How Reliable is the Routing in Your SDH Network?

Advanced Network Test Solutions: Path trace analysis in complex SDH networks

Wandel & Goltermann
Communications Test Solutions
The ANT-20 Advanced Network Tester from Wandel & Goltermann is a very powerful test platform for SDH, SONET, PDH and ATM networks. It is a compact instrument with a large screen for easy evaluation and display of results. The graphical user interface makes the ANT-20 very simple to operate.

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The arrival of a complex telecommunications environment

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Abbreviations

AIS Alarm Indication Signal
APS Automatic Protection Switching
ATM Asynchronous Transfer Mode
C-n Container, n = 1; 4
CRC Cyclic Redundancy Check
HP Higher Order Path
J0 Regenerator Section Trace
J1 Path Trace (POH in VC-3,4)
J2 Path Trace (POH in VC-1,2)
LP Lower Order Path
MS Multiplex Section
MS-AIS Multiplex AIS
MSOH Multiplex Section Overhead
NE Network Element
POH Path Overhead
RDI Remote Defect Indicator
RS Regenerator Section
RSOH Regenerator Section Overhead
RX Receiver
SDH Synchronous Digital Hierarchy
SOH Section Overhead
STM Synchronous Transport Module
STM-N Synchronous Transport Module, Level N = 1; 4; 16; 64
TI Path Trace Identifier
TIM Trace Identifier Mismatch
TX Transmitter
VC Virtual Container
VC-n Virtual Container, Level n = 1; 2; 3; 4

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Author: Frank Kaplan
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D-72800 Eningen u.A.
Germany

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The application of the Trace Identifier in complex SDH networks

The arisal of a complex telecommunications environment

The removal of the state telecommunications monopoly in many countries has lead to a rapid increase in the number of domestic network operators and service providers. Not all of these competing network providers can achieve complete coverage with their own backbone networks. Particularly for long-distance traffic, they tend to lease transport capacity from competitors. This applies especially to the many mobile radio network operators, who depend on the 2 Mbit/s transport channels from a full-coverage backbone network. Added on top of this are the many new Internet providers, PBX interconnections, router links between local area networks (LANs) and, due to the construction of new ATM networks, providers of broadband multimedia services, all of whom need a share of the transport capacity of WANs. In the end run, all of these factors are creating more and more complex network environments with many network interconnections.

Special network equipment is needed in order to provide reliable routing through these complex SDH networks and to provide long-term monitoring. This is the only way to ensure that a through path reaches the correct destination and remains switched through to that point. Within the various SDH hierarchies, so-called Path Trace Identifiers (or Trace Identifiers, TI for short) are used to accomplish this (Fig. 1).

**Fig. 1:** Path Trace Identifiers ensure that a connection through the complex SDH network environment reaches the correct destination.
Trace Identifiers in the various SDH levels

There is a corresponding Trace Identifier for each hierarchy level in the ITU-T hierarchy model. Each Trace Identifier is used to monitor a certain portion of the path (Fig. 2). One overhead byte in each overhead section is used for this:
- J0: for the regenerator sections (RSOH)
- J1: for the VC-4 higher-order path (HP) and for the VC-3 lower-order path (LP), channels 1 - 3, PDH bit rate 34 (45) Mbit/s
- J2: for the VC-12 lower-order path (LP), channels 1 - 63, PDH bit rate 2 Mbit/s

The Trace Identifier operates in the same way in every hierarchy level: A Trace Identifier is set on the transmit side (TX) which assigns a name for the path. This is then compared on the receive side (TR) with an Expected Trace Identifier. If the two are identical, the path is correctly routed and no alarm will be triggered on the receive side. If the incoming Trace Identifier differs from the Expected Trace Identifier, this triggers an alarm on the receive side, called a defect in the latest ITU-T standard. This defect is known as a Trace Identifier Mismatch (TIM). If a defect occurs, the so-called Remote Defect Indicator (RDI) alarm is set for the backward path. It is then no longer possible to transmit the payload in the corresponding hierarchy level and the levels below it (Regenerator Section Overhead, Higher Order Path or Lower Order Path) (see Fig. 2).

