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BEBAUUNGSPLAN NR. 656 „Datencenter Kettelerstrasse“

Schallgutachten

STAND 30.06.2025

Offenbach
am Main

OF

TÜV RHEINLAND ENERGY & ENVIRONMENT GMBH

Immissionsschutz / Lärmschutz

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**Schalltechnische Untersuchung zum
vorhabenbezogenen Bebauungsplan Nr. 656
"Datencenter Kettelerstraße" in 63075 Offenbach am
Main – Stand 31.01.2025**

TÜV-Bericht Nr.: EuL/21263480/01A
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- Leerseite -

**Schalltechnische Untersuchung zum vorhabenbezogenen
Bebauungsplan Nr. 656 "Datencenter Kettelerstraße" in 63075
Offenbach am Main – Stand 31.01.2025**

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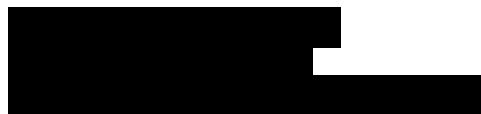
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1 Aufgabenstellung

Mit der Aufstellung des vorhabenbezogenen Bebauungsplans Nr. 656 – **Datencenter Ketteler-nom\~` di 52/64 Maa`i]l^c \h K\di** sollen die bauplanungsrechtlichen Voraussetzungen für die Errichtung des Rechenzentrums FRA7 und mehrerer Trafostationen geschaffen werden. Das Plangebiet befindet sich auf dem Betriebsgelände der Lackfabrik Schramm Coatings GmbH, die im Frühjahr 2025 schließen soll. Um die Belange des Geräuschimmissionsschutzes im Rahmen des Bebauungsplanverfahrens zu berücksichtigen, sollen die zu erwartenden Geräuschimmissionen durch den Betrieb des Rechenzentrums und der Trafostationen auf die angrenzende schutzwürdige Bebauung prognostiziert und anhand der Technischen Anleitung zum Schutz gegen Lärm (TA Lärm) beurteilt werden. Neben dem Gewerbelärm sind auch die Verkehrsgeräusche (Straße und Schiene) auf das Plangebiet zu bewerten. Darüber hinaus sind die Veränderungen der Verkehrsgeräuschimmissionen in der Nachbarschaft des Planungsvorhabens zu ermitteln, die durch den zusätzlichen Straßenverkehr aus dem Planvorhaben entstehen.

2 Vorgehensweise

Für die schalltechnische Untersuchung wird ein digitales Berechnungsmodell für das Untersuchungsgebiet unter Berücksichtigung der Topographie des Geländes, der Gebäude und der relevanten Schallquellen erstellt. Für die Beurteilung potentieller Konfliktbereiche werden in der vorliegenden Untersuchung folgende Arbeitsschritte durchgeführt:

2.1 **Gewerbe- und Industrielärm**

- Ermittlung der Geräuschemissionen (Schallleistungspegel L_{WA}) durch die relevanten Industrie- und Gewerbebetriebe auf Grundlage von Herstellerangaben, einschlägigen Studien, Normen, Richtlinien und Erfahrungswerten des TÜV Rheinland.
- Einarbeitung der Geräuschemissionen (als Punkt-, Linien- oder Flächenschallquelle) in das digitale Berechnungsmodell.
- Durchführung von frequenzabhängigen Ausbreitungsberechnungen nach DIN ISO 9613-2 [4] zur Ermittlung der Geräuschimmissionen in der Umgebung durch die einzelnen Betriebe inklusive Freiflächengeschehen auf dem Betriebsgelände für den Tag (6:00 – 22:00 Uhr) und die Nacht (22:00 – 6:00 Uhr). Ggf. auftretende Abschirmungen und Reflexionen auf dem Ausbreitungsweg werden bei den Berechnungen berücksichtigt.

- Aus den berechneten Geräuschemissionen werden die Beurteilungspegel L_r tags und nachts nach der Technischen Anleitung zum Schutz gegen Lärm - TA Lärm [2] gebildet.
- Vergleich der Beurteilungspegel mit den Orientierungswerten nach DIN 18005, Beiblatt 1 [16] in Verbindung mit der TA Lärm.

Die Betriebsszenarien, die ermittelten Emissionspegel und die berechneten Geräuschemissionen durch den Gewerbe- und Industrielärm können dem Kapitel 5, Seite 18 ff. entnommen werden.

2.2 Verkehrslärm

Zur Ermittlung und Bewertung der Verkehrsgeräuschemissionen werden folgende Verkehrsarten berücksichtigt:

- **Straßenverkehrslärm** (öffentliche Straßen in einem Abstand zum Geltungsbereich des vorhabenbezogenen Bebauungsplans Nr. 656 von etwa 500 Metern)

Auf Grundlage der Verkehrsuntersuchung der Firma R+T Verkehrsplanung GmbH [24] werden die Geräuschemissionen anhand der Richtlinie für den Lärmschutz an Straßen (RLS-19) [19] ermittelt.

Einarbeitung der Geräuschemissionen in das digitale Berechnungsmodell.

Flächenhafte Berechnung der Geräuschemissionen anhand der RLS-19 a_{lm_d} ^{kri-}tischste Geschosshöhe.

- **Schienenverkehrslärm** (DB-Strecken 3660, 3661, 3664 und 3680)

Auf Grundlage des aktuellen Fahrplans für den Personenverkehr werden die $G_{myn}^{hdnndji} licli_m @^m ^{cipib} _n @^pmo^dgpibnk^b^gn a_{lm} Q^{sd} j^i c_{lgg} / 2($ [3] ermittelt.

Einarbeitung der Geräuschemissionen in das digitale Berechnungsmodell.

Flächenhafte Berechnung der Geräuschemissionen $licli_m Q^{c_{lgg} / 2 a_{lm_d}$ ^{kri-}tischste Geschosshöhe.

Die Geräuschemissionen durch den Straßen- und Schienenverkehr werden energetisch addiert. Der Gesamtverkehrslärm wird anhand der DIN 18005 [15] bzw. der 16. BImSchV [3] beurteilt. Dabei werden die Verkehrsgeräuschemissionen auf das Plangebiet sowie die Veränderungen der Verkehrsgeräuschemissionen durch das geplante Vorhaben in der Nachbarschaft bewertet. Die Verkehrsgeräuschemissionen werden in Form von Rasterlärmkarten

dargestellt. Die Verkehrsdaten, die ermittelten Emissionspegel und die berechneten Geräuschimmissionen durch den Verkehrslärm können dem Kapitel 6, Seite 35 ff. entnommen werden.

3 Örtliche Verhältnisse

Die Baugrenzen im Geltungsbereich des vorhabenbezogenen Bebauungsplans Nr. 656 Da-
o`i^`io`m l`oo`g`mnom\~` liegen nördlich der Bundesstraße B43, östlich der
Kettelerstraße und
westlich der Kékuléstraße. Zwischen der B43 und den weiter südlich verlaufenen Schienen-
strecken 3660, 3661, 3664 und 3680 der Deutschen Bahn liegen die Plangebiete der rechts-
gültigen Bebauungspläne (B-Pläne) Nr. 516, 521, 521B, 521C, 564 und 647 der Stadt Offen-
bach. Nordwestlich des Mainzer Rings ab einer Entfernung von etwa 500 Meter beginnen die
Geltungsbereiche der rechtsgültigen Bebauungspläne Nr. 121, 580B und 580C, die reine
Wohn- (WR) und allgemeine Wohngebiet (WA) ausweisen. Westlich des Rechenzentrums ist
die Aufstellung des B-Ng\i Lm- 542 Gijq\odjin^lhkpn `c`h- D\m]r`mf` (geplant. Nach
den vorliegenden Erkenntnissen ist das wesentliche Ziel der Planung die brachliegende Fläche
zu reaktivieren sowie einen Innovationscampus als Schnittstelle von Lehre, Wirtschaft und In-
novation zu schaffen, der Offenbach als Wirtschaftsstandort stärkt. Für die Beurteilung der
zukünftigen Geräuschsituation werden in der vorliegenden Untersuchung 8 Immissionsorte
(Io 1 bis Io 8) betrachtet. Die Mehrfamilienhäuser unmittelbar östlich des Rechenzentrums jen-
seits der Kékuléstraße (Io 1) sowie die Kleingartensiedlung (Io 5) und die Mehrfamilienhäuser
Eppsteiner Straße 64 (Io 6) und Kettelerstraße 48-50 (Io 7) nördlich des Rechenzentrums lie-
gen gemäß der Bebauungsplanübersicht der Stadt Offenbach [26] nicht in Geltungsbereichen
rechtskräftiger Bebauungspläne. Gemäß dem Stadtplanungsamt der Stadt Offenbach besteht
für den Io 1 der Schutzanspruch eines allgemeinen Wohngebietes (WA). Vorbehaltlich einer
anderen Sichtweise des Stadtplanungsamtes wird für die Beurteilung der Geräuschsituation
davon ausgegangen, dass auch für Io 6 und Io 7 der Schutzanspruch eines allgemeinen
Wohngebietes (WA) besteht. Soweit keine Wohnnutzung zugelassen ist, ergibt sich gemäß
den LAI-Hinweisen zur Auslegung der TA Lärm [22] für Kleingartenanlagen (Io 5) der Schutz-
anspruch nur für die Tageszeit und das Schutzinteresse ist in der Regel hinreichend gewahrt,
wenn ein Immissionsrichtwert von 60 dB(A) nicht überschritten wird. Innerhalb des Plangebiets
des noch nicht rechtskräftigen B-Plans Nr. 653 werden das Gebäude Kettelerstraße 99 (Io 4)
und eine mögliche Baugrenze unmittelbar an der Kettelerstraße (Io 3) gegenüber dem geplan-
ten Rechenzentrum betrachtet und für die Beurteilung der Schutzanspruch eines Gewerbege-
bietes (GE) zugrunde gelegt. Das 3-geschossige Gebäude Mühlheimer Straße 151 (Io 2), das
unmittelbar gegenüber dem geplanten Rechenzentrum südöstlich der B43 steht, liegt im

