	to:	receive	from:	Transmit	to:	receive	from:	receive:	from:	Transmit:	to:
Signal Level	DST	Pilot Channel	DST	Signal Level	DST	Pilot Channel	DST	Signal Level	W1, W2	Pilot Channel	W1, W2
Service STOP	DST	Service STOP Test	DST	Service STOP	DST	Service STOP Test	DST	Service STOP	W1, W2	Service STOP Test	W1, W2
maintenance Platform	DST	System is running	DST	maintenance Platform	DST	System is running	DST	maintenance Platform	W1, W2	System is running	W1, W2
Emergency STOP	DST	1. Ready	DST	Emergency STOP	DST	1. Ready	DST	Emergency STOP	W1, W2	1. Ready	W1, W2
Track brake released	DST	2. Ready	DST	Track brake released	DST	2. Ready	DST	Track brake released	W1, W2	2. Ready	W1, W2
Direction supervision	DST	Travel direction Car: 1 down	DST	Direction supervision	DST	Travel direction Car: 1 down	DST	Direction supervision	W1, W2	Travel direction Car: 1 down	W1, W2
Track brake: up	DST	Travel direction Car: 2 down	DST	Direction supervision	DST	Travel direction Car: 2 down	DST	Direction supervision	W1, W2	Travel direction Car: 2 down	W1, W2
Direction supervision	DST	open/close Car Doors side 1	DST	Direction supervision	DST	open/close Car Doors side 1	DST	Direction supervision	W1, W2	open/close Car Doors side 1	W1, W2
Track brake: down	DST	open/close Car Doors side 2	DST	Track brake: down	DST	open/close Car Doors side 2	DST	Track brake: down	W1, W2	open/close Car Doors side 2	W1, W2
Car Doors side 1 open	DST	Track brake reduced Signal 1	DST	Car Doors side 1 open	DST	Track brake reduced Signal 1	DST	Car Doors side 1 open	W1, W2	Track brake reduced Signal 1	W1, W2
Car Doors side 2 open	DST	Car position Bit 1	DST	Car Doors side 2 open	DST	Car position Bit 1	DST	Car Doors side 2 open	W1, W2	Car position Bit 1	W1, W2
Ready	DST	Car position Bit 2	DST	Ready	DST	Car position Bit 2	DST	Ready	W1, W2	Car position Bit 2	W1, W2
Up/faster	DST	Car position Bit 3	DST	Up/faster	DST	Car position Bit 3	DST	Up/faster	W1, W2	Car position Bit 3	W1, W2
Down/slower	DST	Car light On/Off	DST	Down/slower	DST	Car light On/Off	DST	Down/slower	W1, W2	Car light On/Off	W1, W2
STOP	DST	FB Stop request IST	DST	STOP	DST	FB Stop request IST	DST	STOP	W1, W2	FB Stop request IST	W1, W2
Stop request IST	DST	Loudspeaker Compartment On/Off	DST	Stop request IST	DST	Loudspeaker Compartment On/Off	DST	Stop request IST	W1, W2	Loudspeaker Compartment On/Off	W1, W2
Opstical detector	DST	Surveillance camera On/Off	DST	Opstical detector	DST	Surveillance camera On/Off	DST	Opstical detector	W1, W2	Surveillance camera On/Off	W1, W2
Telephone call	DST	Telephone call	DST	Telephone call	DST	Telephone call	DST	Telephone call	W1, W2	Telephone call	W1, W2
Spare 1	DST	Track brake reduced Signal 2	DST	Spare 1	DST	Track brake reduced Signal 2	DST	Spare 1	W1, W2	Track brake reduced Signal 2	W1, W2
Spare 2	DST	Spare 2	DST	Spare 2	DST	Spare 2	DST	Spare 2	W1, W2	Spare 2	W1, W2
Spare 3	DST	Spare 3	DST	Spare 3	DST	Spare 3	DST	Spare 3	W1, W2	Spare 3	W1, W2

