LATO	MOVIMENTI	1 ITINERARI		2 INCOMPATIBILITA'		3 SEGNALI COMANDATI													4 CONDIZIONI PER					
						AVVISO				1° CATEGORIA				DI CHIAMATA		INDICATORI DIREZIONE		SEGNALI BASSI DI PERCORSO	a RELE' AUSILIARIO			DI OCCUPAZIO		
														CHIAMATA TRENO										
		PULSANTI	ISTRADAMENTI SU PERCORSO	CON ITINERARI	CON ISTRADAMENTI	LEVETTA SEGNALE	SEGNALE	ASPETTO	OCC. 1° A. c.d.b.	LEVETTA SEGNALE	SEGNALE	ASPETTO	OCC. 1° A. c.d.b.	RELE' AUSILIARIO	CON Tb O Tz	NUMERO	OCC. 1° A. c.d.b.			C.D.B. LIBERI	CONTROLLO SEGNALI	RELE' V	CONTROLLO SEGNALI	BL
TARVISIO	ARRIVI	2 – I	20–18 ; 18–13	VEDI TABELLA 101/4	VEDI TABELLA 101/5	–	A	g/v	30	Tb/S 2	B	r/g r/v	30	Ud 2	Tb 2 o Tz 2	–	–	20 – 18	Vd 2	VEDI TABELLA 101/1	cSBI (r) cSH1 (r) Ill.SH1	Vd 2	Ill.SBI cSHII (v) Ill.SHII	
		2 – II	20–18 ; 18–15									r/g									cSH2 (r) Ill.SH2			
		2 – III	20–18 ; 18–17					gx v				g g/v v									cSH3I (r) cSH3II (n) Ill.SH3I o SdIII		cSH3I (v) Ill.SH3I	
		2 – IV	20–19					g/v				r/g						20			cSBI (r) cSH4 (r) Ill.SH4			
		2 – V	20–21																		cSH5 (r) Ill.SH5			
		2 – VI	20–23																		cSH6 (r) Ill.SH6			
		2 – VII	20–25																		cSH7 (r) Ill.SH7			
		2 – VIII	20–27																		cSH8 (r) Ill.SH8			
	PARTENZE	I – 1	13–14			–	–	–	–	Tb/S I	G1	r/v	4	–	–	1	4	13	Vs I		–	Vs I	Ill.SG1I	
		II – 1	15–14							Tb/S II	G2	v	8				8	15	Vs II			Vs II	Ill.SG2I	
		III – 1	17–14							Tb/S III	G3	r/v	12				12	17	Vs III			Vs III	Ill.SG3I	
		IV – 1	19–14							Tb/S IV	G4	v	17				17	19	Vs IV			Vs IV	Ill.SG4I	
		V – 1	21–14							Tb/S V	G5	r/v	22				22	21	Vs V		cSG5I (r)	Vs V	Ill.SG5I	
		VI – 1	23–14							Tb/S VI	G6	v						23	Vs VI		–	Vs VI	Ill.SG6I	
		VII – 1	25–14							Tb/S VII	G7		28				28	25	Vs VII			Vs VII	Ill.SG7I	
		VIII – 1	27–14							Tb/S VIII	G8							27	Vs VIII			Vs VIII	Ill.SG8I	
CIVIDALE	ARRIVI	3 – I	22–13			AVV. 3	C DEPOSITO FUC	g/v	14	Tb/S 3	D	r/g	14	Ud 3	Tb 3 o Tz 3	–	–	22	Vd 3		cSH1 (r) Ill.SH1	Vd 3	Ill.SDI	
		3 – IV	22–19																		cSH4 (r) Ill.SH4			
		3 – VI	22–23																		cSH6 (r) Ill.SH6			
		3 – VII	22–25																		cSH7 (r) Ill.SH7			