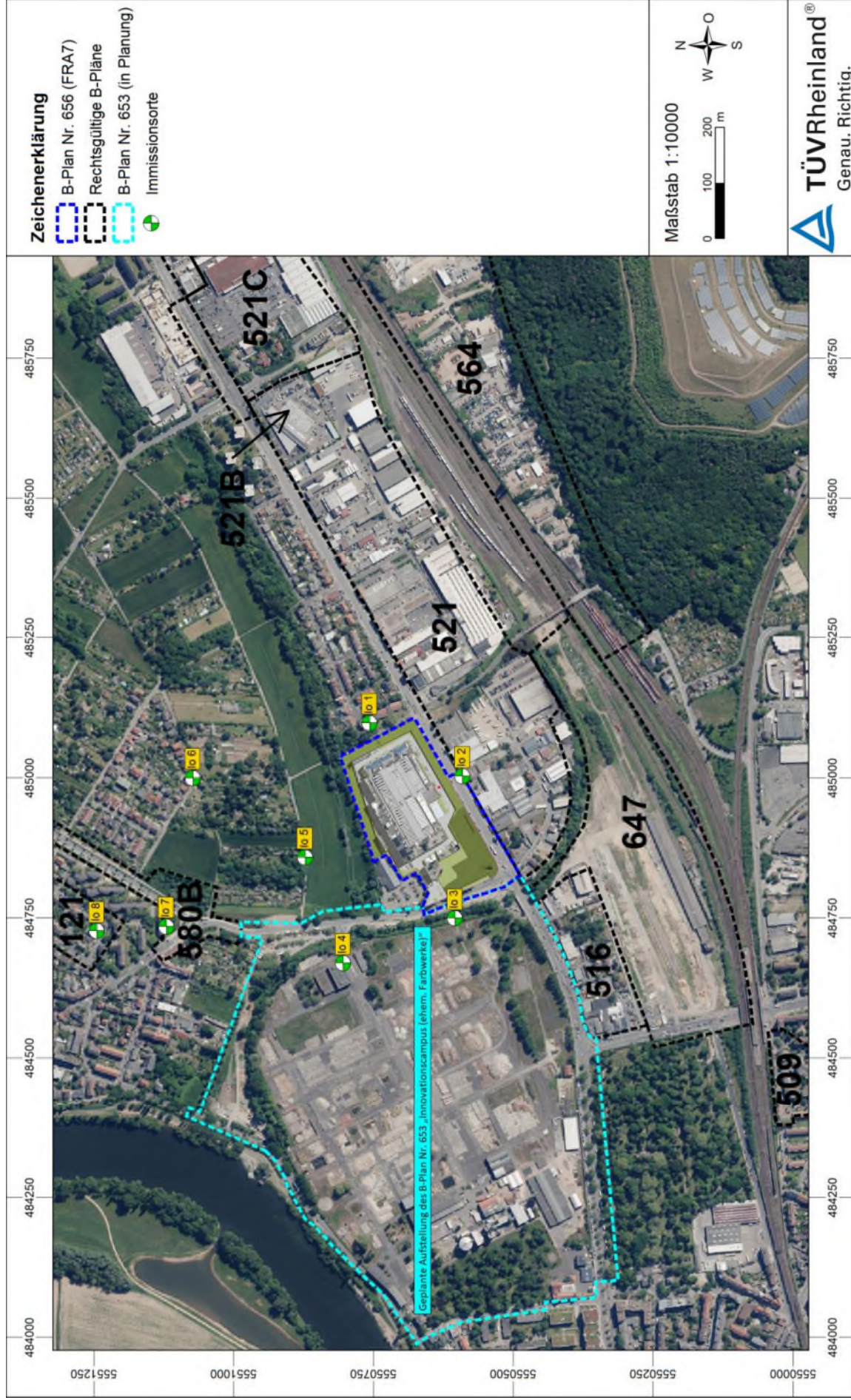
Geltungsbereich des Bebauungsplanes Nr. 521 und ist dort als Gewerbegebiet (GE) ausgewiesen. Das Wohnhaus Steinheimer Straße 39 (Io 8) liegt im Geltungsbereich des Bebauungsplanes Nr. 121 und ist dort als reines Wohngebiet ausgewiesen.

In der nachfolgenden Tabelle 3.1 sind die maßgeblichen Immissionsorte, die Gebietseinstufungen gemäß Bebauungsplan bzw. entsprechend der Schutzbedürftigkeit, die Geschosshöhe sowie die Immissionsrichtwerte (IRW) dargestellt. Die immissionsschutzrechtlichen Grundlagen zur Tabelle 3.1 sind im Kapitel 4.2 beschrieben. Die Lage der Immissionsorte und der Standort des Planungsvorhabens sind in Abbildung 3.1, Seite 12 dargestellt.

Tabelle 3.1: Maßgebliche Immissionsorte, Gebietseinstufung und Immissionsrichtwert

Immissionsort	Gebiets-einstu-fung	Anzahl Ge-schosse	Immissionsrichtwert in dB(A)	
			tags (6-22 Uhr)	nachts (22-6 Uhr)
Io 1 Kékulestraße 5	WA ^{a)}	IV	55	40
Io 2 Mühlheimer Straße 151	GE ^{b)}	III	65	50
Io 3 Baugrenze B-Plan Nr. 653	GE ^{c)}	IV	65	65 ¹
Io 4 Kettelerstraße 99	GE ^{c)}	IV	65	65 ¹
Io 5 Kleingartensiedlung	-	I	60 ¹	60 ¹
Io 6 Eppsteiner Straße 64	WA ^{a)}	III	55	40
Io 7 Kettelerstraße 48 - 50	WA ^{a)}	IV	55	40
Io 8 Steinheimer Straße 39	WR ^{e)}	IV	50	35
a) Gemäß § 34/35 BauGB b) Gemäß Bebauungsplan Nr. 521 c) Geltungsbereich des geplanten B-Plans Nr. 542, in dem ausschließlich gewerbliche Nutzungen vorgesehen sind. e) Gemäß Bebauungsplan Nr. 121				

¹ Gemäß den LAI-Hinweisen zur Auslegung der TA Lärm [22] kann für die im Nachtzeitraum benutzten Büroräume der Schutzanspruch der Tageszeit zugrunde gelegt werden. Der Schutzanspruch für Kleingartenanlagen, soweit sie keine Gebiete sind und Wohnnutzung nach Bebauungsplan nicht zugelassen ist, ergibt sich in der Regel ebenfalls nur für die Tageszeit. Das Schutzinteresse ist in der Regel hinreichend gewahrt, wenn ein Immissionsrichtwert von 60 dB(A) für die Tageszeit nicht überschritten wird.



4 Immissionsschutzrechtliche Grundlagen

4.1 Schallschutz in der Bauleitplanung – allgemeine Anforderungen

Die BGL 07//4 Q[^]c\ggn[^]cpou dh Qoy_o`]\p [15] die originär heranzuziehende Berechnungs- und Beurteilungsgrundlage. Sie nennt im Beiblatt 1 für unterschiedliche Gebietsarten schalltechnische Orientierungswerte, die im Sinne der Lärmvorsorge soweit als möglich eingehalten werden sollen. Die Orientierungswerte haben keine bindende Wirkung, sondern sind ein Maßstab des wünschenswerten Schallschutzes. In vorbelasteten Bereichen, insbesondere bei vorhandener Bebauung, bestehenden Verkehrswegen und Gemengelage² lassen sich die Orientierungswerte nach DIN 18005 oft nicht einhalten. Die Belange des Schallschutzes sind bei der in der städtebaulichen Planung erforderlichen Abwägung der Belange ein wichtiger Planungsgrundsatz neben anderen Belangen.

In Gebieten, in denen die Orientierungswerte überschritten sind, sollte ein Ausgleich durch geeignete Lärmschutzmaßnahmen vorgesehen und planungsrechtlich abgesichert werden. Bei der Überplanung vorbelasteter Bereiche bzw. bestehender Gemengelage erfordert das Gebot der planerischen Konfliktbewältigung, im Rahmen der Abwägung nach § 1, Abs. 6 Bau-gesetzbuch (BauGB) vorhandene Konflikte zu lösen und diese nicht zu verfestigen. Bei Neu-planungen soll das Entstehen von Konfliktbereichen von vornherein vermieden werden. In beiden Fällen sind nicht nur die Kriterien der DIN 18005 zu beachten, sondern auch teil-weise weitergehende immissionsschutzrechtliche Anforderungen an bestimmte Kategorien von Geräuschquellen (hier: im Wesentlichen Gewerbe-, Sport- und Verkehrslärm).

4.2 Gewerbe- und Industrielärm – TA Lärm

Gemäß Nr. 7.5 der DIN 18005 werden im Rahmen der Aufstellung von Bebauungsplänen die Geräuschimmissionen im Einwirkungsbereich von gewerblichen Anlagen nach der 6. Allge-meinen Verwaltungsvorschrift zum Bundes-Immissionsschutzgesetz TA Lärm - Technische Anleitung zum Schutz gegen Lärm [2] in Verbindung mit der DIN ISO 9613-2 [4] berechnet.

