

LEITNER

Garaging Systems

TECHINFO





LEITNER Garaging Systems

Garaging vehicles in detachable mono-cable ropeways requires plenty of variability, flexibility, and adaptability.

That is why LEITNER offers a wide range of garaging systems that provide ideal solutions for customers with different spatial and financial needs. No one garaging system is tied to a particular type of ropeway system. Our fully automatic loop-line garaging system is the premium solution for the ultimate in convenience, easy operation, and optimum inspection work. Combined with an inclined conveyor, this garaging system can be used to park vehicles at different station levels.

The rail-storage garaging system makes maximum use of space, meaning it is the solution to choose if you want an additional parking building but have limited room for it. In its fully automatic version, this system is similarly easy to use; but it is also available in a cost-effective manual version.

In the station garaging system, the vehicles are parked in the station turnaround itself. This system is therefore the ideal solution if an additional building is not feasible for reasons of space or cost. The vehicles are parked fully automatically in the station turnaround, and launched onto the line fully automatically when operations begin.

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The LEITNER Loop-Line Garaging System

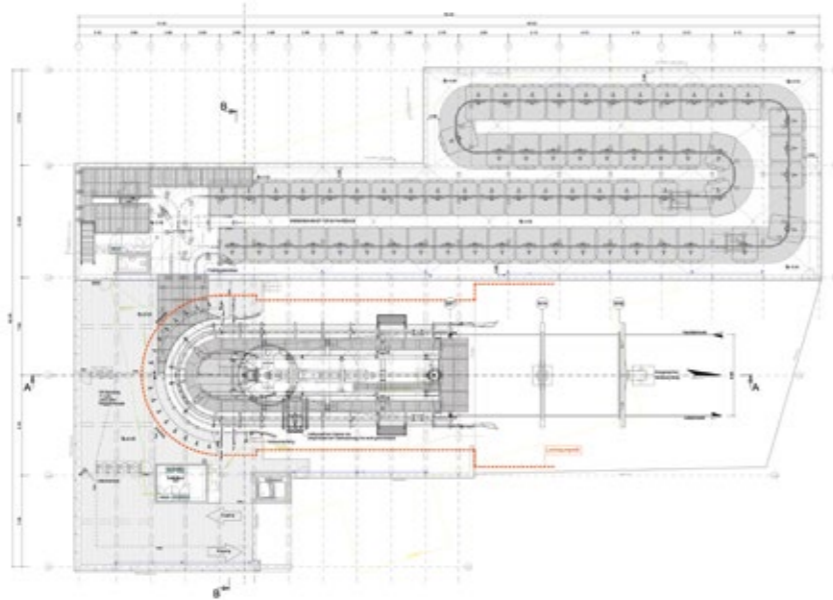
Our loop-line garaging system can be built with a dual exit, which means two independent connecting conveyors. Parking and launching happens in the ropeway's direction of travel, making the system really easy to operate and making parking very quick. Combined with an inclined conveyor, vehicles can also be parked a level below or above the entry level.

MAXIMUM GARAGING SPEED

up to 5 m/s, depending on number and type of vehicles

OPERATING MODES

fully-automatic / semi-automatic / manual



The LEITNER Rail-Storage Garaging System

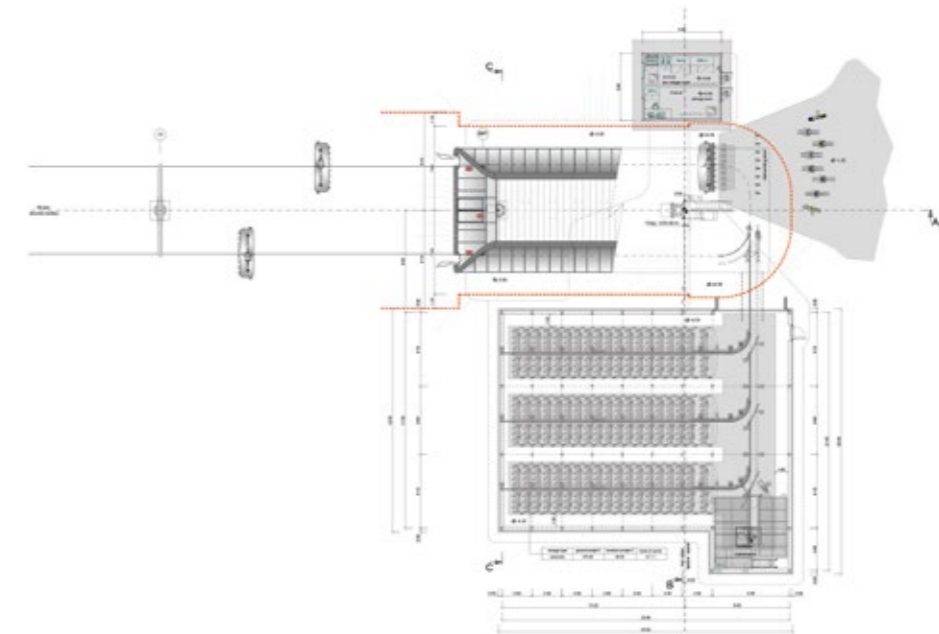
LEITNER's rail-storage garaging system is recommended when space is at a premium. Whether fully automatic, semi-automatic or manual, a rail-storage garaging system can be accommodated in a parking building of minimal dimensions.