In practice, monitoring the routing at the regenerator section level (J0 byte) has little meaning, since the possibilities for incorrect switching are much less here than, say, at the much more complicated 2 Mbit/s level. The J2 byte is therefore used for overall monitoring from the time that the 2 Mbit/s is mapped into the SDH network through to its final demapping. This setup allows reliable end-to-end routing control in the SDH network. However, this presupposes that, for example, the 2 Mbit/s signal is only used at the SDH level and that no other network gateways are included for which mapping and demapping takes place. This should be taken into account when planning and during route selection (Fig. 3).

The J0 byte in the RSOH

The Trace Identifier in byte J0 in the RSOH level comprises a 2-byte word or a 16-byte frame containing 15 ASCII characters and a checksum. A total of 16 consecutive STM-1 frames, each 125 μs long are thus required to transmit the complete Trace Identifier.

Fig. 3: Section Overhead format

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The J1 byte in the VC-4 HP or as VC-3 LP

The Trace Identifiers for the HP level in VC-4 or for the LP level in VC-3 (34 Mbit/s or 45 Mbit/s payload) are identical. They comprise 16 J1 bytes that are combined into a frame of 15 ASCII characters and a check sum as per ITU-T G.707. In this method, the Trace Identifier is only evaluated on the receive side if the incoming CRC check sum and the check sum calculated by the receiver are in agreement. Again, 16 consecutive STM-1 frames are needed to transmit this Trace Identifier. For easy detection of the CRC check sum, the first bit of the first byte is set to “1” while the first bit in the remaining 15 bytes is set to “0” (Fig. 4 and 5).

In practice, it may be that a bit error occurs in an ASCII character of the Trace Identifier during transmission. The incorrect Trace Identifier results in the triggering of a Trace Identifier Mismatch Alarm on the receive side, even though the routing was correct. Since the CRC check sum of the incoming signal and the check sum calculated for the receiver do not agree, the Trace Identifier will be rejected and not evaluated.

A further method of transmitting the Trace Identifier uses a 64 byte frame. The frame end is indicated by the ASCII value 00D (CR) for ASCII character 64 or 00A (LF) for ASCII character 63. 64 consecutive STM-1 frames are needed to transmit this Trace Identifier. In practice, however, a 16-byte Trace Identifier is used.

If a STM-1 signal consists of a VC-4 with 3x34 Mbit/s substructure, then in addition to the VC-4 level Trace Identifier (Higher Order Path Trace Identifier) separate Trace Identifiers also exist for each of the 34 Mbit/s channels (Lower Order Path Trace Identifiers) on the VC-3 level.

The J2 byte in the VC-12 LP

On the LP level in the VC-12 (2 Mbit/s), the Trace Identifier is formed from the J2 byte (Fig. 6). Basically the same method is used as for the J1 byte in the VC-4/VC-3. Since the VC-12 only has one overhead byte, the four bytes shown in Fig. 6 must be transmitted periodically one after the other. The H4 byte in the VC-4 overhead is used to indicate which byte is being transmitted at the moment (Fig. 4); this counts up from 0 to 3 continually, thus serving as a pointer for the VC-12 overhead byte. 4 byte sequences and hence 64 STM-1 frames are required to transmit a complete 16 byte Trace Identifier, so a 64 byte Trace Identifier would require $4 \times 64 = 256$ STM-1 frames.