Die Genehmigung für die Errichtung und den Betrieb gewerblicher Anlagen wird von der Ein-haltung der Anforderungen der TA Lärm abhängig gemacht. Zur Beurteilung der

² Erfahrungsgemäß sind in großstädtischen Ballungsräumen die Orientierungswerte häufig flächendeckend mit Ausnahme beispielsweise von ruhigen Innenhofbereichen bei geschlossener Blockbebauung überschrit-ten, ohne dass diese Konflikte durch aktiven Schallschutz (Wälle / Wände) lösbar wären. Im Regelfall werden deshalb entsprechende Ersatzmaßnahmen vorgesehen (Grundrissgestaltung, passiver Schallschutz etc.).

Geräuschemissionen nach der TA Lärm sind die Beurteilungspegel der Betriebsgeräusche für den maßgeblichen Immissionsort, 0,5 m außerhalb des geöffneten Fensters des vom Geräusch am stärksten betroffenen schutzbedürftigen Raumes³ zu bilden und mit den Immissionsrichtwerten (IRW) zu vergleichen. Die an den Immissionsorten einzuhaltenden Immissionsrichtwerte ergeben sich nach der TA Lärm entsprechend den Gebietsausweisungen im Bebauungsplan oder bei nicht vorhandenem B-Plan entsprechend der Schutzbedürftigkeit (§ 34 bzw. § 35 BauGB).

Um den Schutz vor schädlichen Umwelteinwirkungen sicherzustellen, dürfen laut Nummer 3.2.1 der TA Lärm die Immissionsrichtwerte durch die Gesamtbelastung am maßgeblichen Immissionsort nicht überschritten werden. Unter der Gesamtbelastung ist die Belastung (Beurteilungspegel L_r) an einem Immissionsort zu verstehen, die von allen Anlagen hervorgerufen wird, für die die TA Lärm (siehe Nr. 1 TA Lärm) gilt. Wirken neben der zu beurteilenden Anlage (Zusatzbelastung) auf den maßgeblichen Immissionsort noch weitere Anlagengeräusche (Vorbelastung) ein, muss sichergestellt werden, dass die Immissionsrichtwerte durch alle Anlagen gemeinsam eingehalten werden. Unterschreitet die von einer nach BImSchG [1] genehmigungsbedürftigen Anlage ausgehende Zusatzbelastung die zulässigen Immissionsrichtwerte um mindestens 6 dB, so ist der von der Anlage verursachte Immissionsbeitrag in der Regel als nicht relevant anzusehen. Die Genehmigung für diese Anlage darf in diesen Fällen auch bei einer Überschreitung der Immissionsrichtwerte aufgrund der Vorbelastung in der Regel nicht versagt werden (Nr. 3.2.1 TA Lärm). In Anlehnung an Nummer 4.2 c) TA Lärm wird dies auch auf nicht genehmigungsbedürftige Anlagen angewendet.

Die Geräusche werden nach der DIN 18005 und der TA Lärm getrennt für die Zeiträume tags (6:00 – 22:00 Uhr) und nachts (22:00 – 6:00 Uhr) beurteilt. Tags ist ein Bezugszeitraum von 16 h maßgebend, nachts ist nach der TA Lärm die lauteste Stunde zu betrachten. Die Orientierungswerte bzw. Immissionsrichtwerte⁴ für ausgewählte Nutzungsarten fasst Tabelle 4.1 zusammen.

³ Schutzbedürftig im Sinne der DIN 4109, Schallschutz im Hochbau, Ausgabe 1989, u.a. Wohn- und Büroräume etc.

⁴ Bei Gewerbelärm sind die Orientierungswerte nach DIN 18005 und die Immissionsrichtwerte nach TA Lärm für die hier relevanten Gebietskategorien identisch.

Tabelle 4.1: **Orientierungs- bzw. Immissionsrichtwerte Gewerbelärm**

Gebietskategorie	Orientierungs- bzw. Immissionsrichtwerte in dB(A)			
	Beurteilungspegel		kurzzeitige Geräuschspitzen ⁵	
	Tag	Nacht	Tag	Nacht
Industriegebiete	70	70	100	90
Gewerbegebiete	65	50	95	70
Urbane Gebiete	63	45	93	65
Kerngebiete, Dorfgebiete und Mischgebiete	60	45	90	65
Allgemeine Wohngebiete und Kleinsiedlungsgebiete	55	40	85	60
Reine Wohngebiete	50	35	80	55
In Kurgebieten, für Krankenhäuser und	45	35	75	55

4.3 Verkehrslärm – DIN 18005 bzw. 16. BImSchV

4.3.1 Verkehrsgeräuschimmissionen auf das Plangebiet

Gemäß Nr. 7.2 DIN 18005 sind die Beurteilungspegel im Einwirkungsbereich von Straßen nach der 16. BImSchV zu berechnen. Berechnungsgrundlage ist die Richtlinien für den Lärmschutz an Straßen RLS-19 [19]. Die Beurteilungspegel im Einwirkungsbereich von Schienenverkehrswegen werden gemäß Nr. 7.3 DIN 18005 nach der 16. BImSchV, Anlage 2 (Schall 03) ermittelt. Die Geräusche werden getrennt für die Zeiträume tags (6:00 – 22:00 Uhr) und nachts (22:00 – 6:00 Uhr) beurteilt. Tags ist ein Beurteilungszeitraum von 16 Stunden und nachts ein Zeitraum von 8 Stunden zu betrachten.

Im Rahmen der Bauleitplanung werden für die Bewertung von Verkehrslärmimmissionen auf das Plangebiet üblicherweise die Orientierungswerte nach Beiblatt 1 zur DIN 18005 [16] herangezogen. Beim Neubau bzw. bei erheblichen baulichen Eingriffen in bestehende Straßen-

⁵ Spitzenpegelkriterium nach TA Lärm, die DIN 18005 nennt keine zulässigen Werte für Spitzenpegel.

⁶ Für Kurgebiete, Krankenhäuser und Pflegeanstalten (Gebiet nach Nummer 6.1 f) TA Lärm) gibt es keine unmittelbare Entsprechung in der BauNVO. Kurgebiete können ähnlich wie Klinikgebiete als Sondergebiete (SO §11 BauNVO) mit einer entsprechenden Zweckbestimmung festgesetzt werden. Dagegen sind Krankenhäuser und Pflegeanstalten außer in Sondergebieten auch in den übrigen Baugebieten zulässig oder zulassungsfähig. Für Krankenhäuser und Pflegeanstalten in Gebieten nach Nummer a) bis e) TA Lärm (GI, GE, MI, WA und WR) sind dann nicht die der Gebietseinstufung entsprechenden Immissionsrichtwerte, sondern die niedrigeren Immissionsrichtwerte nach Buchstabe f) maßgebend (vgl. Feldhaus/Tegeeder in: Feldhaus, Bundesimmissionschutzrecht Kommentar, Stand: Januar 2014, B6 Randnotiz 22 (Seite 200)).

und Schienenwege gelten die Anforderungen der Verkehrslärmschutzverordnung 16. BImSchV [3]. Folgende Tabelle stellt Orientierungswerte und Immissionsgrenzwerte in einer Übersicht zusammen. Die Orientierungswerte sollen bereits auf den Rand der Bauflächen oder der überbaubaren Grundstücksflächen in den jeweiligen Baugebieten oder der Flächen sonstiger Nutzung bezogen werden.

Tabelle 4.2: Orientierungswerte Verkehrslärm nach DIN 18005 und Immissionsgrenzwerte der Verkehrslärmschutzverordnung – 16. BImSchV

Gebietskategorie	Orientierungswert DIN 18005 in dB(A)		Immissionsgrenzwert 16. BImSchV in dB	
	Tag	Nacht	Tag	Nacht
Industriegebiete (GI)				
Gewerbegebiete (GE)	65	55	69	59
Urbane Gebiete (MU)	60	50		
Kerngebiete (MK), Dorfgebiete (MD) und Mischgebiete (MI)	63	53	64	54
Allgemeine Wohngebiete (WA) und Kleinsiedlungsgebiete (WS)	55	45	59	49
Reine Wohngebiete (WR)	50	40		
Krankenhäuser, Schulen, Kur- und Altenheime	(s. SO-Gebiet)	(s. SO-Gebiet)	57	47
Sonstige Sondergebiete (SO) sowie Flächen für den Gemeinbedarf, soweit sie schutzbedürftig sind, je nach Nutzungsart ⁷	45 bis 65	35 bis 65		

Anmerkung:

Bei Beurteilungspegeln über 45 dB ist selbst bei nur teilweise geöffnetem Fenster ungestörter Schlaf häufig nicht mehr möglich.

In Gebieten, in denen eventuell beschränkt auf einzelne Häuserfronten, die den Hauptlärmquellen zugewandt sind die Orientierungswerte überschritten werden, kann sich die Situation mit verschiedenen Vorkehrungen verbessern lassen. Neben aktivem Lärmschutz durch Abschirmung (Lärmschutzwand z.B.) kommen Maßnahmen der Grundrissgestaltung (Anordnen von zum ständigen Aufenthalt von Personen dienenden Räumen sowie der Außenwohnbereiche vorzugsweise an den lärmabgewandten Gebäudeseiten) und in Ergänzung dazu passiver Schallschutz (Schallschutzfenster, ggf. schallgedämmte Lüftungen) nach den Kriterien der DIN 4109 [7]/[8] in Betracht.