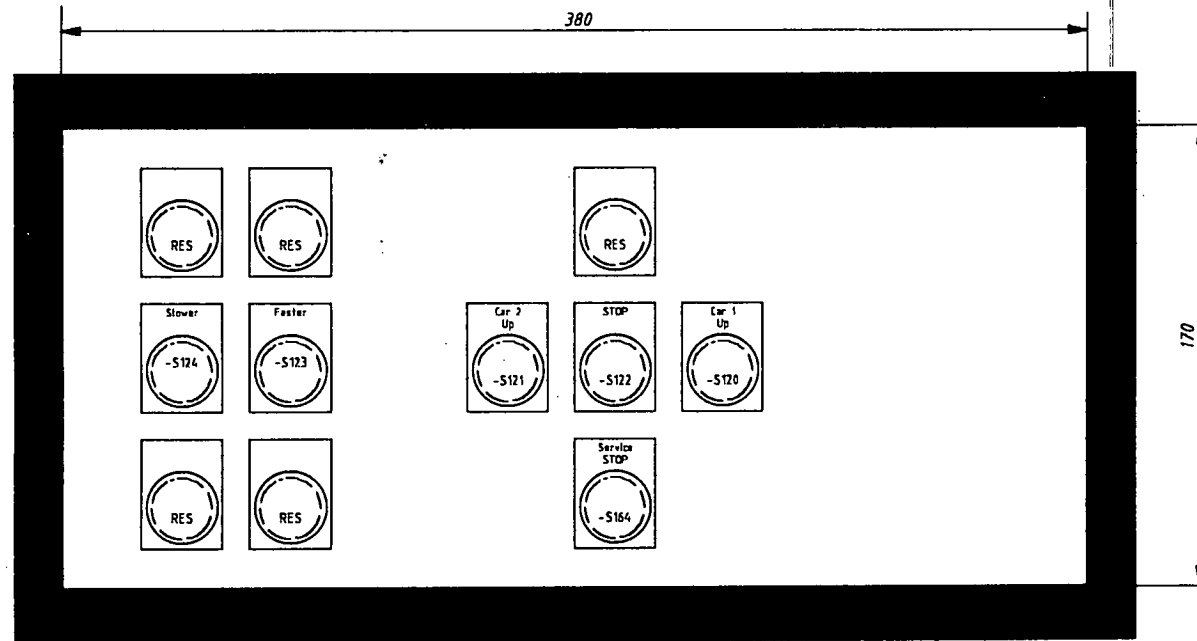
STOP IST
STOP Tunnel Door

Z - 1284
Z - 1284

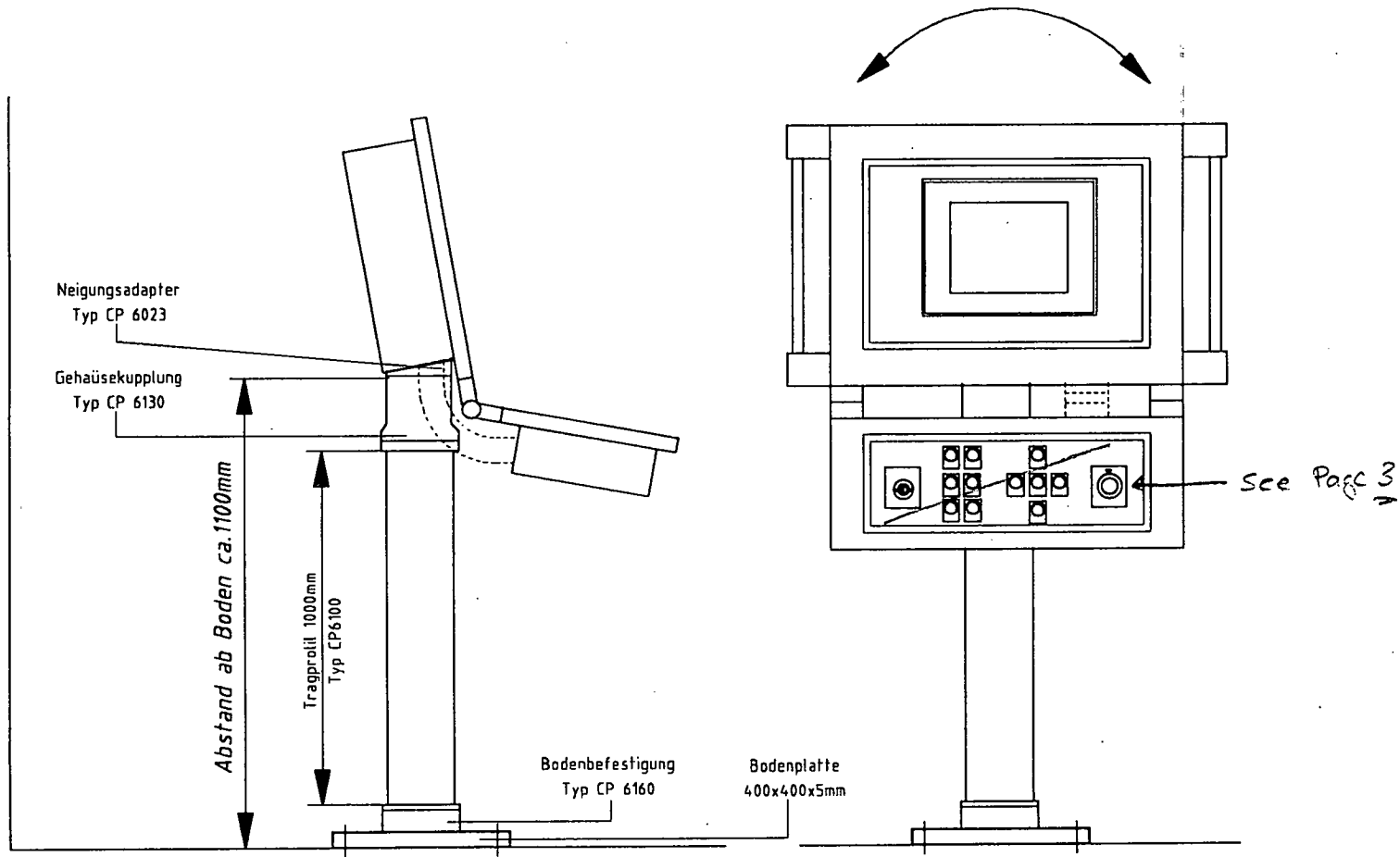
Sichtbare Alu-Platte 380x170x3mm



Sichtbare Alu-Platte 380x170x3mm



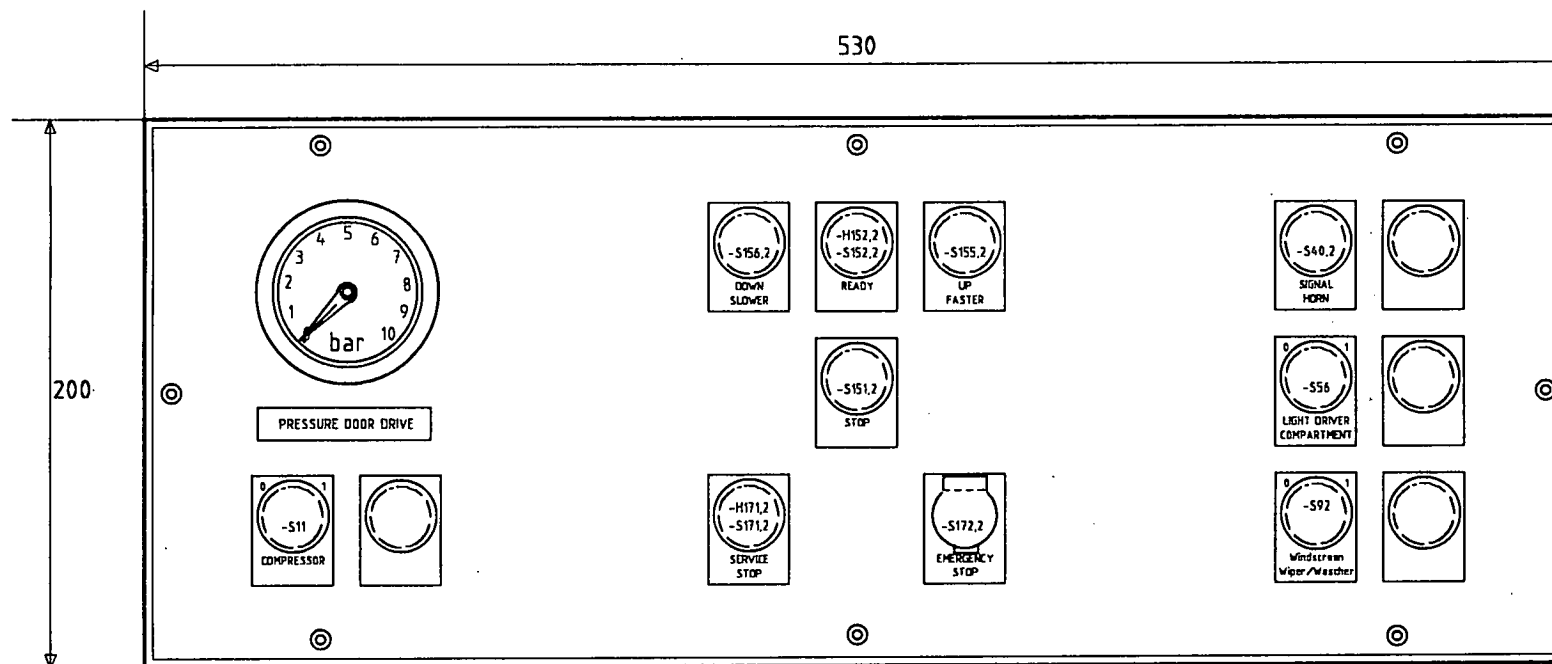
c			Status	Temporary	Doppelmayr Seilbahnen AG	FREY AG STANS	5 Drawings Operators Stand +KP Bottom Station Control Room	00-9700	GST-KP
b		Date	24.01.2001, 16:21h	Funicular Cairngorm					
a		Desig.		Scotland	Page 3				
	Modification	Date	Name	Origin	00-9728				Next page 4



