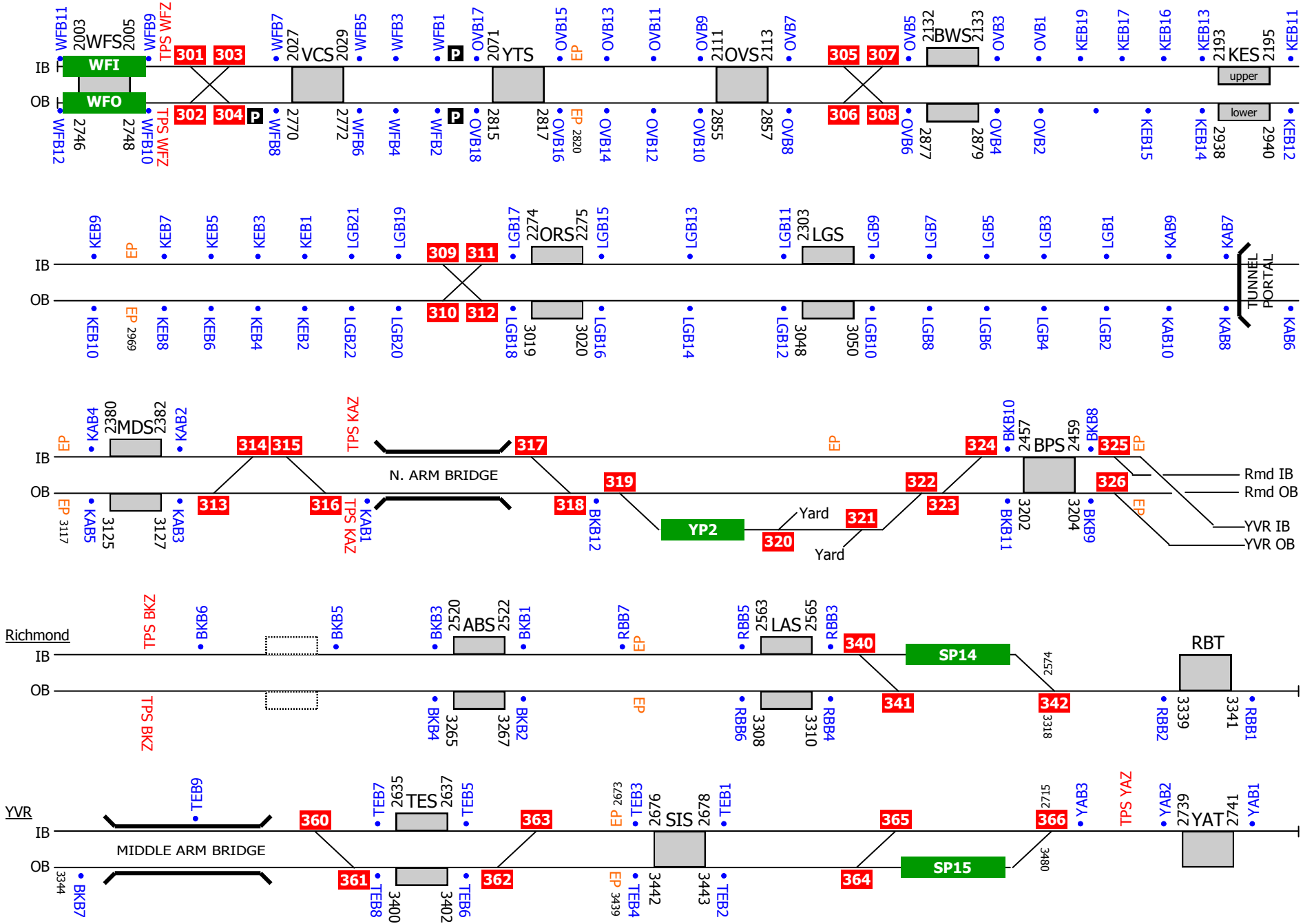


Canada Line – Mainline Track Diagram



Radio Channels & Frequencies

CH 1: Mainline Operations 412.8625Mhz
 CH 2: OMC / Secondary 413.0625Mhz

Intercom OMC>Train 413.4125Mhz
 Intercom Train>OMC 418.4125Mhz

Train Fault Codes

FC1: Motion obstructed/brake
 FC2: All fire and smoke detector problems
 FC3: 37 v dc. problems
 FC4: VOBC halted
 FC5: Brake or BAMS problems
 FC6: Propulsion problems
 FC7: VOBC halted
 FC8: Train overspeed
 FC9: Target point overshoot
 FC10: Rollback
 FC11: VOBC fault
 FC12: Couple rejected
 FC13: Doors fail to open
 FC14: Failure to get door status in station
 FC15: Loss of door status, outside of station