⁷ Für Krankenhäuser, Bildungseinrichtungen, Kurgebiete oder Pflegeanstalten ist ein hohes Schutzniveau anzustreben.

4.3.2 Veränderung der Verkehrsgeräuschemissionen durch das Plangebiet in der Nachbarschaft

Um die Veränderung der Verkehrsgeräuschemissionen durch den planbedingten Zusatzverkehr zu beurteilen, werden folgende Kriterien zur wesentlichen Änderung von Straßen und Schienenwegen nach §1 Abs. 2, 16. BImSchV [3] herangezogen:

1. Wesentliche Änderung

Gemäß der 16. BImSchV ist eine Änderung wesentlich, wenn sich der Beurteilungspegel der Verkehrsgeräusche um ≥ 3 dB erhöht. Eine Erhöhung um 3 dB stellt sich rechnerisch beispielsweise dann ein, wenn das schon vorhandene Verkehrsaufkommen auf den maßgeblich einwirkenden Straßen bzw. Schienenwegen durch den Zusatzverkehr verdoppelt wird.

2. Einhaltung der Immissionsgrenzwerte

Erhöht sich der Beurteilungspegel der Verkehrsgeräusche um mehr als 3 dB, so wird geprüft, ob die Immissionsgrenzwerte der 16. BImSchV eingehalten werden.

3. Gesundheitsgefährdende Pegelwerte

Wenn es durch eine Planung zu Erhöhungen des Verkehrslärms in der Umgebung des Plangebiets kommt und dadurch gesundheitsgefährdende Pegelwerte von 70 dB(A) am Tag bzw. 60 dB(A) in der Nacht überschritten werden, ist eine Pegelerhöhung von weniger als 3 dB nicht zulässig⁸. In diesem Fall sind Lärmschutzkonzepte zu erarbeiten und zu bewerten. Dies gilt nicht für Gewerbegebiete. Da Erhöhungen des Verkehrslärms um 1 2 dB für das menschliche Ohr nicht wahrnehmbar sind, kann jedoch eine entsprechende planbedingte Erhöhung des Verkehrslärms auch im lärmkritischen Bereich oberhalb von 70 dB(A) tags und 60 dB(A) nachts unter Abwägungsgesichtspunkten im Einzelfall hingenommen werden⁹.

⁸ Oberverwaltungsgericht Nordrhein-Westfalen, 13.03.2008, Az.: 7 D 34/07.NE.

⁹ Oberverwaltungsgericht Nordrhein-Westfalen, 30.05.2017, Az.: 2 D 27/15.NE.

5 Gewerbe- und Industrielärm

5.1 Anlagenbeschreibung

5.1.1 Rechenzentrum FRA7

Auf dem Campus des Rechenzentrums FRA7 sollen auf jeder Ebene des dreigeschossigen Hauptgebäudes Datenhallen mit insgesamt 53 Netzersatzanlagen (NEA) entstehen, die bei Ausfall der regulären Stromversorgung zur Abwehr von Gefahren (Notfallbetrieb) den Betrieb der Rechenzentren sicherstellen und für Test- und Prüfzwecke gelegentlich in Betrieb genommen werden (Regelfallbetrieb). Die Abgase werden über neun jeweils voraussichtlich 46 Meter hohe Sammelkamine geführt. Der Regelfallbetrieb der NEA im Sinne der TA Lärm umfasst u.a. den monatlichen Wartungsbetrieb, für den jede NEA einmal monatlich an Werktagen zwischen 7:00 und 20:00 Uhr für eine Stunde unter Verwendung einer elektrischen Belastungseinheit (stationäre Lastbank) in Betrieb genommen wird. Betriebstechnisch können nach Angaben des Auftraggebers an einem Tag maximal 10 NEA getestet werden. Das Gebäude wird für den Notfallbetrieb zusätzlich mit einem Life Safety und einem Landlord Generator ausgestattet, die auf dem Dach des Hauptgebäudes in Containerbauweise installiert werden. Die Wartung des Landlord Generators erfolgt parallel zum Wartungsbetrieb der NEA mit der o.g. stationären Lastbank. Der Life Safety Generator wird einmal jährlich für maximal eine Stunde zwecks Wartung mit einer mobilen Lastbank getestet, die unmittelbar neben dem Generator auf dem Dach des Gebäudes aufgestellt wird.

Mit der Einhaltung der zulässigen Immissionswerte für den **Regelfallbetrieb** (1-stündiger Betrieb der 10 ungünstigsten NEA und des Landlord Generators oder 1-stündiger Betrieb der 11 ungünstigsten NEA) ist die Einhaltung der wesentlich weniger strengen Immissionsrichtwerte für **selten stattfindende Ereignisse** z.B. beim jährlich einmal stattfindenden Black Building Test (gleichzeitiger Betrieb aller NEA und des Landlord Generators für dreizehn Stunden unter aktueller Gebäudelast ohne Verwendung der stationären Lastbank sowie als Maximalannahme noch der 1-stündiger Wartungsbetrieb des Life Safety Generators unter Verwendung einer mobilen Lastbank) verbunden¹⁰.

¹⁰ Im Beurteilungszeitraum Tag beträgt die Differenz der zeitlich bewerteten Schallleistungspegel zwischen dem Regelfallbetrieb (1-stündiger Betrieb der 10 ungünstigsten NEA und des Landlord Generators) und den jährlich einmal stattfindenden Black Building Test (gleichzeitiger Betrieb aller 53 NEA und des Landlord Generators für 13 Stunden unter aktueller Gebäudelast sowie des Life Safety Generators für 1 Stunde unter Verwendung einer mobilen Lastbank) 12 dB(A). Der Schallleistungspegel für den Regelfallbetrieb beträgt 49 dB(A) und für selten stattfindende Ereignisse 70 dB(A), die Differenz der

Auf jeder Ebene werden darüber hinaus 18 Transformatoren aufgestellt. Neben den NEA und den Transformatoren befinden sich geräuschrelevante Anlagen insbesondere auf dem Dach des Gebäudes. Hierbei handelt es sich vorrangig um Kälteanlagen, Kondensatoren und RLT-Anlagen, die überwiegend 24 Stunden am Tag in Betrieb sind. Um Leistungsverluste zu reduzieren sind für die Luftführung der Kälteanlagen Rezirkulationsbleche vorgesehen, die die Zu- und Abluft voneinander trennen.

Für das Rechenzentrum sind insgesamt 50 Pkw-Stellplätze für Mitarbeiter, Kunden und Besucher geplant, die sich auf vier Parkplatzflächen verteilen. Folgende Tabelle zeigt die auf den Parkplätzen maximal zu erwartenden Pkw-Bewegungen (Ansatz: 3-Schichtbetrieb mit jeweils 8 Mitarbeitern, die die Parkplätze 1 und 2 sowie 34 Angestellte mit Büroarbeitszeiten, die die übrigen Stellplätze nutzen). Damit im Nachtzeitraum am Immissionsort Io 1 keine unzulässigen Geräuschimmissionen verursacht werden, dürfen die Schichtarbeiter im Nachtzeitraum das Rechenzentrum nicht umfahren. Für die Pkw-Zufahrten der Frühschicht zwischen 5:00 und 6:00 Uhr sowie die Pkw-Abfahrten der Spätschicht zwischen 22:00 und 23:00 Uhr sind somit entsprechende organisatorische Maßnahmen zu treffen, die eine Umfahrung des Rechenzentrums für den Parkplatz 2 verbietet. Da diese Fahrzeugbewegungen aufgrund des Verkehrs auf der stark befahrenen Mülheimer Straße (B43) vermutlich keinen störenden Charakter für die Bewohner des Io 1 haben werden und in dem Fall auch keine schädlichen Umwelteinwirkungen von diesen zu erwarten sind, könnten diese ggf. auch über eine Sonderfallprüfung im Sinne Ziffer 3.2.2 TA Lärm im späteren im Baugenehmigungsverfahren zugelassen werden. Als bauliche Maßnahme käme noch der Bau einer Lärmschutzwand parallel zur Kékulestraße in Betracht, die im Hinblick auf Ihren wahrnehmbaren Nutzen allerdings unverhältnismäßig erscheint.

Tabelle 5.1: Pkw-Bewegungen auf den Mitarbeiter- und Besucherparkplätzen

Zeitraum	Parkplatz 1		Parkplatz 2		Parkplatz 3	
	6 Stellplätze		15 Stellplätze		29 Stellplätze	
	Zufahrt	Abfahrt	Zufahrt	Abfahrt	Zufahrt	Abfahrt
05:00 - 06:00	3	-	5	-	-	-
06:00 - 07:00	-	3	-	5	-	-
07:00 - 08:00	-	-	5	-	29	-
08:00 - 09:00						
09:00 - 10:00	-	-	-	-	-	-
10:00 - 11:00	-	-	-	-	-	-
11:00 - 12:00	-	-	-	-	-	-
12:00 - 13:00	-	-	-	-	-	-

immissionsseitigen Anforderungen zwischen Regelfall und seltenen Ereignissen beträgt somit 21 dB, sodass

_`m P`b`galggj`omd`] b`b`i]`m _`h @g|^f @pdg\_dib R`no _\n fmdodn^c`m` Qu`i
 \mdj _\mno`ggo-

Zeitraum	Parkplatz 1		Parkplatz 2		Parkplatz 3	
	6 Stellplätze		15 Stellplätze		29 Stellplätze	
	Zufahrt	Abfahrt	Zufahrt	Abfahrt	Zufahrt	Abfahrt
13:00 - 14:00	3	-	5	-	-	-
14:00 - 15:00	-	3	-	5	-	-
15:00 - 16:00	-	-	-	-	-	-
16:00 - 17:00	-	-	-	5	-	29
17:00 - 18:00	-	-	-	-	-	-
18:00 - 19:00	-	-	-	-	-	-
19:00 - 20:00	-	-	-	-	-	-
20:00 - 21:00	-	-	-	-	-	-
21:00 - 22:00	3	-	5	-	-	-
22:00 - 23:00	-	3	-	5	-	-

Das in Tabelle 5.1 dargestellte Szenario deckt auch hinreichend ab, dass das Rechenzentrum gelegentlich von Paketdiensten mit Transporten beliefert wird. Anlieferverkehr erfolgt maximal 1-mal pro Tag mit einem Lkw > 7.5t, der an der geschlossenen Verloaderampe des Hauptgebäudes entladen wird.