MAXIMUM GARAGING SPEED

up to 5 m/s, depending on number and type of vehicles

OPERATING MODES

fully-automatic / semi-automatic / manual



The LEITNER Station Garaging System

The LEITNER station garaging system is the space- and cost-efficient approach to conventional vehicle garaging. Combined with an integrated maintenance stand, this solution even enables grip inspection protected from the weather. Chairs and gondolas can both be parked inside the station.

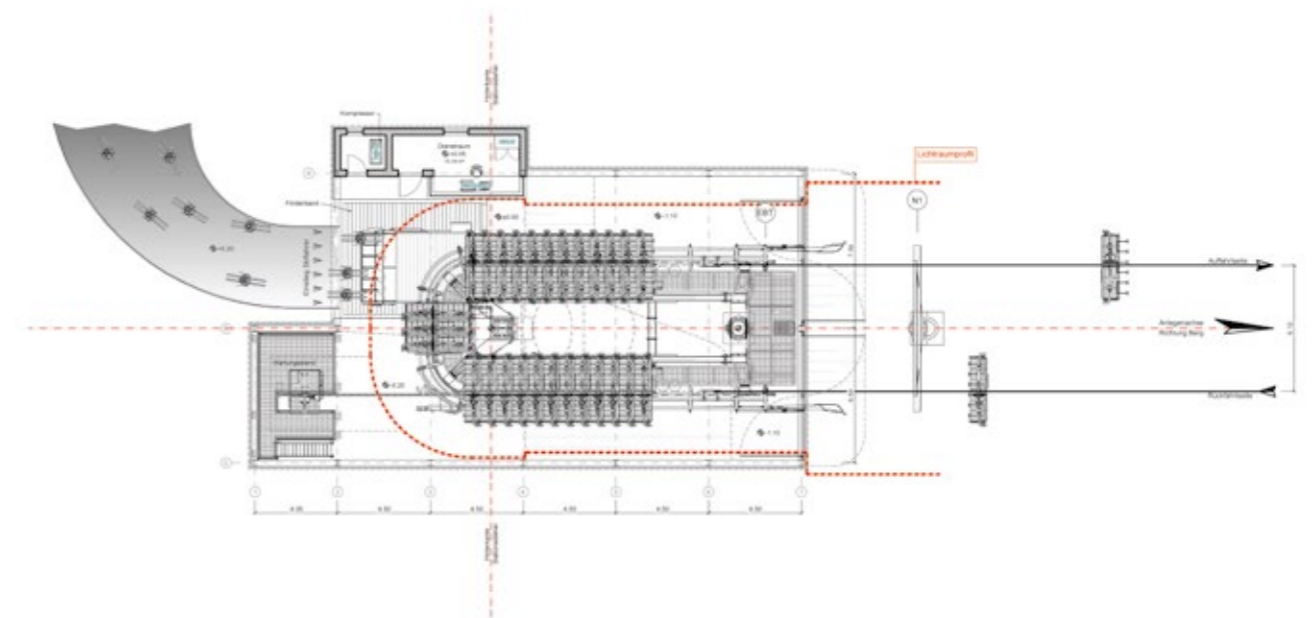
MAXIMUM GARAGING SPEED

Chairlifts: approx. 1 m/s

Gondola lifts: approx. 1 m/s to 4 m/s
(depending on parking position in the station turnaround)