		3 – VIII	22–27																		cSH8 (r) Ill.SH8			
	PARTENZE	I – 3	13–22			–	–	–	–	Tb/S I	G1	r/v r/g	8	–	–	2	8	13	Vs I		–	Vs I	Ill.SG1I	
		IV – 3	19–22							Tb/S IV	G4	r/g/g	17				17	19	Vs IV			Vs IV	Ill.SG4I	
		VI – 3	23–22							Tb/S VI	G6	v g	22				22	23	Vs VI			Vs VI	Ill.SG6I	
		VII – 3	25–22							Tb/S VII	G7		28				28	25	Vs VII			Vs VII	Ill.SG7I	
		VIII – 3	27–22							Tb/S VIII	G8							27	Vs VIII			Vs VIII	Ill.SG8I	
TRIESTE	ARRIVI	5 – I	30–13			–	L^{UP} I^{UP}	g/v r/g/v	30^{UP} 22^{UP}	Tb/S 5	F	r/g	23	Ud 5	Tb 5 o Tz 5	–	–	30	Vd 5		cSFI (r) cSH1 (r) Ill.SH1	Vd 5	Ill.SFI	
		5 – II	30–15				L^{UP} I^{UP}	g/v r/g/v	30^{UP} 22^{UP}												cSH2 (r) Ill.SH2			
		5 – III	30–17				L^{UP} I^{UP}	g/v r/g/v	30^{UP} 22^{UP}												cSH3I (r) cSH3II (n) Ill.SH3I			
		5 – IV	30–19				L^{UP} I^{UP}	g/v r/g/v	30^{UP} 22^{UP}												cSH4 (r) Ill.SH4			
		5 – V	30–21				L^{UP} I^{UP}	g/v r/g/v	30^{UP} 22^{UP}												cSH5 (r) Ill.SH5			
		5 – VI	30–23				L^{UP} I^{UP}	gx r/gx	30^{UP} 22^{UP}			g									cSH6 (r) Ill.SH6			
		5 – VII	30–25				L^{UP} I^{UP}	g/v r/g/v	30^{UP} 22^{UP}			r/g									cSFI (r) cSH7 (r) Ill.SH7			
		5 – VIII	30–27				L^{UP} I^{UP}	g/v r/g/v	30^{UP} 22^{UP}												cSH8 (r) Ill.SH8			
	PARTENZE	I – P	13–28			–	–	–	–	Tb/S I	G1	r/g r/v r/gx/vx	8	–	–	3	8	13	Vs I		–	Vs I	Ill.SG1I cSN^{UP}(v) cSN^{UP}(r/v)	
		II – P	15–28							Tb/S II	G2	g v gx/vx						15	Vs II			Vs II	Ill.SG2I cSN^{UP}(v) cSN^{UP}(r/v)	
		III – P	17–28							Tb/S III	G3	r/g r/v r/gx/vx	17				17	17	Vs III			Vs III	Ill.SG3I cSN^{UP}(v) cSN^{UP}(r/v)	
		IV – P	19–28							Tb/S IV	G4	g v gx/vx						19	Vs IV			Vs IV	Ill.SG4I cSN^{UP}(v) cSN^{UP}(r/v)	
		V – P	21–28							Tb/S V	G5	g v gx/vx	22				22	21	Vs V			Vs V	Ill.SG5I cSN^{UP}(v) cSN^{UP}(r/v)	
		VI – P	23–28							Tb/S VI	G6	g v gx/vx						23	Vs VI			Vs VI	Ill.SG6I cSN^{UP}(v) cSN^{UP}(r/v)	
		VII – P	25–28							Tb/S VII	G7	g v gx/vx	28				28	25	Vs VII			Vs VII	Ill.SG7I cSN^{UP}(v) cSN^{UP}(r/v)	
		VIII – P	27–28							Tb/S VIII	G8	g v gx/vx						27	Vs VIII			Vs VIII	Ill.SG8I cSN^{UP}(v) cSN^{UP}(r/v)	