Die Anlieferung des Dieselkraft- und Harnstoffes für den Betrieb der NEA erfolgt mittels Lkw. Die elf Treibstofftanks befinden sich außerhalb des Gebäudes und werden über eine zentrale Anschlussstelle vor der Nordostfassade befüllt. Die Dieselkraft- und Harnstoffanlieferungen erfolgt nie an Tagen mit Test- oder Wartungsbetrieb der NEA, da die Tanks betriebsbedingt stets im Vorfeld aufgefüllt werden. Da die Tage mit Wartungsbetrieb der NEA gegenüber den Tagen mit Dieselanlieferung in fmdodn^c`m` **Qu`ilmdj** darstellt, wird die Dieselanlieferung in der vorliegenden Untersuchung nicht betrachtet.

Die Lage und Bezeichnung der Parkplätze und der NEA zeigt folgende Abbildung.

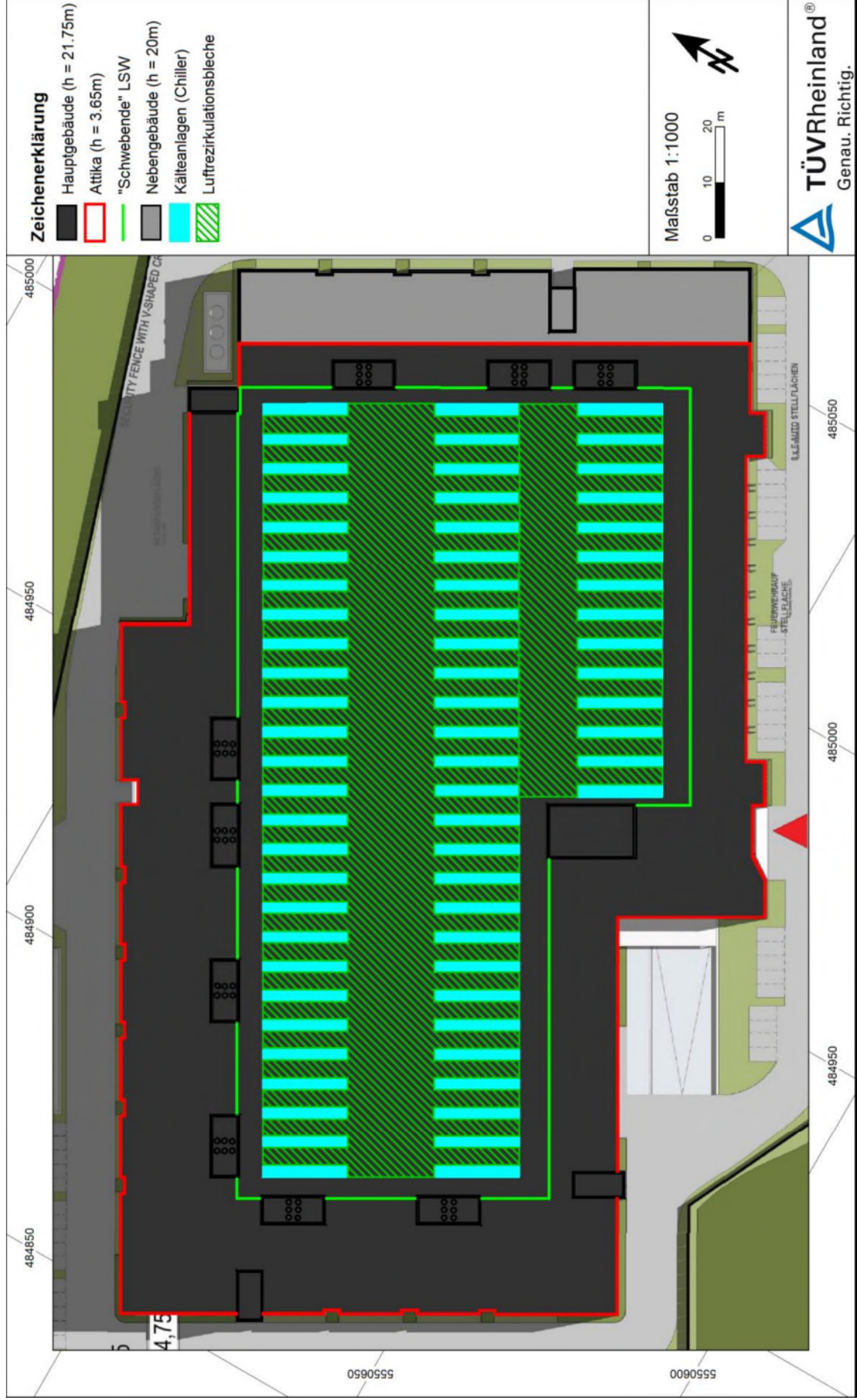


Auf dem Dach des Hauptgebäudes ist eine 3.65 Meter hohe Attika vorgesehen. Zur Abschirmung der Kälteanlagen (Chiller) sind darüber hinaus Lärmschutzwände erforderlich. Im nachfolgenden Kapitel 5.2, Seite 25 ff. werden Geräuschemissionen beschrieben, die zu einer Einhaltung zulässiger Immissionswerte in der Nachbarschaft der zu beurteilenden Anlage führen (siehe Kapitel 5.4, Seite 28 ff.). Dabei wird davon ausgegangen, dass die Unterkante (UK) der Lärmschutzwand an die Technikebene anschließt und aufgrund der 3.65 Meter hohen Lücke zur Dachfläche unterstaht wird. Um eine ausreichende Zuluft für die Anlagen zu gewährleisten, ist ggf. der Einbau von Zuluftöffnungen in die Lärmschutzwand erforderlich. Um eine ausreichende Abschirmung der Geräusche zu erzielen, sollte die Lärmschutzwand beidseitig schallabsorbierend ausgeführt werden und ein Einfügungsdämm-Maß D_e^{11} von mindestens 14 dB aufweisen, damit die in der vorliegenden Untersuchung ermittelten Beurteilungspegel durch den durchdringenden Schallanteil nicht relevant erhöht werden. Das hierfür erforderliche Einfügungsdämm-Maß wurde mit Hilfe einer separaten Schallsimulationsberechnung ermittelt. Das Einfügungsdämm-Maß der für Luftführung der Kälteanlagen vorgesehenen Rezirkulationsbleche liegt nach Angaben des Auftraggebers bei $D_e = 19$ dB. Der akustische Schwerpunkt der vorgesehenen Kälteanlagen liegt bei den Zuluftkompressoren. Um eine wirksame Abschirmung der Geräusche durch die Zuluftkompressoren mit Hilfe der Rezirkulationsbleche zu erzielen, sollen diese auf der Unterseite schallabsorbierend ausgeführt werden. Separate Schallsimulationsberechnungen zeigen, dass diese Maßnahme den immissionswirksamen Schallleistungspegel der Kälteanlagen und den zugehörigen Pumpen um mindestens 2 dB reduziert und in der folgenden Schallausbreitungsberechnung entsprechend berücksichtigt. Die Lage und der Verlauf der Lärmschutzschutzwände und der Rezirkulationsbleche können der Abbildung 5.2, Seite 23 entnommen werden. Folgende Tabelle zeigt die im Berechnungsmodell berücksichtigten Höhen der Gebäude, der Technikebene, der Lärmschutzwände und der Rezirkulationsbleche.

Tabelle 5.2: Relative Höhen der Abschirmkanten im Berechnungsmodell

Element	H_{UK} [m]	H_{OK} [m]
Hauptgebäude	0 ^{a)}	21.75
Attika	21.75	25.4
Technikebene	-	25.4
Lärmschutzwand (LSW)	25.4	29.0
Luftrezirkulationsbleche	27.9	27.9
^{a)} entspricht einer absoluten Höhe im Berechnungsmodell von 105 Meter ü.NN		