For a STM-1 frame structure with VC-4 loaded with 63 2 Mbit/s channels there is a total of further 63 Trace Identifiers on the VC-12 level in addition to the Trace Identifier on the VC-4 level.
Special meaning of the 2 Mbit/s Trace Identifier

The 2 Mbit/s Trace Identifier has a special meaning in the SDH network environment. The reason for this is the large number of existing connections and their complex interconnection. A link from A to B can be via the networks of different providers. Fig. 1 shows a connection from Hamburg to Munich via four different network providers, of whom two are city network providers and two are multi-regional providers. The last mile of the connection is provided by the city networks. Each of these network providers has their own network management system which is limited to their own property area. Trace Identifiers ensure that incorrect routing is detected immediately, despite the distributed management, and that appropriate remedial action can be taken straight away. If there were no Trace Identifiers, only the end user would notice that the connection was no longer functioning if incorrect switching in one of the network sections caused a 2 Mbit/s connection to be routed to another location with the same signal structure.

For the application of the Trace Identifier to be useful, a system of assigning identifications that specify the source of the signal as exactly as possible needs to be set up first.

Differences between SDH systems from different manufacturers

There are differences in the way that the Trace Identifier function is implemented by different system manufacturers. While some systems manufacturers have yet to integrate this function into their latest systems, others have incorporated the function but not on every hierarchy level. Still other manufacturers have realized the function on all levels completely, but it cannot be disabled. A full solution would mean that Trace Identifiers should be implemented on every SDH hierarchy level in such a way as they can be disabled if required.

A further problem is given by the fact that different manufacturer's systems use different methods for automatically filling the Trace Identifier to 15 ASCII characters when less than 15 characters are entered due to an incomplete identifier assignment. For example, some manufacturers' systems fill the blanks with spaces (ASCII value 200) as shown in Fig. 7. The other possibility is to use the ASCII zero character (ASCII value 000) as shown in Fig. 8.

Since the ASCII values from Fig. 7 and Fig. 8 are not the same, a Trace Identifier Mismatch (TIM) alarm will result if the wrong setting is made on the receive side, even though both the Trace Identifiers are set to identical values. This problem often leads to difficulties in coupling SDH networks together when they are made up from system components from different manufacturers. The same can also occur within a SDH network if network elements from various sources are combined together.

It is therefore important to have a SDH analyzer available when coupling networks. This should be capable of displaying the individual characters in ASCII format so that the differences in the Trace Identifier fillers can be seen. This is important, too, because the network management system can not usually indicate any difference between spaces and ASCII zeros.

![Fig. 7: Depending on the manufacturer, missing characters in identifier assignments are replaced with spaces ...](image1)

![Fig. 8: ... or with ASCII zero characters.](image2)
Use of the Trace Identifier in the ANT-20

Selecting the channel for a given Trace Identifier

Selection of the channel in which measurements are to be made or in which the Trace Identifier is to be analyzed is made using the “Signal Structure Editor” of the ANT-20. The same procedure is also used for the Trace Identifier itself.

In the following example, the 2 Mbit/s channel with the number 1 is selected in the ANT-20 signal structure editor (Fig. 9).

Activation / deactivation of Trace Identifier monitoring

A check (✓) in the settings of the “Overhead Analyzer” activates the Trace Identifier in the corresponding hierarchy level (Fig. 10). If the Trace Identifier on the receive side is activated, the incoming Trace Identifier can be displayed. Otherwise, viewing the incoming Trace Identifier is not possible. The default settings are restored by pressing the “Default” button.
Setting the Expected Trace Identifier value

On the receive side, the value of the Expected Trace Identifier to be received must be entered in the “Overhead Analyzer” after it has been activated (Fig. 11). The incoming Trace Identifier is compared with this expected value.

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Fig. 11: Entering the expected value of the Trace Identifier with the ANT-20
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Setting the Trace Identifier on the transmit side

On the transmit side, the Trace Identifier to be transmitted is entered in the “Overhead Generator”. To do this, the appropriate byte is selected in the Overhead Generator, after which the “Trace Identifier Editor” can be opened by clicking the “Edit” button or the “TI” button.

