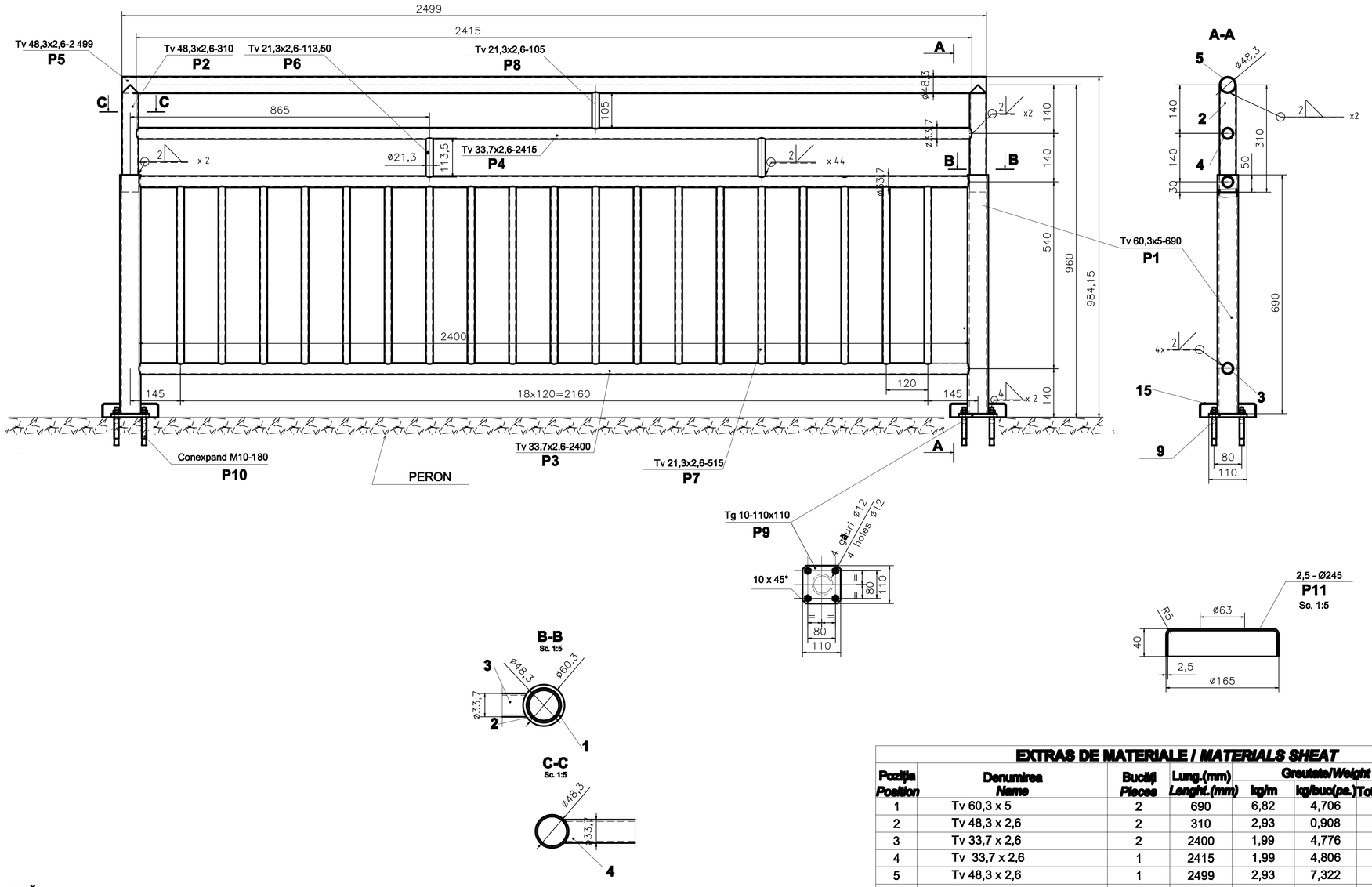


NOTĂ:

- Balustrada se execută din țeavă de inox tip AISI 316
- Înainte de a se suda poz. 1 de poz. 9 se va introduce capacul, poz. 11
- Toate sudurile se vor poliza si se vor lustrui
- Electrozii pentru îmbinarile barelor de inox vor fi de tipul E316L-16, AWS A5.4-92
- Electrozii pentru îmbinarea dintre stalpi poz.1 si placutele poz. 9 vor fi de tipul E 23 12 L R32, EN 1600-97
- Conditii tehnice generale de calitate conform STAS 767/0-88
- Abateri limita pentru îmbinari sudate conform SR EN ISO 13920:1998