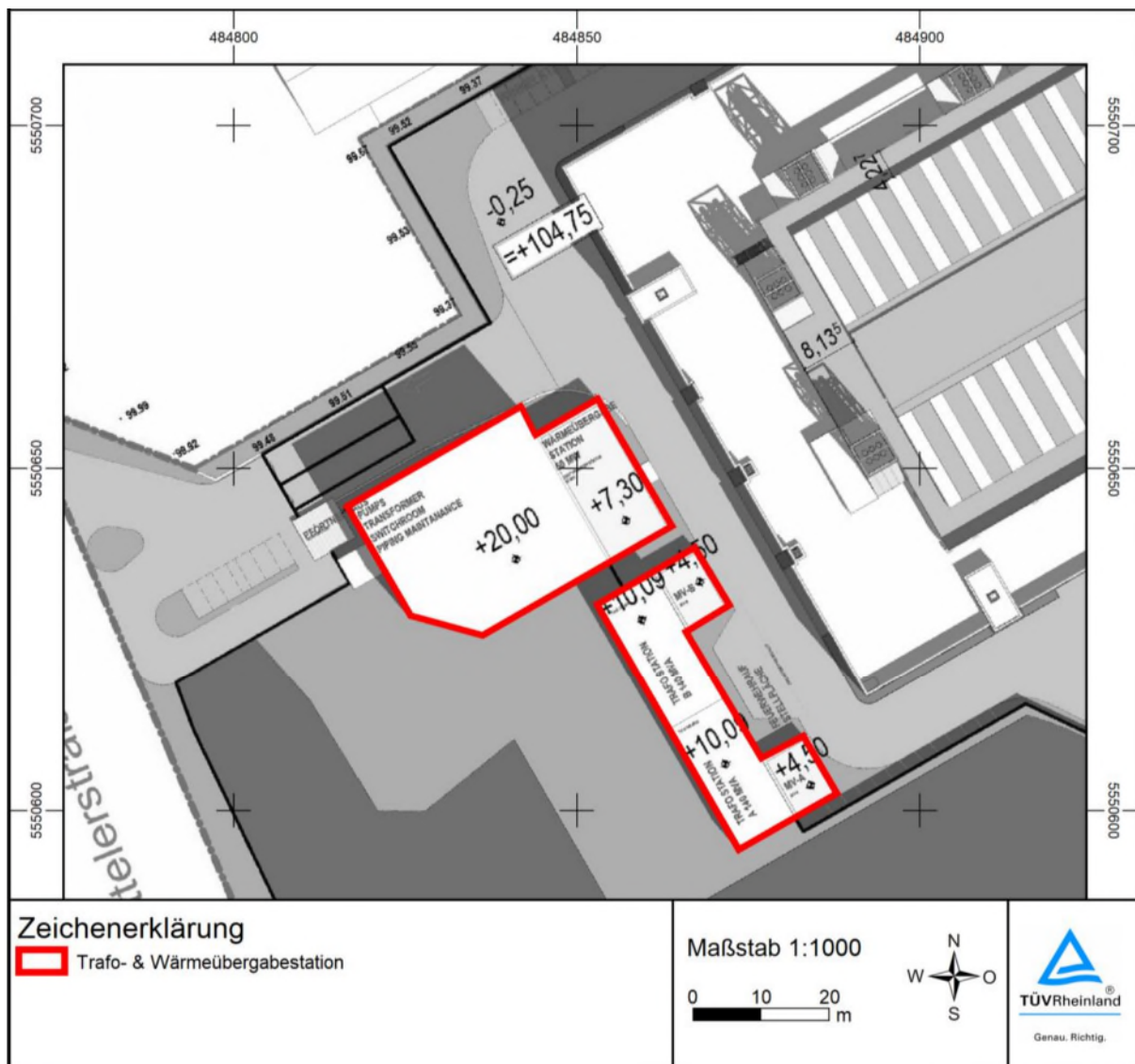
¹¹ Einfügungsdämm-Maß D_e = Verminderung des Schallpegels durch die Schallschutzeinrichtung unter Einsatzbedingungen => Schalldruckpegel am gleichen Messort mit und ohne Schallschutzeinrichtung.



5.1.2 Trafo- und Wärmeübergangstation

Die vier Mittelspannungsschaltanlagen und die Wärmeübergangsstation werden in massiven Gebäuden aufgestellt, südlich davon werden die beiden Trafostationen errichtet. Darüber hinaus liegen derzeit noch keine Detailplanungen vor. Die Trafostationen werden in der vorliegenden Untersuchung schalltechnisch so ausgelegt, dass deren anteilige Beurteilungspegel in Summe die zulässigen Immissionsrichtwerte im Nachtzeitraum um mindestens 20 dB unterschreiten und in Hinblick auf die Einhaltung der zulässigen Immissionswerte nicht relevant einwirken. Darüber hinaus wird davon ausgegangen, dass die Anlagen im Tages- und im Nachtzeitraum keine unterschiedlichen Arbeitsmodi mit unterschiedlichen Geräuschpegeln aufweisen. Folgende Abbildung zeigt die Lage der Trafo- und Wärmeübergangstation:

Abbildung 5.3: **Geplante Trafo- und Wärmeübergangstation**



5.2 Geräuschemissionen

5.2.1 Allgemeine Angaben

Als kennzeichnende Größe für die abgestrahlte Geräuschemission wird der Schallleistungspegel L_{WA} verwendet. Anhand der L_{WA} erfolgt die Berechnung der Geräuschemissionen in der Nachbarschaft. Relevante Geräusche entstehen durch den Wartungsbetrieb der NEA, durch Außenquellen im Bereich der Fassaden und auf dem Dach, durch Anlieferverkehr und dem Pkw-Parkverkehr. Die angesetzten Oktavspektren der Schallleistungspegel aller Quellen können dem Anhang 2, Seite 61 ff. entnommen werden. Die Lage und Bezeichnung der Schallquellen sind im Schallquellenplan auf Seite 73 dargestellt. Die Quellnummern im Schallquellenplan entsprechen den Nummern der Berechnungstabellen im Kapitel A2.2, Seite 62 ff. bzw. A2.4, Seite 74 ff. Nachfolgend werden die Geräuschquellen und die für die Berechnung der Geräuschemissionen zugrunde gelegten Ansätze beschrieben.

5.2.2 Außenquellen

Im vorliegenden Kapitel werden Geräuschemissionen beschrieben, die unter Berücksichtigung der im Kapitel 5.1 beschriebenen Bauausführung des Rechenzentrums zu einer Einhaltung der Immissionszielwerte (= Immissionsrichtwert IRW 6 dB) führen. Die höchsten Geräuschemissionen wurden dabei den 68 Kälteanlagen (Chillern) eingeräumt (vgl. Tabelle 5.4, Seite 30 bis Tabelle 5.5, Seite 30). Die übrigen Anlagen wurden schalltechnisch so ausgelegt, dass sie unter Berücksichtigung der anteiligen Beurteilungspegel durch den Freiflächenverkehr im Hinblick auf die Einhaltung der Immissionszielwerte nicht relevant einwirken. Kompensationen, d.h. Pegelerhöhungen bei einer Schallquellengruppe, die durch akustisch gleichwertige Pegelminderung an anderer Stelle ausgeglichen werden können, sind zulässig, sofern die Einhaltung der zulässigen Immissionswerte in Summe gewahrt bleibt. Solche Kompensationen sollten schalltechnisch überprüft und beurteilt werden.

Folgende Tabelle zeigt die maximal zulässigen Schallleistungspegel L_{WAd} ¹² im Sinne der DIN EN ISO 4871 [13] für die geplanten Außenquellen. In den abgestrahlten Geräuschen aller Emittenten sollen deutlich hervortretende Einzeltöne (Pfeifen, Summen, Brummen, etc.) nicht enthalten sein. Es wird empfohlen, sich dies vom Hersteller/Lieferant der Anlage zusammen mit den beschriebenen Schallemissionswerten garantieren zu lassen.

¹² L_{WAd} = Einzahl-Geräuschemissionswert nach DIN EN ISO 4871 [13], der alle Unsicherheiten bereits beinhaltet und damit die obere Grenze darstellt.

Tabelle 5.3: Schalleistungspegel der Außenquellen sowie Einsatzzeiten

Quell-Nr.		Schallquelle	Schalleistungspegel (L _{WAd}) in dB(A)		Einsatzzeit in h	
			Tag	Nacht	Tag	Nacht
Gruppe 1: 53 Netzersatzanlagen (NEA)						
1.002A	1.218A	53 x NEA, Zuluft	je 81	-	1 ^{b)}	-
1.002B	1.218B	53 x NEA, Abluft	je 95	-	1 ^{b)}	-
1.002C	1.218C	53 x NEA, Kamin	je 90	-	1 ^{b)}	-
1.002D	1.218D	53 x NEA, stationäre Lastbank ^{a)}	je 104 ^{a)}	-	1 ^{b)}	-
Gruppe 2: 1 x Life Safety Generator						
2.001		1 x Containerabstrahlung	110	-	1 ^{c)}	-
2.002		1 x Kamin	105	-	1 ^{c)}	-
2.003		1 x mobile Lastbank	107	-	1 ^{c)}	-
Gruppe 3: 1 x Landlord Generator						
3.001		1 x Containerabstrahlung	110	-	1 ^{b)}	-
3.002		1 x Kamin	90	-	1 ^{b)}	-
3.003		1 x stationäre Lastbank ^{a)}	104 ^{a)}	-	1 ^{b)}	-
Gruppe 4 bis Gruppe 8: Gebäudetechnik						
4.002	4.218	53 x Transformatoren	je 55	je 55	16	8
4.301		1 x Landlord-Transformator	73	73	16	8
5.001	5.068	68 x Kälteanlagen (Chiller): Abluft	je 93	je 82	16	8
		68 x Kälteanlagen (Chiller):	je 99	je 88	16	8
		Zuluft 68 x Kälteanlagen	je 100	je 89	16	8
6.101	6.168	68 x Chiller Pumps	je 76	je 76	16	8
7.001	7.012	12 x AHU	je 78	je 78	16	8
7.013		1 x AHU FOH	84	-	16	-
8.001	8.012	12 x Condenser AHU	je 70	je 70	16	8
8.013		1 x Condenser AHU FOH	73	-	16	-
8.014		1 x Condenser FOC SOC VRF	79	79	16	8
8.015	8.017	3 x Condenser General Office A	je 86	-	16	-
Gruppe 11: Trafostationen						
11.001		Trafostation A140 MVA	72	72	16	8
11.002		Trafostation B140 MVA	72	72	16	8
11.003		Wärmeübergangstation	72	72	16	8
11.004		Pumps / Transformer / Switchroom	72	72	16	8
^{a)} Es ist eine stationäre Lastbank auf dem Dach des Rechenzentrums vorhanden, die für den Wartungsbe- trieb jeweils gleichzeitig mit den NEA und dem Landlord Generator in Betrieb geht.						
^{b)} Im Regelfallbetrieb sind maximal 10 NEA und der Landlord Generator für eine Stunde zwischen 7:00 und 20:00 Uhr in Betrieb. In seltenen Fällen (seltene Ereignisse im Sinne der TA Lärm) z.B. beim jährlich ein- mal stattfindenden Black Building Test sind alle NEA und der Landlord Generator gleichzeitig für sechs Stunden unter aktueller Gebäudelast in Betrieb.						
^{c)} Der Wartungsbetrieb erfolgt einmal jährlich für maximal 1 Stunde. Als Maximalannahme wird bei der Be- urteilung davon ausgegangen, dass dieser an Tagen des Black Building Test stattfindet.						