The ANT-20 automatically fills the Trace Identifier up to 15 ASCII characters with spaces (Fig. 12).

Note: The “TI” button is not activated until a J byte has been selected.

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Fig. 12: Entering the Trace Identifier to be transmitted in the “Overhead Generator” on the transmit side
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Trace Identifier analysis

If the Trace Identifier on the receive side is activated in the “Overhead Analyzer”, the “Trace Identifier Monitor” can be used to analyze and display the received Trace Identifier. To do this, the corresponding Trace Identifier byte and then the “TI” button must be activated (Fig. 13).

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Fig. 13: The “Trace Identifier Monitor” of the ANT-20
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Alarm detection and processing

The way that the payload signal is affected varies depending on the SDH hierarchy level in which a Trace Identifier is evaluated. This can range from a blockade of a single 2 Mbit/s payload signal in the LP level up to a blockade of the entire payload signal in the regenerator section. The next part of this Application Note describes the effects on the individual levels (Fig. 14).

If the J0 byte in the regenerator section signals a Trace Identifier Mismatch Alarm (RS-TIM), this results in the Alarm Indication Signal (AIS) being set to “all ones” and transmitted to the multiplex section. At this point, the Multiplex Section Remote Defect Indicator (MS-RDI) is activated for the return path. The AIS has an effect right down to the payload channel level via the higher-order path and the lower-order path. Transmission of payload signals is therefore no longer possible. Since this also applies to STM-4 or STM-16 signals, the result may finally be that the entire payload cannot be transmitted.

If the J1 byte in the higher-order path level signals a TIM alarm (HP-TIM), the Alarm Indication Signal (AIS) is set to “all ones” and passed on to the lower-order path level. Here, the higher-order path Remote Defect Indicator (HP-RDI) is activated for the return path. The AIS has an effect right down to the payload channels via the lower-order path. Transmission of payload signals then becomes impossible in all payload channels of the affected VC-4.

If the J2 byte in the lower-order path level signals a TIM alarm (RS-TIM), the Alarm Indication Signal (AIS) is set to “all ones” and passed on to the affected payload (VC-12). There, the lower-order path Remote Defect Indicator (LP-RDI) is activated for the return path. This means that transmission of payload signals is impossible in this channel.

Fig. 14: SDH maintenance interactions
In-service monitoring of the Path Trace Identifier at a protected monitor point (PMP)

The SDH analyzer is connected to a protected monitor point; these are usually only available on the transmit side (Fig. 15). In the case described, the PMP is a STM-1 electrical monitor point with CMI line code. The transmit signal is attenuated by 20 dB and is boosted by the input amplifier of the SDH analyzer.

The expected Trace Identifier at network element A (NE A) does not match the Trace Identifier transmitted from network element B (NE B). This leads to a higher-order path Trace Identifier Mismatch Alarm (HP-TIM) at network element A. A higher-order path Remote Defect Indicator (HP-RDI) is activated for the return path; this is detected by the SDH analyzer. The cause must therefore lie in the link from B to A. The Trace Identifier in the direction from A to B can be monitored with the Overhead Analyzer as shown in Fig. 13.

![Fig. 15: In-service analysis with the ANT-20 at a protected monitor point](image-url)
The Path Trace Identifier in a STM-1 VC-4 transparent leased line

STM-1 VC-4 transparent leased lines (as per ETSI EN 301164, chapter 5) are mainly used by network providers that do not have their own optical fiber paths, forming their entire SDH network from these leased lines. Cross connects are installed at the crossing points of the STM-1 paths. These allow flexible switching of the payload (VC-4 containers). This type of circuit is also used by network providers in regions where they do not maintain their own infrastructure.

This type of STM-1 leased line allows the payload to be filled with any payload (VC-4 transparent). As Fig. 16 shows, the entire higher order path overhead is contained in the payload. The J1 byte, which is responsible for the higher-order path Trace Identifier is included in this. This Trace Identifier is thus transmitted over a STM-1 VC-4 transparent leased line from one end to the other end without any changes; this can be verified using a SDH analyzer (see Fig. 17 for test setup).