sh-Test/CAD/Muster/BI.22

c			status		Doppelmayr Seilbahnen AG	F EYAG STANS	5 ZEICHNUNGEN Operators Stand +KP Bottom Station Control Room	00-9700	GST-KP
b			date	09.11.2000, 7:38h	Funicular Cairngorm				
a			design	[REDACTED]	Scotland				
modification	date	name	origin	00-9728				page	1

operators plate driver compartment
 Bedienplatte Driver Abteil towards the top



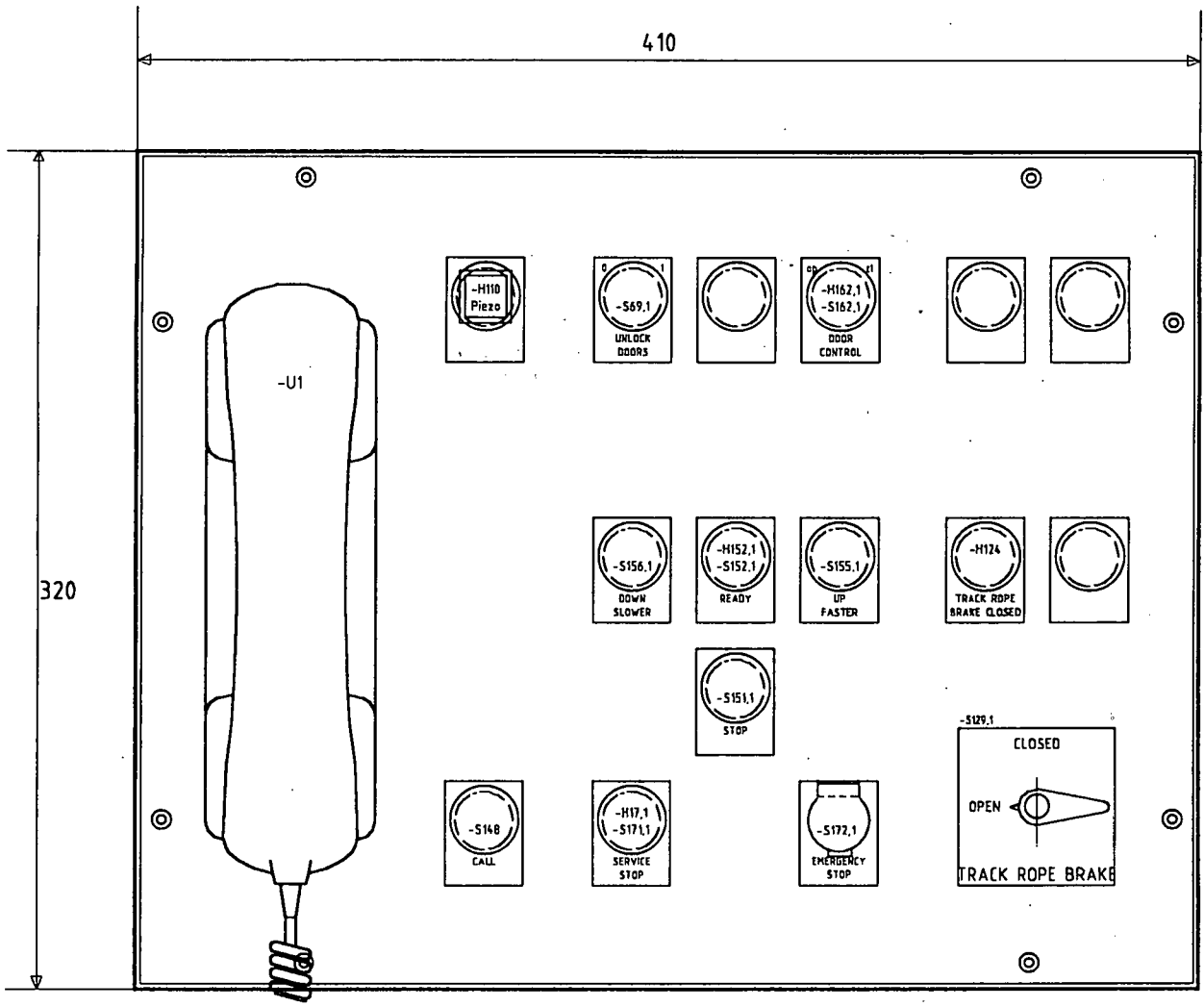
c			status	
b			date	09.11.2000, 7:44h
a			design	
	modification	date	name	origin
				00-9728