In den abgestrahlten Geräuschen aller Emittenten sollen deutlich hervortretende Einzeltöne (Pfeifen, Summen, Brummen, etc.) nicht enthalten sein. Es wird empfohlen, sich dies vom Hersteller/Lieferant der Anlage zusammen mit den beschriebenen Schallemissionswerten garantieren zu lassen. Alle relevanten körperschallerzeugenden Aggregate sind entsprechend dem Stand der Technik elastisch aufzustellen und körperschallführende Anlagenteile (z.B. Rohrleitungen, Kanäle etc.) entsprechend anzuschließen, um eine Körperschalleinleitung in die Fassaden der Anlagengebäude zu vermeiden. Darüber hinaus können von schwingenden Konsolen und Fundamenten für Gebläse, Pumpen, Motoren etc. Luftschall abgestrahlt werden. Es sollte darauf geachtet werden, dass solche Konstruktionen entdröhnt, isoliert oder mit schwingungsdämpfendem Beton ausgeführt werden. In Bereichen, in denen Rohrleitungen oder Kanäle durch die Fassaden geführt werden, sind die Öffnungen schalltechnisch abzudichten.

5.2.3 Freiflächengeschehen (Fahrverkehr und Verladevorgänge)

Zur Ermittlung und Beurteilung der Betriebsgeräuschsituation nach TA Lärm sind nur die Fahrbewegungen auf dem Betriebsgelände (Fahrzeuggeräusche) zu berücksichtigen. Der Fahrverkehr auf öffentlichen Straßen (Verkehrsgeräusche) ist davon getrennt zu betrachten (siehe Kapitel 6.3, Seite 49 ff.).

Auf Basis von Erfahrungswerten des TÜV Rheinland sowie auf der Grundlage einschlägiger Studien werden folgende akustischen Eingangsdaten für den Freiflächenverkehr des Rechenzentrums in der Immissionsberechnung angesetzt. Die Anzahl der Fahrbewegungen ergeben sich aus den Angaben im Kapitel 5.1.1, Seite 18.

- | | |
|---|-------------------------------------|
| - Pkw-Fahrt: | $L_{WA} = 50 \text{ dB(A) / Meter}$ |
| - Pkw-Bewegung auf der Parkplatzfläche [21]: | $L_{WA} = 67 \text{ dB(A)}^{13}$ |
| - Pkw-Spitzenpegel (Schließen des Kofferraums) | $L_{WA, Fmax} = 100 \text{ dB(A)}$ |
| - Lkw-Fahrt: | $L_{WA} = 63 \text{ dB(A) / Meter}$ |
| - Lkw-Rangieren (3 min / Lkw) | $L_{WA} = 97 \text{ dB(A)}$ |
| - Lkw-Entladung an geschlossener Rampe (30 min / Lkw) | $L_{WA} = 90 \text{ dB(A)}$ |
| - Lkw-Spitzenpegel (Druckluftentspannung) | $L_{WA, Fmax} = 113 \text{ dB(A)}$ |
| - Lkw-Spitzenpegel (Entladung mit Gabelstapler) | $L_{WA, Fmax} = 115 \text{ dB(A)}$ |

¹³ Ausgangsschalleistungspegel für eine Pkw-Bewegung pro Stunde von $L_{W0} = 63 \text{ dB(A)}$ plus Zuschlag für Impulshaltigkeit von $K_1 = 4 \text{ dB}$ nach [21].

5.3 Berechnung der Geräuschimmissionen

Die Ermittlung der an den Immissionsorten verursachten Geräuschimmissionen erfolgt ausgehend von den Geräuschemissionen mittels Schallausbreitungsrechnungen. Die Schallausbreitungsrechnungen werden frequenzabhängig in Oktavbandbreite mit Hilfe der Software SoundPlan 8.2 auf der Grundlage der DIN ISO 9613-2 [4] durchgeführt. Für die Software liegt eine Konformitätserklärung nach DIN 45687 [10] vor.

Als Basis für die Berechnung wird ein Geländegrundriss mit allen relevanten Geräuschquellen, Hindernissen und Gebäuden digitalisiert. Abschirmungen und Reflexionen an den Fassaden, Wänden etc. bis zur dritten Reflexion werden bei der Ausbreitungsberechnung berücksichtigt. Bei der Dämpfung aufgrund des Bodeneffektes A_{gr} wird das allgemeine Verfahren nach Nr. 7.3.1 der DIN EN ISO 9613-2 [4] mit frequenzabhängiger Berechnung des Bodeneffektes zugrunde gelegt. Auf der sicheren Seite liegend wird für das gesamte Untersuchungsgebiet von einem schallharten Boden mit einem Bodenfaktor von $G = 0.1$ (= hoher Reflexionsanteil) ausgegangen. Die Schallausbreitungsberechnungen erfolgen jeweils auf die vom Lärm am stärksten betroffenen Fenster (maßgebliches Geschoss) der betrachteten Immissionsorte. Die Berechnungen können im Anhang A2.4 im Detail eingesehen werden.

5.4 Beurteilung der Geräuschsituation

5.4.1 Beurteilungspegel

Die Bildung des Beurteilungspegels geschieht mit folgenden Ansätzen:

Zeitliche Bewertung

Die zeitliche Bewertung berücksichtigt die Einwirkdauer der einzelnen Geräusche im Bezugszeitraum (tags 16 Stunden, nachts 1 Stunde).

Sie erfolgt bereits bei der Schallausbreitungsberechnung (siehe Anhang A2.4, Seite 74 ff.).

Zuschlag für Ton- und Informationshaltigkeit K_T

Für die Teilzeiten, in denen in den zu beurteilenden Geräuschimmissionen ein oder mehrere Töne hervortreten oder in denen das Geräusch informationshaltig ist, ist für den Zuschlag K_T je nach Auffälligkeit der Wert 3 oder 6 dB anzusetzen.

Tonhaltige Geräusche dürfen von den Anlagen per Anforderung (vgl. Kapitel 5.2.2) nicht ausgehen. Ein Zuschlag wird daher nicht angesetzt.

Zuschlag für Impulshaltigkeit K_I

Bei Prognosen ist gemäß Nr. A.2.5.3 TA Lärm für die Teilzeiten, in denen das zu beurteilende Geräusch an den Immissionsorten Impulse¹⁴ enthält, als Zuschlag K_I je nach Störwirkung der Wert 3 oder 6 dB anzusetzen. Bei Anlagen, deren Geräuschimmissionen nicht impulshaltig sind, ist $K_I = 0$ dB.

Die Anlagen verursachen ein im Wesentlichen konstantes Geräuschniveau ohne auffällige Pegeländerungen. Ggf. auftretende Impulshaltigkeiten durch den Freiflächenverkehr sind bereits in den Emissionswerten berücksichtigt. Ein Zuschlag wird daher nicht angesetzt.

Zuschlag für Tageszeiten mit erhöhter Empfindlichkeit K_R

Gemäß Nr. 6.5 TA Lärm ist für Geräuscheinwirkungen in den Zeiten von

- werktags 6:00 - 7:00 Uhr und 20:00 - 22:00 Uhr sowie
- sonn- und feiertags 6:00 - 9:00 Uhr, 13:00 - 15:00 Uhr und 20:00 - 22:00 Uhr

in Allgemeinen und Reinen Wohngebieten (WA, WR)¹⁵ sowie in Kurgebieten und für Krankenhäuser und Pflegeanstalten bei der Ermittlung des Beurteilungspegels die erhöhte Störwirkung von Geräuschen durch einen Zuschlag von 6 dB zu den jeweiligen Mittelungspegeln der Teilzeiten zu berücksichtigen, in denen die Geräusche auftreten. Der Zuschlag wird für urbane Gebiete (MU), Kern-, Dorf- und Mischgebiete (MK, MD, MI) sowie für Gewerbe- und Industriegebiete (GE, GI) nicht angewandt.

Gemäß Kapitel 3 liegen die Immissionsorte zum Teil in WA- und WR-Gebieten. Der Zuschlag für Tageszeiten mit erhöhter Empfindlichkeit K_R für die einzelnen Schallquellen kann der Spalte K_R in den Berechnungstabellen im Anhang A2.4 entnommen werden.

Meteorologische Korrektur

Bei der Bildung der Beurteilungspegel gemäß TA Lärm ist die meteorologische Korrektur C_{met} nach DIN ISO 9613-2 [4] zu berücksichtigen.