Fig. 16: The entire higher-order path overhead with the J1 byte is within the payload.

Fig. 17: Test setup with ANT-20 for end-to-end measurement on a transparent leased line
Wandel & Goltermann Worldwide

North America
Canada
Wandel & Goltermann Inc.
21 Rolark Drive
Scarborough, Ontario M1R3B1
Tel. +1-416 291 7121
Fax +1-416 291 2568

USA
Wandel & Goltermann Inc.
P.O. Box 13585
Research Triangle Park,
NC 27709-3585
Tel. +1-919-941-5730
Fax +1-919-941-5751

Mexico
Wandel & Goltermann de Mexico S.A. de C.V.
San Francisco No. 6
Col. Del Valle
Mexico D.F.
CP 03100 México
Tel. +52-5 543 6644
Fax +52-5 543 9660

Latin America
Argentina/Uruguay
Wandel & Goltermann S.A.
Montaheses 2599
1426 Buenos Aires
Argentina
Tel. +54-11 4784 4700
Fax +54-11 4786 7917

Brazil/Chile/Peru/Bolivia/Paraguay
Wandel & Goltermann
Instrumentação Ltda. & CIA.
Av. Eng. Luis Carlos Berrini, 936-9, andar
04571-000 São Paulo, SP
Brazil
Tel. +55-11 5503 3800
Fax +55-11 5505 1598

Colombia/Ecuador
Wandel & Goltermann Andina Ltda.
A.P. 55052
Cra. 14 No. 85-82, Oficina 401
Sanfart de Bogotá DC
Colombia
Tel. +57-1 256 4001
Fax +57-1 616 3267

Guatemala/Central America/Caribbean Islands
Wandel & Goltermann de Centroamerica y el Caribe
Edificio Tivoli Plaza, of. 507
Apartado Postal 2761
01901 Guatemala Ciudad
Guatemala
Tel. +502-3 31 80 65
Fax +502-3 31 86 82

Venezuela
Wandel & Goltermann Venezuela
Av. Eugenio Mendoza con 1era. Transversal
Edif. Banco de Lara, Piso 7, Ofic. A-1
La Castellana Z.P. 1060
Caracas, Venezuela
Tel. +58-2-2630605
Fax +58-2-2636465

Europe
Austria
CIS Countries, East and Southeast
Europe, Iran, Turkey, Pakistan
Wandel & Goltermann GmbH
Postfach 13
Elisabethstrasse 36
A-2500 Baden
Tel. +43-22 52 85 521-0
Fax +43-22 52 80 727

Belgium/Luxembourg
Wandel & Goltermann nv/sa
Imprierastraat 10
B-1930 Zaventem
Tel. +32-2 725 18 19
Fax +32-2 725 41 42

Finland
Wandel & Goltermann AB
Teknikantie 12
FIN-02150 Espoo
Tel. +358-(0)-9-4354 3199
Fax +358-(0)-9-455 1522

France
Wandel & Goltermann France
46 bis, rue Pierre Curie
B.P. 10
Z.I. Les Gaû tines
936-9. andar
Av. Eng. Luis Carlos Berrini,
343 - 3
Tel. +33-(0)1 30 81 50 50
Fax +33-(0)1 30 52 87 75

Germany
Wandel & Goltermann GmbH & Co.
Vertriebsgesellschaft
P.O.Box 11 55
D-72794 Eningen u.A.
Tel. +49-7121 862222
Fax +49-7121 861222
e-mail: vertrieb@wago.de

Italy
Wandel & Goltermann S.R.L.
Tecnologie di Misura Elettroniche
Via Pomponazzi 25
2-15 141 Milano
Tel. +39-02 895 12381
Fax +39-02 895 11780