DISPORRE E MANTENERE A VIA LIBERA I SEGNALI													5 CONDIZIONI DI BLOCCAMENTO						6
NE TEMPORANEA							c	DI PERCORSO E↑			d DI OCCUPAZIONE PERMANENTE		a DEL PERCORSO			b DEL PUNTO ORIGINE			a
OCCAMENTO A COMANDO DEI DEVIATOI	CONDIZIONI DI BLOCCO	CONDIZIONI K	TASTI DA AZIONARE	CONFERMA CHIUSURA P.L. DI LINEA E SENSIBILIZZAZIONE PEDALI	ALL a NON IN ATTO O Tex AZIONATO	ALLARME TEMPERATURA BOCCOLE	RELE' AUSILIARIO	CONTROLLO DEV – FDEV A CHIAVE E BLOCCABILI SCARPA – P.L.	TASTI NORMALI	TASTI DI SOCCORSO	CONTROLLO DEV – FDEV A CHIAVE E BLOCCABILI SCARPA – P.L.	C.D.B.	RELE' V↑	RELE' U↑	TASTI DI SOCCORSO	RELE' AUSILIARIO Ap	RELE' E	PEDALE	CONTROLLO SEGNALI A VIA IMPEDITA
– 4b – 13b –	–	–	TV1	–	–	–	Ed 2	VEDI TABELLA 101/1	TI/Tm 2	Tb/S 2	VEDI TABELLA 101/1	9	Vd 2	Ud 2	Tm 2	Apd 2	Ed 2	–	cSAI (g) cSAII (n) cSBI (r) cSBII (n)
14a	BCA 1	–	TV1	SP	PLA km 1+228 PLA km 1+545 PLA km 1+931 PLA km 2+784	Assenza allarme BC9 o TSBC SG1	Es I		TI/Tm I	Tb/S I		4	Vs I	Us I	Tm I	Aps I	Es I	–	cSG1II (n) cSG1III (n)
–						–	Es II		II	II		13	Vs II	Us II	II	Aps II	Es II		cSG2I (r) cSG2II (n)
12a						Assenza allarme BC8 o TSBC SG3	Es III		III	III		12	Vs III	Us III	III	Aps III	Es III		cSG3II (n) cSG3III (n)
–						–	Es IV		IV	IV		17	Vs IV	Us IV	IV	Aps IV	Es IV		cSG4I (r) cSG4II (n)
							Es V		V	V		22	Vs V	Us V	V	Aps V	Es V		cSG5I (r) cSG5II (n)
							Es VI		VI	VI			Vs VI	Us VI	VI	Aps VI	Es VI		cSG6I (r) cSG6II (n)
							Es VII		VII	VII		27	Vs VII	Us VII	VII	Aps VII	Es VII		cSG7I (r) cSG7II (n)
							Es VIII		VIII	VIII			Vs VIII	Us VIII	VIII	Aps VIII	Es VIII		cSG8I (r) cSG8II (n)
–	–	–	–	–	–	–	Ed 3		TI/Tm 3	Tb/S 3		14	Vd 3	Ud 3	Tm 3	Apd 3	Ed 3	– P 3	cSCII (n) cSDII (n)
–	BA3	–	–	–	–	–	Es I		TI/Tm I	Tb/S I		8	Vs I	Us I	Tm I	Aps I	Es I	–	cSG1II (n) cSG1III (n)
							Es IV		IV	IV		17	Vs IV	Us IV	IV	Aps IV	Es IV		cSG4I (r) cSG4II (n)
							Es VI		VI	VI		22	Vs VI	Us VI	VI	Aps VI	Es VI		cSG6I (r) cSG6II (n)
							Es VII		VII	VII		27	Vs VII	Us VII	VII	Aps VII	Es VII		cSG7I (r) cSG7II (n)
							Es VIII		VIII	VIII			Vs VIII	Us VIII	VIII	Aps VIII	Es VIII		cSG8I (r) cSG8II (n)
– 10b – 8b –	–	–	–	–	–	–	Ed 5		TI/Tm 5	Tb/S 5		23	Vd 5	Ud 5	Tm 5	Apd 5	Ed 5	–	cSFI (r) cSFII (n)
–	–	KP	–	–	–	–	Es I		TI/Tm I	Tb/S I		8	Vs I	Us I	Tm I	Aps I	Es I	–	cSG1II (n) cSG1III (n)
							Es II		II	II		13	Vs II	Us II	II	Aps II	Es II		cSG2I (r) cSG2II (n)
							Es III		III	III		17	Vs III	Us III	III	Aps III	Es III		cSG3II (n) cSG3III (n)
							Es IV		IV	IV			Vs IV	Us IV	IV	Aps IV	Es IV		cSG4I (r) cSG4II (n)
6a – 10a							Es V		V	V		22	Vs V	Us V	V	Aps V	Es V		cSG5I (r) cSG5II (n)
							Es VI		VI	VI			Vs VI	Us VI	VI	Aps VI	Es VI		cSG6I (r) cSG6II (n)
–							Es VII		VII	VII		27	Vs VII	Us VII	VII	Aps VII	Es VII		cSG7I (r) cSG7II (n)
							Es VIII		VIII	VIII			Vs VIII	Us VIII	VIII	Aps VIII	Es VIII		cSG8I (r) cSG8II (n)