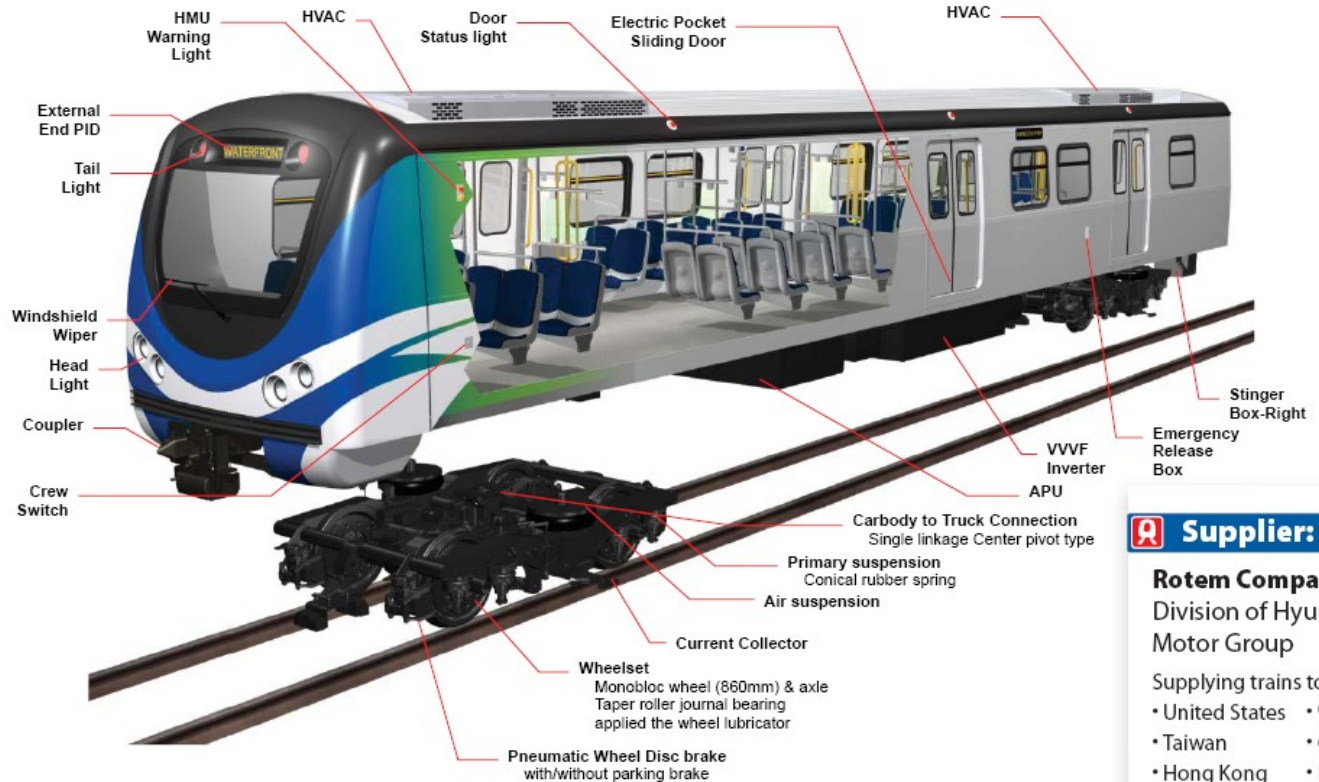
Equipment, Guideway & Train References

APU: Auxiliary Power Unit
 BO: Bad Order
 BOGIE: A wheeled undercarriage pivoted below the end of a rail vehicle. Sometimes referred to as the truck.
 CLA: Canada Line Attendant
 CREW TRAIN: The train that is run behind the last revenue train to pick up various employees so that they can get home at night.
 DC: Dual Control (track switch)
 EB: Emergency Brakes
 EER: Emergency equipment room
 EER ROOM: Electrical Equipment Room
 FC: Fault category
 FCP: Fire Fighters Command Post
 FEEDER BREAKER: Electrical breakers from BC Hydro power supply
 FP: Fouling point - A fouling point is the last possible section on a track that you can be on before having a risk of being hit by another train traversing the switch.
 GIDS: Guideway Intrusion Detection System
 HMU: Health Monitor Unit
 HVAC: Heating Ventilation & Air Conditioning
 I/B: Inbound track towards Waterfront
 O/B: Outbound track away from waterfront
 OMC: Operations and Maintenance Center
 OP: Occupancy permit
 PAA: Passenger Assistance Alarm
 PIDS: Passenger Information Display System
 PTE: Permission to enter
 RE-ENTRY: If a train has 'timed out' (is lost by the ATC system), then someone must drive the train over the re-entry point at a steady velocity for the system to pick it up again.

RE-ENTRY POINT: If a train has 'timed out' (is lost by the ATC system), then someone must drive the train over the re-entry point at a steady velocity for the system to pick it up again.
 SA: Station Attendant
 SCADA: Supervisory Control and Data Acquisition (used to control power)
 SLEEPER: Someone sleeping on the train
 SMC: System Management Center
 STINGER: Electrical connection to power the train when in the maintenance shop
 T&C: Testing & Commissioning
 TIME OUT: Train loses communication with VCC
 TOOLBOX: Safety meeting for staff
 TP: Transit Police
 TRACK SECTION: A unique, numbered section of track that is approximately 25 meters in length. Track sections are how the ATC system keeps track of where each train is. Don't read the numbers upside down!
 TRAIN LINE RESET: Resetting all VOBC's
 TVM: Ticket Vending Machine
 TVS: Tunnel Ventilation System

TZ: Transition Zone (track)
 UA: Unattended
 VCC: Vehicle Control Centre - consists of linked mini-computers regulating speed, safe distances, and track switches.
 VCIF: Vehicle Cleaning & Inspection Facility
 VIP: Visually Impaired Person / Special Needs Person
 VOBC: Vehicle On Board Computer
 VPD: Vancouver Police Department
 VVVF: Variable voltage variable frequency inverter
 WT: Wash track

Source: <http://www.scanbc.com>



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