OPERATING MODES

fully-automatic / manual

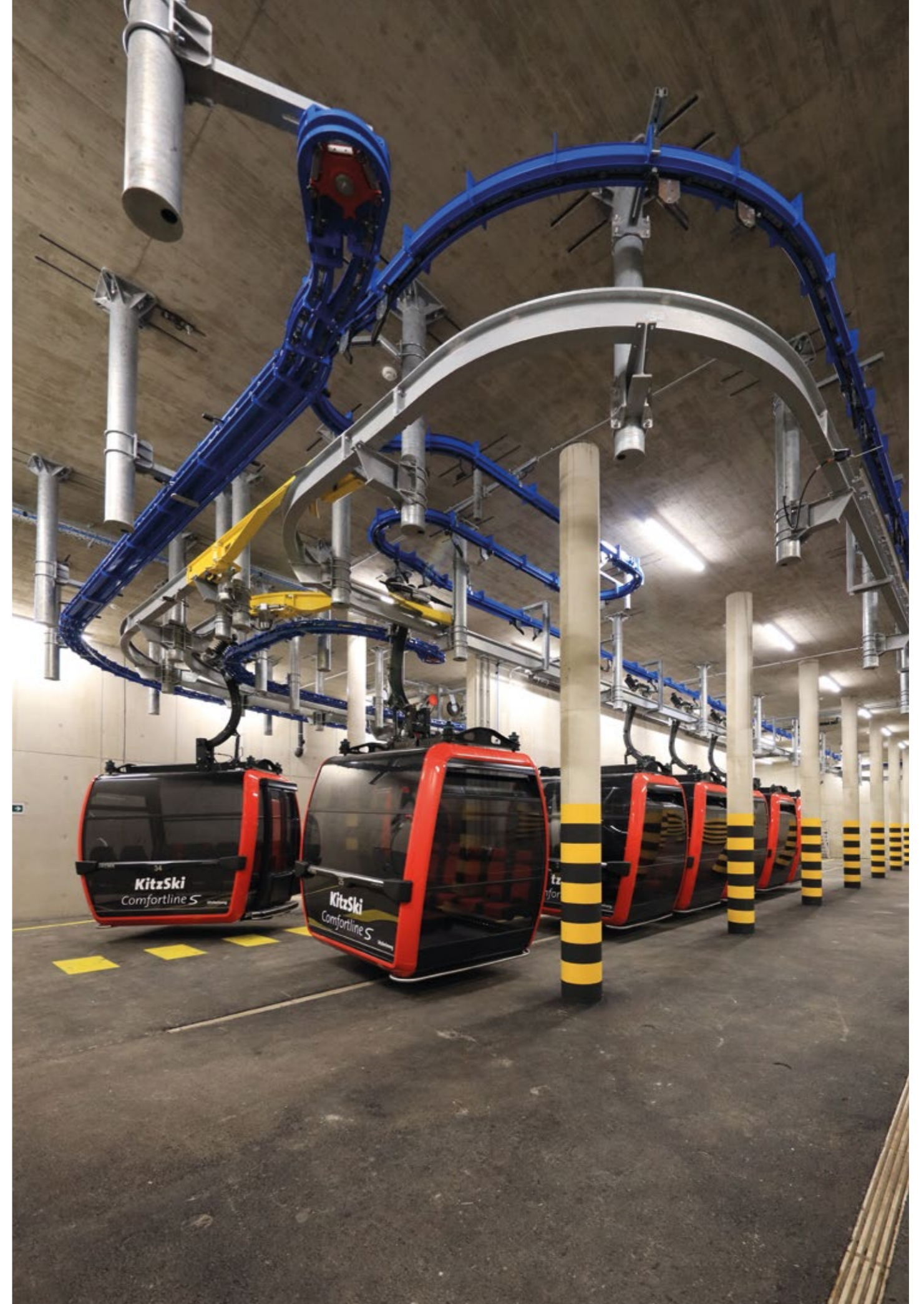
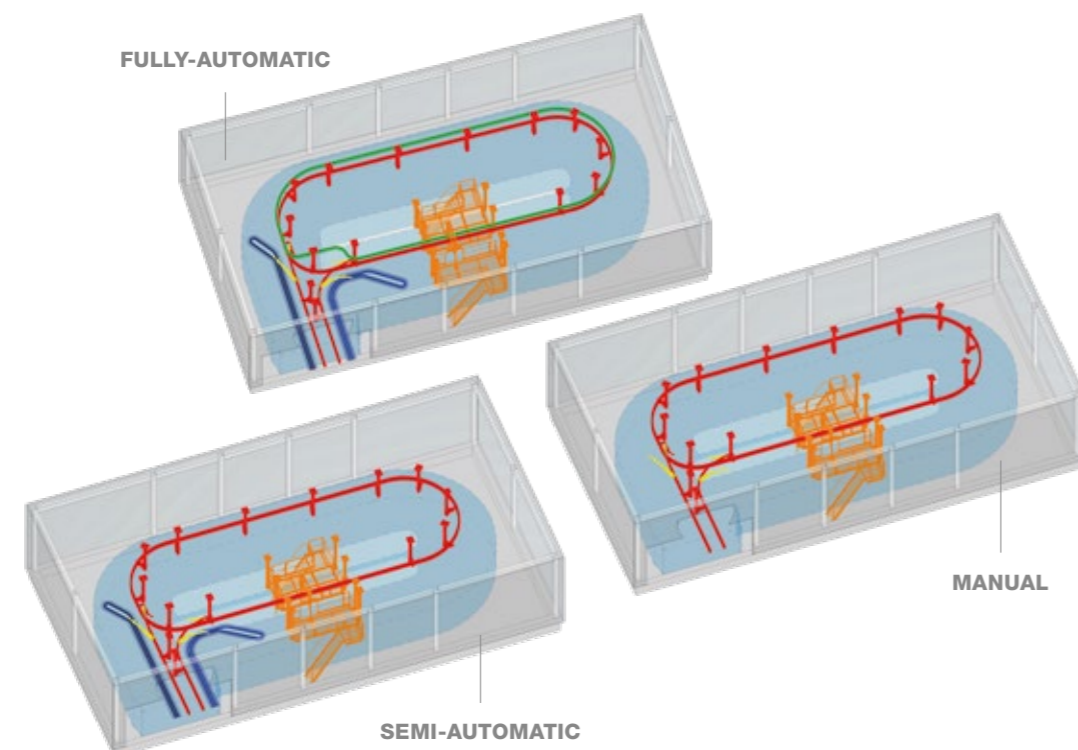