Doppelmayr Seilbahnen AG
 Funicular Cairngorm
 Scotland



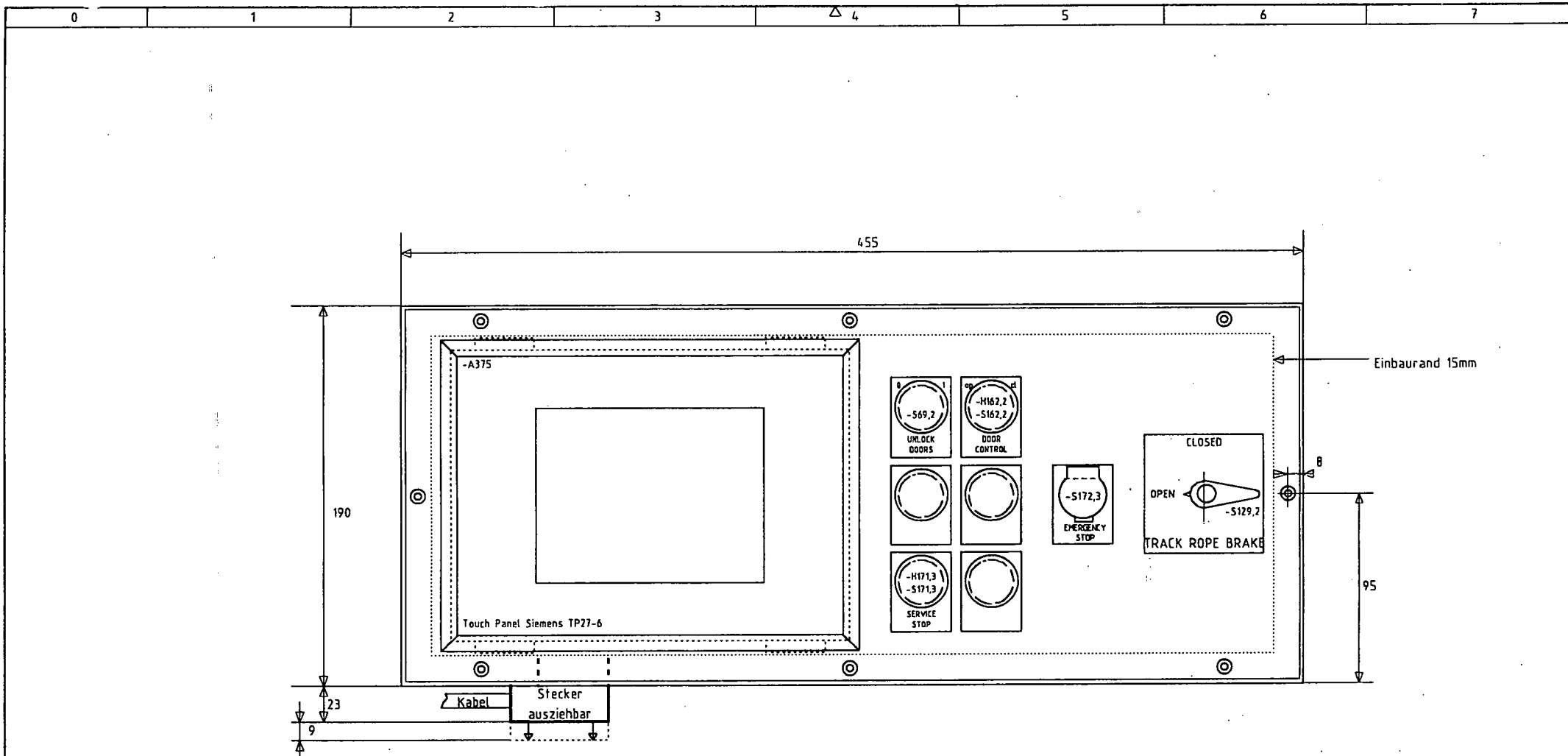
5 Drawings
 Bedienplatte BPB2 Wagen 1+2
 Übersicht