LIBERAZIONI

DEL PUNTO ORIGINE								b DEL PERCORSO					
PEDALE	C.D.B. LIBERI	TRANSITATO SU C.D.B. o Tem E PUNTO FINALE LIBERO	RELE' E	CONDIZIONI DI BLOCCO	TASTI NORMALI PER LIBERAZIONE C.D.B.	TASTI DI SOCCORSO PER LIBERAZIONE PUNTO ORIGINE		RELE' Ap	RELE' V	RELE' U	RELE' DI TRANSITATO a ↓	C.D.B. LIBERI	CONSENSO
–	29 – 9	–	Ed 2	BCA 1	T 0 T 1 T 2 T 3 T 4 T 5 T 6 T 7 T 8 T 9 TI D	TIAp 2		Apd 2	Vd 2	Ud 2	–	30 – 29 – 10 – 11 – 12 – 13 – 8 – 6	–
												30 – 29 – 10 – 11 – 12 – 13 – 8	
												30 – 29 – 10 – 11 – 12 – 13	
												30 – 29 – 10 – 11 – 16 – 17	
												30 – 29 – 10 – 11 – 16 – 17 – 22	
												30 – 29 – 10 – 11 – 16 – 17 – 22 – 27	
												30 – 29 – 10 – 11 – 16 – 17 – 22 – 27 – 28	
–	I – 6	6 – 4	Es I	–		TIAp	I	Aps I	Vs I	Us I	as 13	6 – 4 – 3 – 2 – 30 – 29 – 9	–
	II – 8	8 – 13	Es II				II	Aps II	Vs II	Us II	as 15	8 – 13 – 12 – 11 – 3 – 2 – 30 – 29 – 9	
	III – 13	13 – 12	Es III				III	Aps III	Vs III	Us III	as 17	13 – 12 – 11 – 3 – 2 – 30 – 29 – 9	
	IV – 17	17 – 16	Es IV				IV	Aps IV	Vs IV	Us IV	as 19	17 – 16 – 11 – 3 – 2 – 30 – 29 – 9	
	V – 22	22 – 17	Es V				V	Aps V	Vs V	Us V	as 21	22 – 17 – 16 – 11 – 3 – 2 – 30 – 29 – 9	
	VI – 27	27 – 22	Es VI				VI	Aps VI	Vs VI	Us VI	as 23	27 – 22 – 17 – 16 – 11 – 3 – 2 – 30 – 29 – 9	
	VII – 28	28 – 27	Es VII				VII	Aps VII	Vs VII	Us VII	as 25	28 – 27 – 22 – 17 – 16 – 11 – 3 – 2 – 30 – 29 – 9	
	VIII – 28		Es VIII				VIII	Aps VIII	Vs VIII	Us VIII	as 27		
P 3	14	14-15 –	Ed 3	BA3 –		TIAp 3		Apd 3	Vd 3	Ud 3	–	15 – 16 – 17 – 13 – 8 – 6	–
												15 – 16 – 17	
												15 – 16 – 17 – 22 – 27	
												15 – 16 – 17 – 22 – 27 – 28	
–	I – 6	6 – 8	Es I	–		TIAp	I	Aps I	Vs I	Us I	as 13	6 – 8 – 13 – 17 – 16 – 15	–
	IV – 17	17 – 16	Es IV				IV	Aps IV	Vs IV	Us IV	as 19	17 – 16 – 15	
	VI – 27	27 – 22	Es VI				VI	Aps VI	Vs VI	Us VI	as 23	27 – 22 – 17 – 16 – 15	
	VII – 28	28 – 27	Es VII				VII	Aps VII	Vs VII	Us VII	as 25	28 – 27 – 22 – 17 – 16 – 15	
	VIII – 28		Es VIII				VIII	Aps VIII	Vs VIII	Us VIII	as 27		
–	$30^{UP} - 31^{UP} - 37^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$	23 – 24 o Tem L5 C^{UP}	Ed 5	–		TIAp 5		Apd 5	Vd 5	Ud 5	–	24 – 25 – 22 – 17 – 13 – 8 – 6	–