The LEITNER Loop-Line Garaging System

The classic system for the utmost performance

Available as a fully automatic system or as a system in which vehicles are moved manually, this is the premium solution for parking vehicles when they are not being used, and for performing inspection work on them. The parking building and station turnaround are linked via a connecting conveyor. When it is parking the vehicles, it detects irregular spaces between them on the line, adjusts its speed fully automatically, and ensures that the parking building is filled up without any gaps. The connecting conveyor also ensures that vehicles are launched the same distance apart. In the parking building, vehicles are transferred fully automatically from the connecting conveyor onto a patented conveyor chain. Vehicle spacing is automatically increased on the bends in the parking building, ensuring that they pass around the bend smoothly while retaining minimal spacing between them on the straight sections. In the semi-automatic version, the vehicles are moved manually in the parking building. A connecting conveyor synchronizes with the ropeway when parking and launching.

For maintenance work, each vehicle can be driven separately through the maintenance platform by setting the switch system accordingly, without moving vehicles onto the ropeway. This means that vehicles can be serviced and inspected in any weather. A loop-line garaging system can be built with a dual exit, which means two independent connecting conveyors. Parking and launching happens in the ropeway's direction of travel, making the system really easy to operate and making parking very quick. Combined with an inclined conveyor, vehicles can also be parked a level below or above the entry level.