00-9700	WAG-FÜHRERSTAND
	page 3



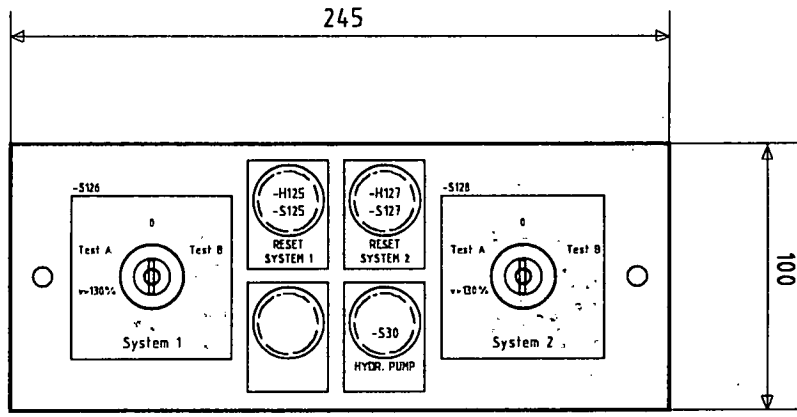
Operator's plate car 1+2

c			status	Doppelmayr Seilbahnen AG	F EYAG STANS	5 Drawings Bedienplatte BPB1 Wagen 1+2 Übersicht	00-9700	WAG-FÜHRERSTAND
b		date	09.11.2000, 7:44h	Funicular Cairngorm				
a		design		Scotland				
modification	date	name	origin	00-9728				page 1

