



The **LEITNER** Station Garaging System

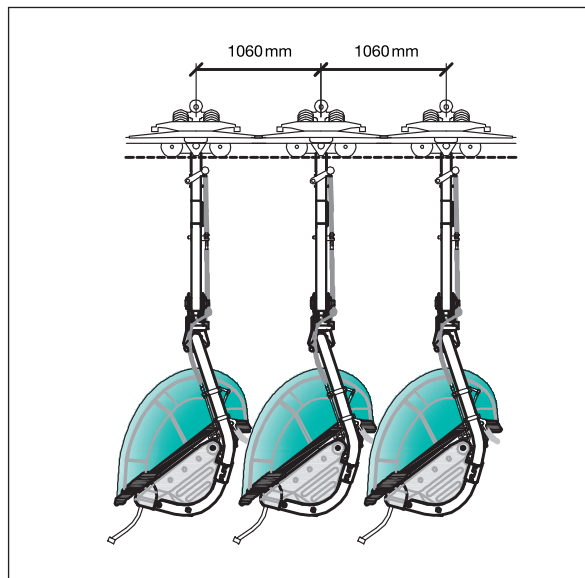
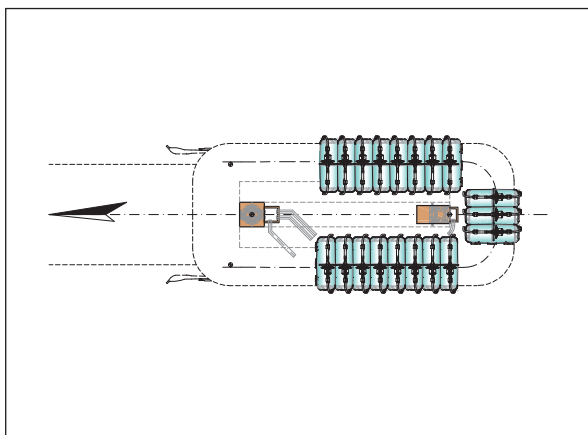
A garaging system that saves space and costs

Basis The LEITNER station garaging system is the space and cost-saving alternative to the classic garaging system. In combination with an integrated maintenance platform, this solution even allows for weather-protected grip inspection.

Description With the station garaging system, the vehicles are parked directly on the station turnaround. This is done by detaching the individual tyres of the tyre conveyor from the synchroniser train by means of pneumatic clutches or brake-clutch systems. Each clutch can be controlled individually to allow for a fully automated garaging and launching process.

The first vehicle is stopped at the station exit close to the front end of the coupling rail. Proximity switches detect the position of the vehicle and activate the respective clutch. Afterwards, all other vehicles are parked fully automatically on the station turnaround. The last vehicle is stopped at the station entrance close to the back end of the coupling rail. When the system is shut down, all clutches are deactivated, thus fixing the vehicles on the station turnaround to protect them against wind.

Launching of the vehicles is also fully automated. It is possible to park vehicles in both stations at the same time. If the station does not provide enough space for all vehicles, the system can be combined with an additional spur track.



Benefits

The system **eliminates** the need for an **additional parking building**, which results in considerable **cost** and **space savings**.

If vehicles are **only parked in the off-season** (chairlifts without bubble), the system is also available with **manually operated clutches**, which is a particularly **cost-effective solution**.

The **integrated maintenance platform** allows for **weather-protected grip inspection**.

Technical data

Max. speed during garaging	Chairlifts: approx. 1 m/s Gondola lifts: approx. 1–4 m/s (depending on parking position on the station turnaround)
Maximum number of vehicles on the station turnaround (standard station)	GD10: 15 gondolas GD8: 16 gondolas CD8: 36 chairs without bubble 31 chairs with bubble CD6: 27 chairs without bubble 23 chairs with bubble CD4: 27 chairs without bubble 23 chairs with bubble
Operating modes	Fully automatic Manual
Maintenance platform	Integrated maintenance platform on the station turnaround Additional maintenance platform at spur track