The LEITNER Rail-Storage Garaging System

The ultimate space-saving system

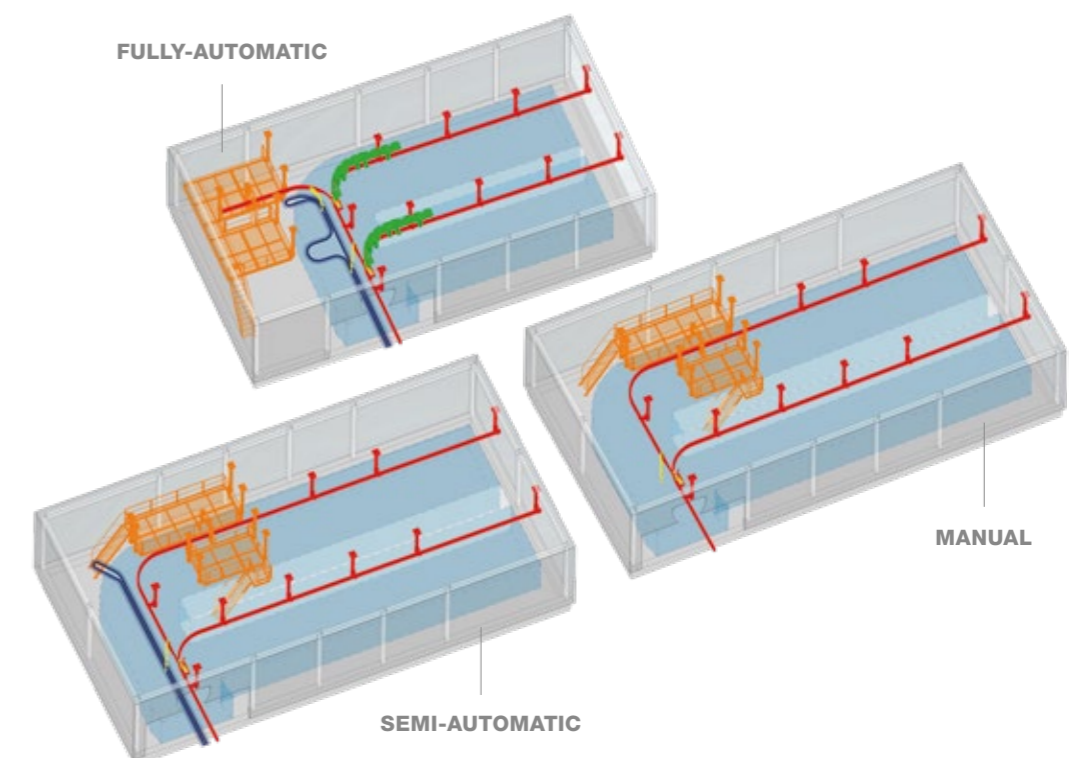
LEITNER's rail-storage garaging system is recommended if space is at a premium. Whether fully automatic, semi-automatic or manual, a rail-storage garaging system can be accommodated in a parking building of minimal dimensions.

The parking building and station turnaround are linked via a connecting conveyor. When it is parking the vehicles, it detects irregular spaces between them on the line, adjusts its speed fully automatically, and ensures that the parking building is filled up without any gaps. The connecting conveyor also ensures that vehicles are launched the same distance apart. Vehicles are moved along the spur track by a tire conveyor. The spur track is emptied by gravity, while the tire conveyor controls the speed of the vehicles.

In the semi-automatic version, vehicles are moved manually on the spur track while a connecting conveyor synchronizes with the ropeway. In the simplest, manual version, the rail-storage garaging system can even be used without a parking building for parking chairlifts without bubbles in summer.

This means the vehicles can be stacked tightly, allowing the any external parking building that does end up being needed to be as small as possible. Maintenance work can be done in the parking building away from the effects of weather. Combined with an inclined conveyor, vehicles can also be parked a level below or above the entry level.

TECHNICAL DATA	
Maximum garaging speed	up to 5 m/s, depending on number and type of vehicles
Maintenance platform	+ in the parking building open maintenance platform or integrated maintenance stand + rail-storage garaging without parking building





LEITNER Station Parking

The garaging system that saves on space and cost

The LEITNER station garaging system is the space- and cost-efficient approach to conventional vehicle garaging. Combined with an integrated maintenance stand, this solution allows grips to be inspected away from the effects of the weather.

In the station garaging system, the vehicles are parked in the station turnaround itself. This is done by detaching the individual tires of the tire conveyor from the synchronizer train by means of pneumatic clutches or brake-clutch systems. Each clutch can be controlled individually to enable a fully automated garaging and launching process. The first vehicle to be garaged is parked in the station exit just before the start of the coupling rail. Proximity switches detect the position of the vehicle and activate the respective clutch. The other vehicles are then parked fully automatically in the station turnaround; the last garaged vehicle is parked just after the end of the coupling rail on the entry side. When out of service, the clutches are all deactivated, so that the vehicles are secured from the wind in the station turnaround. The vehicles are also launched fully automatically. Station garaging can happen at both stations simultaneously. If it is not possible to park all of the vehicles in the

station, the station garaging system can be combined with an additional spur track.

An additional parking building is not needed, which saves a considerable amount of expense and space. Systems used only to park vehicles in the summer (chairlifts without bubbles) can incorporate a cost-efficient, manual version of the clutches. The integrated maintenance stand enables grips to be inspected while protected from the weather.

TECHNICAL DATA

Maximum garaging speed	+ chairlifts approx. 1 m/s + gondola lifts approx. 1 m/s to 4 m/s (depending on parking position in the station turnaround)
Maintenance platform	+ integrated maintenance platform in station turnaround + additional maintenance platform on spur track
Operating modes	+ fully-automatic + manual

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