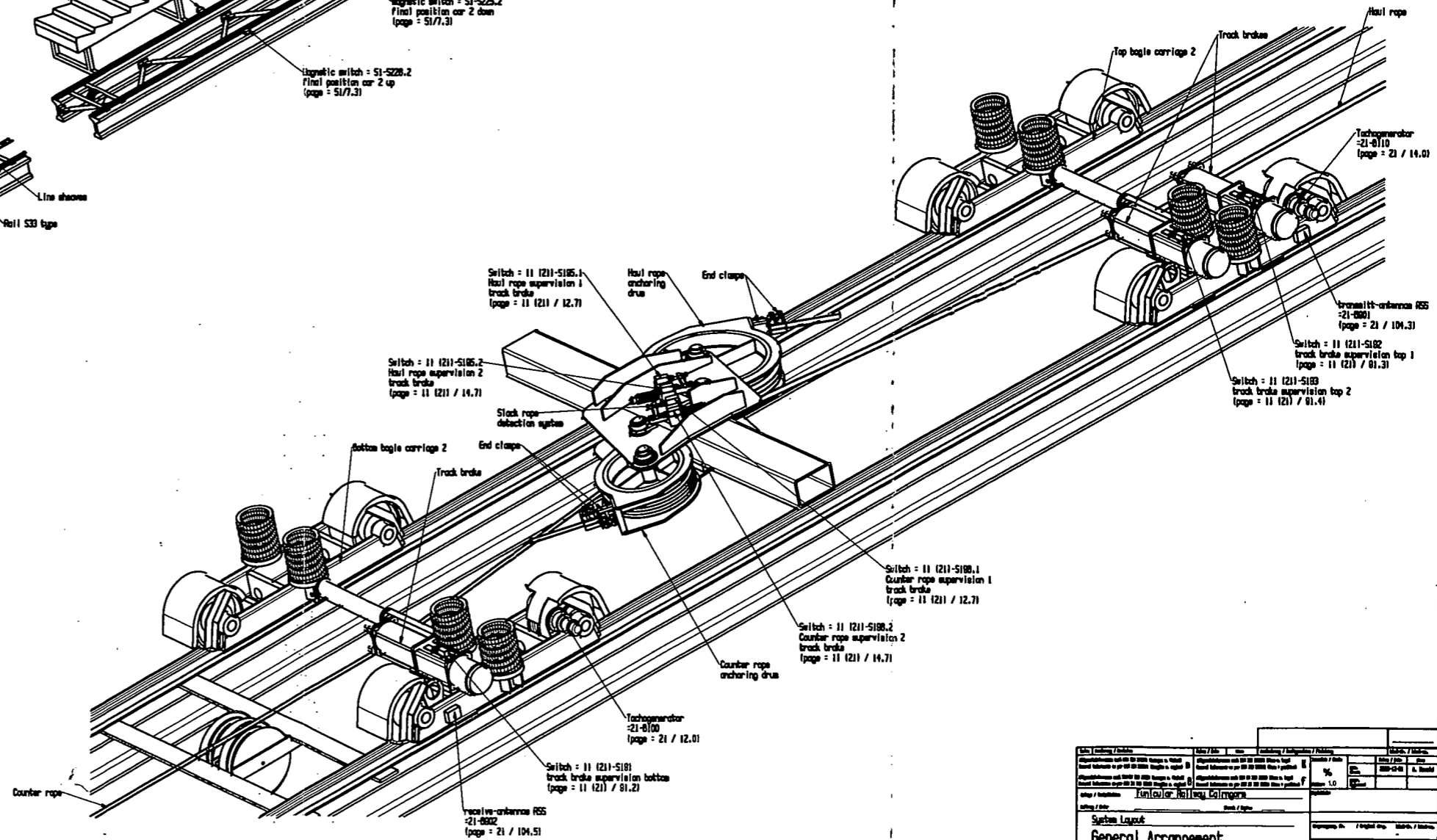
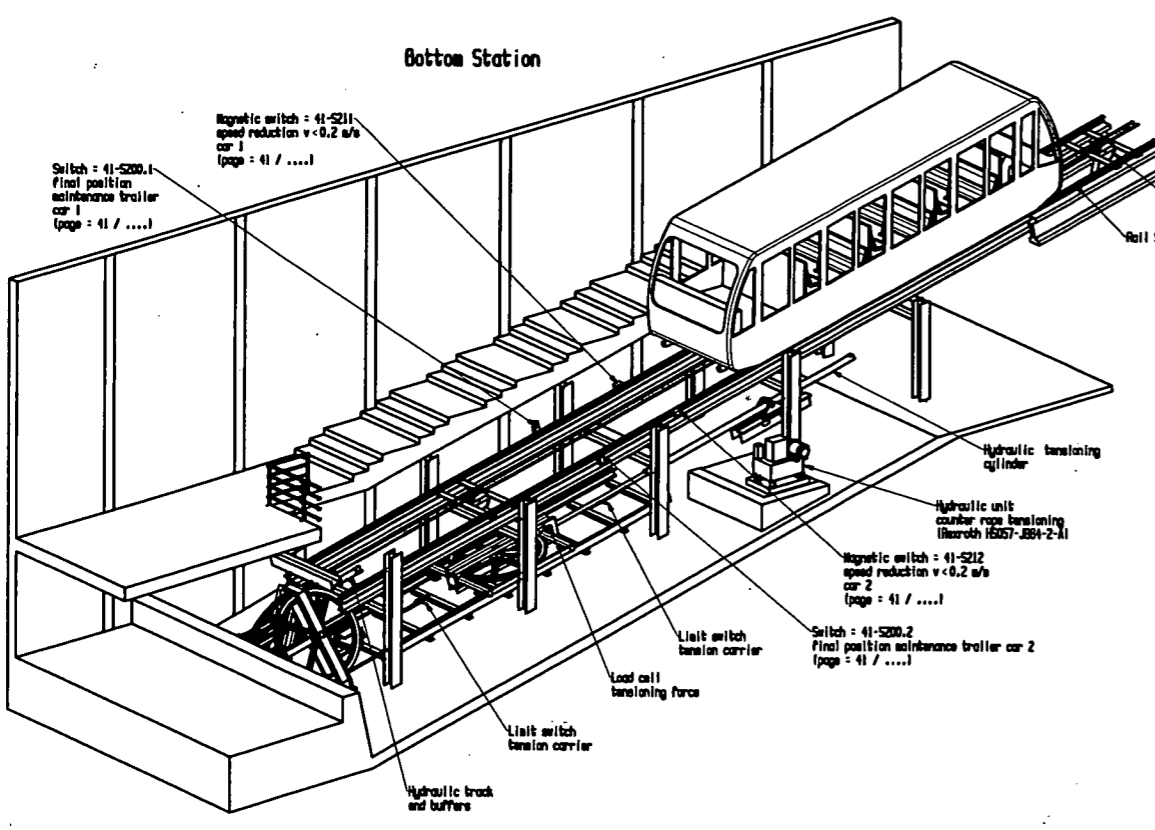
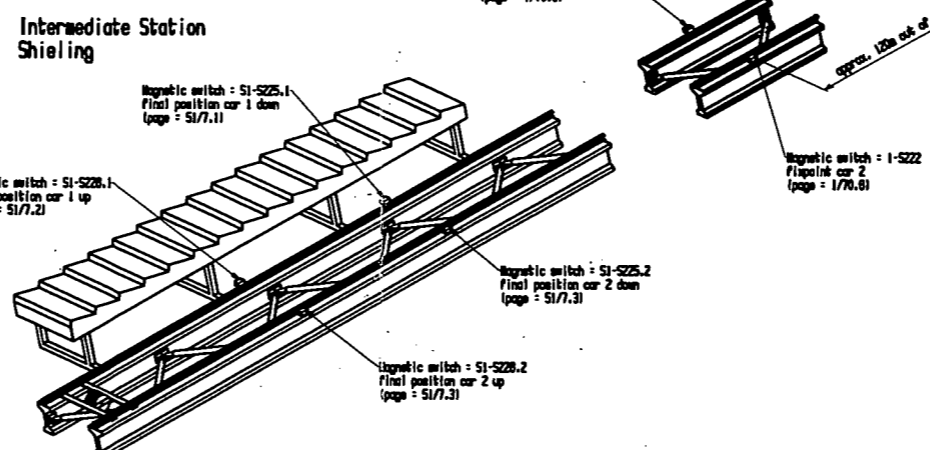
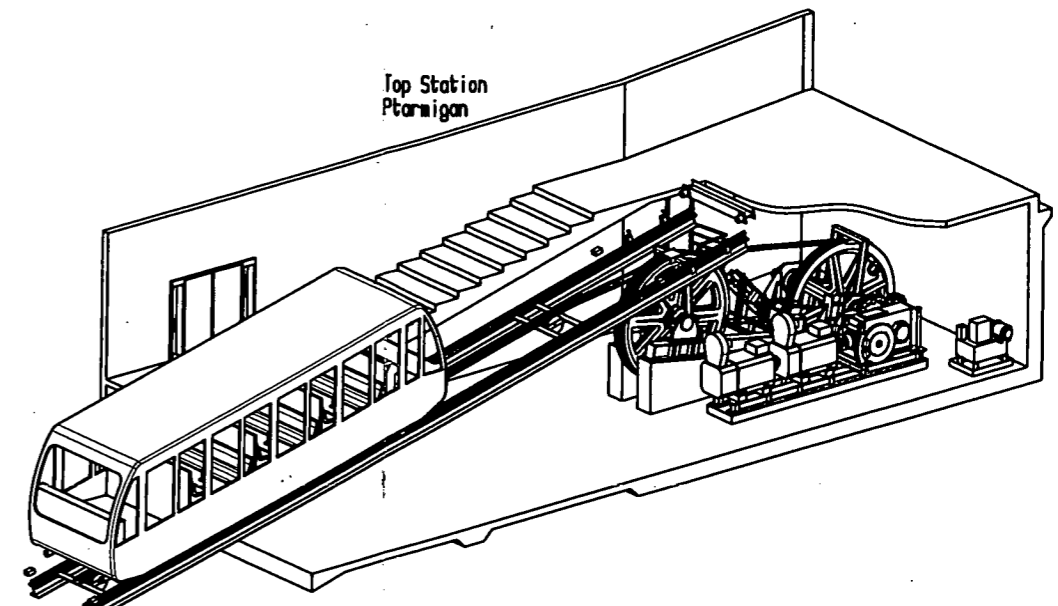
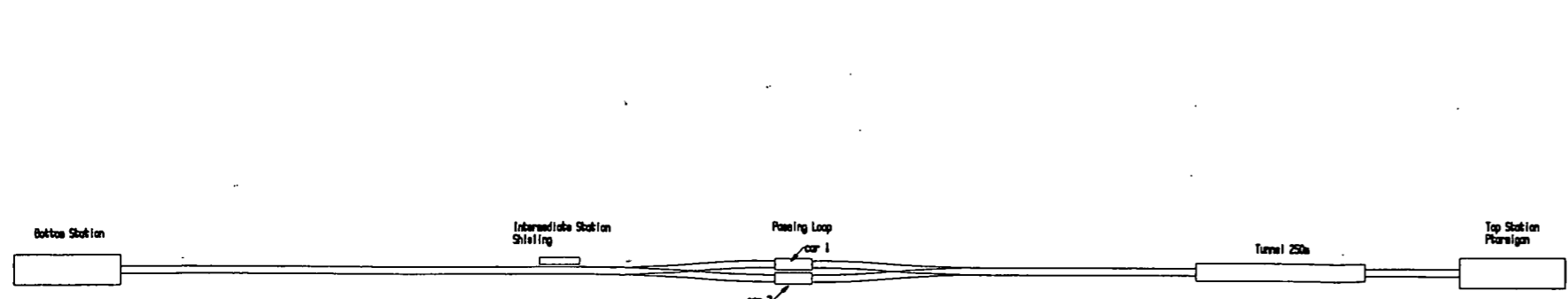


operator's panel compartment 1 (towards valley)

c			status	Doppelmayr Seilbahnen AG	FREY AG STANS	5 Drawings Bedienplatte +BPT Übersicht	00-9700	WAG-NOTBED
b			date 09.11.2000, 7:44h	Funicular Cairngorm				
a			design	Scotland				
	modification	date	name	origin 00-9720				page 1



c			status		Doppelmayr Seilbahnen AG	FREY AG STANS	5 Drawings Bedienplatte +FBK Wagen 1+2 Übersicht	00-9700	WAG-FÜHRERSTAND
b			date	09.11.2000, 7:44h	Funicular Cairngorm				
a			design	[REDACTED]	Scotland				
modification	date	name	origin	00-9723					page 4



Title / Name		Date / Issue		Drawing / Revision / Status		Scale / Unit	
System Layout		08/22		1:250		A4	
General Arrangement		08/22		1:250		A4	
Doppelmayr Seilbahnen AG		Seilbahnen		Seilbahnen		Seilbahnen	