	$22^{UP} - 35^{UP} - 26^{UP} - 27^{UP} - 36^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$												
	$30^{UP} - 31^{UP} - 37^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$											24 – 25 – 22 – 17 – 13 – 8	
	$22^{UP} - 35^{UP} - 26^{UP} - 27^{UP} - 36^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$												
	$30^{UP} - 31^{UP} - 37^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$											24 – 25 – 22 – 17 – 13	
	$22^{UP} - 35^{UP} - 26^{UP} - 27^{UP} - 36^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$												
	$30^{UP} - 31^{UP} - 37^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$											24 – 25 – 22 – 17	
	$22^{UP} - 35^{UP} - 26^{UP} - 27^{UP} - 36^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$												
	$30^{UP} - 31^{UP} - 37^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$											24 – 25 – 22	
	$22^{UP} - 35^{UP} - 26^{UP} - 27^{UP} - 36^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$												
	$30^{UP} - 31^{UP} - 37^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$											24 – 25 – 26 – 27	
	$22^{UP} - 35^{UP} - 26^{UP} - 27^{UP} - 36^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$												
	$30^{UP} - 31^{UP} - 37^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$											24 – 25 – 26 – 27 – 28	
	$22^{UP} - 35^{UP} - 26^{UP} - 27^{UP} - 36^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$												
	$30^{UP} - 31^{UP} - 37^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$												
	$22^{UP} - 35^{UP} - 26^{UP} - 27^{UP} - 36^{UP} - 32^{UP} - 33^{UP} - 34^{UP} - 23$												
–	I – 6	6 – 8	Es I	–		TIAp	I	Aps I	Vs I	Us I	as 13	6 – 8 – 13 – 17 – 22 – 21 – 20	KP
	II – 8	8 – 13	Es II				II	Aps II	Vs II	Us II	as 15	8 – 13 – 17 – 22 – 21 – 20	
	III – 13	13 – 17	Es III				III	Aps III	Vs III	Us III	as 17	13 – 17 – 22 – 21 – 20	
	IV – 17	17 – 22	Es IV				IV	Aps IV	Vs IV	Us IV	as 19	17 – 22 – 21 – 20	
	V – 22	22 – 21	Es V				V	Aps V	Vs V	Us V	as 21	22 – 21 – 20	
	VI – 27	27 – 22	Es VI				VI	Aps VI	Vs VI	Us VI	as 23	27 – 22 – 21 – 20	
	VII – 28	28 – 27	Es VII				VII	Aps VII	Vs VII	Us VII	as 25	28 – 27 – 22 – 21 – 20	
	VIII – 28		Es VIII				VIII	Aps VIII	Vs VIII	Us VIII	as 27		