Netherlands
Wandel & Goltermann bv
Postbus 1575
NL-5602 BN Eindhoven
Tel. +31-40-267 97 00
Fax +31-40-267 97 11

Norway
Wandel & Goltermann AB
Postboks 134, Skøyen
Hovfaret 13
N-0212 Oslo
Tel. +47-22-504090
Fax +47-22-504025

Spain/Portugal
Wandel & Goltermann S.A.
C/Arturo Soria n.º 343 - 3º
E-28033 Madrid
Tel. +34-91-383-9801
Fax +34-91-383-2263

Sweden
Wandel & Goltermann AB
Box 6044
Ellen Keys Gata 60
S-129 06 Hägersten
Tel. +46-8-449 48 00
Fax +46-8-449 48 39

Switzerland
Wandel & Goltermann (Schweiz) AG
Postfach 779
Morgenstrasse 83
CH-3018 Bern 18
Tel. +41-31 991 77 81
Fax +41-31 991 47 07

United Kingdom
Wandel & Goltermann Sales Ltd.
Portland House, Aldermaston Park
Aldermaston, Berkshire RG7 4HR
England
Tel. +44-1189 409200
Fax +44-1189 409210
e-mail: wguk.help@wago.de

East and South East Europe
see Austria

Africa
Wandel & Goltermann GmbH & Co.
Vertriebsgesellschaft
P.O.Box 1155
D-72794 Eningen u.A.
Tel. +49-7121-86 1183
Fax +49-7121-86 21 55
e-mail: export.germany@wago.de

Asia
Middle East see Africa
South East Asia see Australia

CIS Countries/Iran/Turkey/Pakistan
see Asia

China
Wandel & Goltermann Pty. Ltd.
Beijing Office
Suite 1608 Corporate Square
No.35 Jingrun Street, Xicheng District
Beijing 100032
Peoples Republic of China
Tel. +86-10-8809 1288
Fax +86-10-8809 1298

India
Wandel & Goltermann Pvt. Ltd.
R. K. Khanna Tennis Stadium
Avenue 101/2
New Delhi 110029
Tel. +91-11-619 6420
Fax +91-11-619 6190

Hong Kong
Wavelet Wandel & Goltermann Ltd.
Rm 1901-2 Jubilee Centre
18 Fairview Street
Wanchai, Hong Kong
Tel. +852-2528-6283
Fax +852-2529-5593

Japan
Wandel & Goltermann K.K.
Kyotu Shine-Yokohama Bldg, 6F
2-15-12 Shin-Yokohama
Kohoku-ku
Yokohama, 222-0033
Japan
Tel. +81-45-473-9501
Fax +81-45-473-9812

Republic of Korea
Wandel & Goltermann Ltd.
1st Fl., Yeheung Bldg.
150-30 Samsung-dong, Kangnam-ku,
Seoul 135-091, Korea
Tel. +82-2-563 2236/7
Fax +82-2-563 2239

Singapore
Wavelet Asia-Pacific Pte Ltd
433B Alexandra Road
Alexandra Technopark
Singapore 119968
Tel. +65-377-3003
Fax +65-377-3033

Australia and Pacific Region
Australia
Wandel & Goltermann Pty. Ltd.
P.O. Box 419
World Trade Centre
Melbourne, Victoria 3005
Australia
Tel. +61-3-9690 6700
Fax +61-3-9690 6750

New Zealand
Wandel & Goltermann Pty. Ltd.
P.O. Box 10 418
The Terrace
Wellington
New Zealand
Tel. +64-4-4952290
Fax +64-4-4952292

For all other countries
(not listed) please contact:
Wandel & Goltermann GmbH & Co.
Marketing International
Postfach 12 62
D-72795 Eningen u.A.
Tel. +49-7121-86 1616
Fax +49-7121-86 1333
e-mail: solutions@wg.com
http://www.wg.com

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