*NOTE:*

*- The railing is made out of stainless steel tipe AISI 316*
*- Before the welding of the point 1the to point 9 the top cap will be set in place, point 11*
*- All the weld seoms will be polished and finished*
*- Electrodes for stainless steel bar joints will be type E316L-16, AWS A5.4-92*
*- Electrodes for poles pos.1and plates pos. 9 joints be type E 23 12 L R32, EN 1600-97*
*- General technical quality according to STAS 767/0-88*
*- Deviation limit for welded joints to SR EN ISO 13920:1998*

**EXTRAS DE MATERIALE / *MATERIALS SHEAT***

| Poziția *Position* | Denumirea *Name* | Bucăți *Pieces* | Lung.(mm) *Lenght.(mm)* | Greutate/*Weight* kg/m | kg/buc(pe.) | Total/*Total* |
|---|---|---|---|---|---|---|
| 1 | Tv 60,3 x 5 | 2 | 690 | 6,82 | 4,706 | 9,41 |
| 2 | Tv 48,3 x 2,6 | 2 | 310 | 2,93 | 0,908 | 1,82 |
| 3 | Tv 33,7 x 2,6 | 2 | 2400 | 1,99 | 4,776 | 9,55 |
| 4 | Tv 33,7 x 2,6 | 1 | 2415 | 1,99 | 4,806 | 4,81 |
| 5 | Tv 48,3 x 2,6 | 1 | 2499 | 2,93 | 7,322 | 7,32 |
| 6 | Tv 21,3 x 2,6 | 2 | 113,50 | 1,22 | 0,138 | 0,276 |
| 7 | Tv 21,3 x 2,6 | 19 | 515 | 1,22 | 0,628 | 11,93 |
| 8 | **Tv 33,7 x 2,6** | **1** | **105** | **1,99** | **0,209** | **5,64** |
| 9 | Tg 10 - 110 x 110 - OL 37 | 2 | - | - | 3,140 | 6,28 |
| 10 | Conexpand M10 180/AA.14010180 | 8 | - | - | 0,22 | 1,76 |
| 11 | Capac inox 2,5 - *Ø245/inox cover* | 2 | - | - | 0,925 | 1,85 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | **GREUTATE/*WEIGHT* (kg)** | | | | | 60,65 |
| | **SUDURĂ / *WELDING* (3%)** | | | | | 1,82 |
| | TOTAL GREUTATE / *TOTAL WEIGHT* (kg) | | | | | 62,47 |

| Indice Index | Data Date | Modificare Modification/Revision | Proiectant Designer | Aprobat Consultant Approved Consultant | Aprobat CFR Approved CFR |
|---|---|---|---|---|---|
| D | | | | | |
| C | | | | | |
| B | | | | | |
| A | | | | | |

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANȚAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

CLIENT / CLIENT

C.N.C.F. "C.F.R." - S.A.

ITALFERR GRUPPO FERROVIE DELLO STATO *Joint Venture leader* · Scott Wilson · OBERMEYER PLANEN + BERATEN GmbH · TECNIC Consulting Engineers

**CONSULTANT / CONSULTANT**

| | | | Data Date | Semnătură Signature |
|---|---|---|---|---|
| Aprobat Approved | Șef proiect Project manager | R. Liuzza | | |
| Aprobat Approved | Coordonator Secțiune 1 Section 1 Coordinator | C. Gambelli | | |
| Verificat Checked | Verificator Verifier | Giuseppe Floravanti | | |

**SUBCONTRACTANT / SUBCONTRACTOR** AREX BUDAPEST

| | | | | |
|---|---|---|---|---|
| Aprobat Approved | Responsabil Subconsultant Subconsultant Responsible | A.Stanciu - Dinulescu | | |
| Întocmit Elaborated | Proiectant Designer | Gavril Dorin | | |

Reabilitarea liniei de cale ferata Brașov - Simeria, parte componentă a coridorului IV Pan European, pentru circulația trenurilor cu viteza maximă de 160 km/h,
**Tronsonul : Brașov - Sighișoara**
Rehabilitation of the railway line Brașov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h,
**Section : Brașov - Sighișoara**

*Proiect/Project* *2004/RO/16/P/PA/003*

Faza / Phase: D.E. / E.D.

Denumire desen / Drawing Title :

**BALUSTRADĂ 4 PERON STAȚIA ALBEȘTI TÂRNAVA**

*PLATFORM HANDRAIL 4 ALBESTI TÂTNAVA STATION*

| Codificare / Codification System | Scara / Scale 1 : 10 (1:5) | LOT / LOT | Nr. / No 01 / 01 |
|---|---|---|---|
| E A 5 1 0 1 E 1 9 B K C C 0 1 1 2 0 1 3 0 | | | |

1,25A2(742x420)=0,32m²