TASTI NORMALI		c DEGLI ENTI LATERALI E DI USCITA																d TASTI DI SOCCORSO
		U.A. ABBANDONA IL C.D.B.																
		DEVIATOI A MANOVRA ELETTRICA															P.L.	
		1	2	6	8	10	11	12	16	19	20	21	22	23	24	25	1	
Tl/Tm 2 Tb/S 2		– 17 22	– 17 22	–	–	– 22	– 22	– 22	– 28	– 17 22 27 –	– 13 17 –	– 8 13 –	6 8 –	6 –	– 8 13 –	– 17 –	9	
Tl/Tm Tb/S Tex PLA km 1+228 Tex PLA km 1+545 Tex PLA km 1+931 Tex PLA km 2+784	I II III IV V VI VII VIII	– 17	– 17	–	–	– 17	– 17	– 17	–	–	–	–	–	–	–	–	2	T 0 T 1 T 2 T 3 T 4 T 5 T 6 T 7 T 8 T 9 Tl D
Tl/Tm 3 Tb/S 3		17 22	17 22	–	–	– 22	– 22	– 22	– 28	– 17 27 –	– 17 –	–	6 –	6 –	–	– 17 –	–	
Tl/Tm Tb/S	I IV VI VII VIII	17	17	–	–	– 17	– 17	– 17	–	–	–	–	–	–	–	–	–	
Tl/Tm 5 Tb/S 5		17 –	17 –	17 –	22 –	–	–	–	– 28	– 17 22 27 –	– 13 17 –	– 8 13 –	6 8 –	6 –	– 8 13 –	– 17 –	–	
Tl/Tm Tb/S	I II III IV V VI VII VIII	22 –	22 –	22 –	–	–	–	–	–	–	–	–	–	–	–	–	–	

R.F.I.
RETE FERROVIARIA ITALIANA
DIREZIONE TERRITORIALE PRODUZIONE DI TRIESTE
STRUTTURA ORGANIZZATIVA INGEGNERIA e TECNOLOGIE

LINEE: UDINE – VENEZIA tratto UDINE – SACILE
TARVISIO BOSCOVERDE – UDINE
UDINE – TRIESTE C.LE
UDINE – CERVIGNANO A.G.

PROGETTO DI BASE

IMPIANTO: UDINE

TABELLA DELLE CONDIZIONI ELETTRICHE DEGLI ITINERARI

LATO TARVISIO BOSCOVERDE
LATO TRIESTE C.LE
LATO CIVIDALE

CODIFICA										
DMS	NPP PROG.	MACRO AREA	SETTORE	TIPO OPERA E PROGRESS.	FASE FUNZ.	TIPO CODIFICA E PROGRESS.	CAT. DOCUM.	FASE PROG.	VERS.	
COMP.LE	LOCALITÁ	TRATTA	SETT	NUMERO DISEGNO	VERS.					
	2956		IS	101/8	~~E~~ F	IN VIGORE DAL 14/12/2014				

VERS.	DESCRIZIONE MODIFICHE	DATA	ELABORATO	VERIFICATO	APPROVATO	AUTORIZZATO
A	Aggiornamento grafico	10 mar 2006	C. Rigutti F.to Rigutti	C. Rigutti F.to Rigutti	D. Zorn F.to Zorn	D. Zorn F.to Zorn
B	Introduzione giallo lampeggiante sui segnali di avviso	11 mar 2006	C. Rigutti F.to Rigutti	C. Rigutti F.to Rigutti	D. Zorn F.to Zorn	D. Zorn F.to Zorn
C	Modifiche impiantistiche per la soppressione delle comunicazioni 162 e 163 nonché del consenso d'ingresso al Dep. Locomotive relativo al punto 24.– Emissione a seguito approvazione DCM di Trieste del 24.11.2008.	09.12.2008	G. Zoch f.to Zoch	F. Zanette f.to Zanette	V. Stroppolo f.to Stroppolo	D. Zorn f.to Zorn
D	Modifiche per inserimento nuovo impianto RTB Km 122+316 – Emissione a seguito approvazioni DDAO–MI del 04.12.2012 e DTP–Sicurezza TS del 18.01.2013	05–04–2013	G. Zoch f.to Zoch	F. Zanette f.to Zanette	I. Candon f.to Candon	D. Zorn f.to Zorn
E	Adeguamento segnalam.to di partenza lato TS per modifiche segnalam.to a Udine Parco – Emissione a seguito approvazioni DDAO–MI del 10.02.2014 e DTP–Sicurezza TS del 08.08.2014	01–12–2014	I. Candon	F. Zanette	I. Candon	C. De Giuseppe
F	Adeguamento arrivi e partenze lato Cividale	16/12/2016	M. Braccagni	M. Braccagni		

FILE: 101_8-UDINE_E_01.12.2014.DWG