Zur Berechnung der meteorologischen Korrektur C_{met} wird die Windverteilung der Wetterstation Frankfurt Flughafen verwendet.

¹⁴ Kurzzeitige Geräuschspitzen, die aus dem Hintergrundgeräusch herausragen.

¹⁵ **Kdo _`m vi\_`mpib _`m R? Jymh qjh /0-/5-1/06 rpm\_` di Lm- 5-0 pio`m @p^cnol]` ^(_ln i`p` pm]li` E`]**
 eingefügt. Die daran anschließenden Gebiete (MK, MD; MI, WA, WR etc.) verschieben sich dem entsprechend um einen Buchstaben. Die neuen Buchstaben werden gemäß Änderung der TA Lärm auch bei den Nummern 6.2 und 6.3. berücksichtigt, jedoch nicht bei den Nummern 6.5 (Zuschlag für Tageszeiten mit erhöhter Empfindlichkeit) und 7.4 (Berücksichtigung von Verkehrsgeräuschen). Gemäß Schreiben des Bundesministeriums für Umwelt, Naturschutz, Bau und Reaktorsicherheit an die obersten Immissionsschutzbehörden der Länder, Az. IG17 501-1/2 vom 07.07.2017 wird der Zuschlag für Tageszeiten mit erhöhter Empfindlichkeit wie bisher auch in WA-Gebieten berücksichtigt.

Nachfolgende Tabellen zeigen die Beurteilungspegel L_r sowie den Vergleich mit den zulässigen Immissionswerten (Immissionsrichtwert IRW - 6 dB = zulässiger Immissionswert) für alle aus dem Geltungsbereich des B-Plans **Blo`i^`io`m l`oo`g`mnoml~`** einwirkenden **Gewerbe-**Immissionen. Dargestellt werden die anteiligen Beurteilungspegel der einzelnen Schallquellengruppen (Zeile 1 und 11) und die daraus resultierenden energetische Summenpegel (Zeile 12), die mit den zulässigen Immissionswerten (Zeile 14) verglichen (Zeile 15) werden.

Tabelle 5.4: Beurteilungspegel L_r und Immissionsrichtwerte tags (6:00 - 22:00 Uhr)

Zeile	Schallquellengruppe	Beurteilungspegel L_r in dB(A)							
		lo 1	lo 2	lo 3	lo 4	lo 5	lo 6	lo 7	lo 8
1	10 x NEA inkl. Lastbank (LB)	42	37	39	43	44	40	39	37
2	1 x Life Safety Generator inkl. LB	-	-	-	-	-	-	-	-
3	1 x Landlord Generator inkl. LB	32	40	26	33	34	31	30	27
4	55 x Transformatoren	29	18	19	18	20	18	14	10
5	68 x Kälteanlagen (Chiller)	45	45	40	45	41	47	45	42
6	68 x Chiller Pumps	24	24	20	23	20	24	23	20
7	12 x AHU & 1 x AHU FOH	24	26	19	19	17	20	18	12
8	16 x Condenser Units	30	28	18	23	21	19	23	19
9	Kunden- und Mitarbeiter-Pkw	30	34	32	22	24	19	15	7
10	Lkw Fahrverkehr inkl. Entladung	29	36	29	19	22	16	12	5
11	Trafostationen	-3	24	30	21	7	0	8	5
12	Beurteilungspegel L_r	48	48	43	47	47	48	47	43
13	Immissionsrichtwert IRW	55	65	65	65	60	55	55	50
14	Immissionszielwert (IRW -6 dB)	49	59	59	59	54	49	49	44
15	Differenz L_r - Immissionszielwert	-1	-11	-16	-12	-7	-1	-2	-1

Tabelle 5.5: Beurteilungspegel L_r und Immissionsrichtwerte nachts (22:00 – 6:00 Uhr)

Zeile	Schallquellengruppe	Beurteilungspegel L_r in dB(A)							
		lo 1	lo 2	lo 3	lo 4	lo 5	lo 6	lo 7	lo 8
1	10 x NEA inkl. Lastbank (LB)	-	-	-	-	-	-	-	-
2	1 x Life Safety Generator inkl. LB	-	-	-	-	-	-	-	-
3	1 x Landlord Generator inkl. LB	-	-	-	-	-	-	-	-
4	55 x Transformatoren	27	18	19	18	20	16	12	8
5	68 x Kälteanlagen (Chiller)	33	34	29	34	30	34	33	29
6	68 x Chiller Pumps	22	24	20	23	20	22	21	18
7	12 x AHU & 1 x AHU FOH	21	22	18	19	17	15	15	9

Zeile	Schallquellengruppe	Beurteilungspegel L_r in dB(A)							
		lo 1	lo 2	lo 3	lo 4	lo 5	lo 6	lo 7	lo 8
8	16 x Condenser Units	20	21	16	14	16	14	11	6
9	Kunden- und Mitarbeiter-Pkw	-5	17	33	21	20	14	13	-1
10	Lkw Fahrverkehr inkl. Entladung	-	-	-	-	-	-	-	-
11	Trafostationen	-5	24	30	21	7	-2	7	3
12	Beurteilungspegel L_r	34	35	36	35	32	34	33	29
13	Immissionsrichtwert IRW	40	50	65	65	60	40	40	35
14	Immissionszielwert	34	44	59	59	54	34	34	29
15	Differenz L_r - Immissionszielwert	0	-9	-23	-24	-22	0	-1	0

Unter Berücksichtigung der in Kapitel 5.2 beschriebenen Geräuschemissionen und der im Kapitel 5.1 beschriebenen Abschirmkanten auf dem Dach des Rechenzentrums werden die zulässigen Immissionswerte (IRW 6 dB) im Tages- und im Nachtzeitraum an allen Immissionsorten eingehalten¹⁶.

5.4.2 Spitzenpegel

An den Immissionsorten berechnen sich folgende Spitzenpegel (siehe Berechnungen im Anhang A2.4, Seite 74 ff.).

Tabelle 5.6: **Berechnete und zulässige Spitzenpegel tags (6:00 - 22:00 Uhr)**

Immissionsort		Quelle	Spitzenpegel L_{AFmax} in dB(A)	
			Berechnet	Zulässig
lo 1	Kékulestraße 5	Lkw-Anlieferverkehr	71	90
lo 2	Mühlheimer Straße 151	Lkw-Anlieferverkehr	73	95
lo 3	Baugrenze B-Plan Nr. 653	Lkw-Anlieferverkehr	71	95
lo 4	Kettelerstraße 99	Lkw-Anlieferverkehr	58	95
lo 5	Kleingartensiedlung	Lkw-Anlieferverkehr	63	90
lo 6	Eppsteiner Straße 64	Lkw-Anlieferverkehr	55	85

¹⁶ Beim jährlich einmal stattfindenden Black Building Test (gleichzeitiger Betrieb aller 53 NEA und des Landlord Generators für 13 Stunden unter aktueller Gebäudelast ohne Verwendung der stationären Lastbank sowie als Maximalannahme noch der 1-stündiger Wartungsbetrieb des Life Safety Generators unter Verwendung einer mobilen Lastbank) werden die zulässigen Immissionswerte im Tageszeitraum für den Regelfallbetrieb um bis zu 7 dB überschritten und die zulässigen Immissionsrichtwerte im Tageszeitraum für selten stattfindende Ereignisse um mindestens 15 dB unterschritten.

Immissionsort	Quelle	Spitzenpegel L_{AFmax} in dB(A)	
		Berechnet	Zulässig
lo 7 Kettelerstraße 48 - 50	Lkw-Anlieferverkehr	52	85
lo 8 Steinheimer Straße 39	Lkw-Anlieferverkehr	49	80

 Tabelle 5.7: **Spitzenpegel und zulässige Immissionsrichtwerte nachts (22:00 – 6:00 Uhr)**

Immissionsort	Quelle	Spitzenpegel L_{AFmax} in dB(A)	
		Berechnet	Zulässig
lo 1 Kékulestraße 5	Zu- und Abfahrt Pkw	18	65
lo 2 Mühlheimer Straße 151	Zu- und Abfahrt Pkw	43	70
lo 3 Baugrenze B-Plan Nr. 653	Zu- und Abfahrt Pkw	58	85
lo 4 Kettelerstraße 99	Zu- und Abfahrt Pkw	44	85
lo 5 Kleingartensiedlung	Zu- und Abfahrt Pkw	49	80
lo 6 Eppsteiner Straße 64	Zu- und Abfahrt Pkw	39	60
lo 7 Kettelerstraße 48 - 50	Zu- und Abfahrt Pkw	38	60
lo 8 Steinheimer Straße 39	Zu- und Abfahrt Pkw	27	55

Die Spitzenpegel liegen um weniger als 30 dB über dem Immissionsrichtwert am Tag und um weniger als 20 dB über dem Immissionsrichtwert in der Nacht. Das Spitzenpegelkriterium der TA Lärm wird damit erfüllt.

5.4.3 Tieffrequente Geräusche

Die Einhaltung der zulässigen Immissionsrichtwerte durch Geräusche, die durch Luftschallübertragungen außen in 0,5 Meter vor den geöffneten Fenstern der betrachteten Immissionsorte einwirken, stellt bei breitbandigen Geräuschen in der Regel einen ausreichenden Schutz der Wohnnutzung sicher. A-bewertete Außenpegel sind nicht durch die unterschiedlichen Schalldämmwerte von Außenbauteilen oder die Raumakustik beeinflusst. Enthält das Geräusch ausgeprägte Anteile im Bereich tiefer Frequenzen (Geräusche mit vorherrschenden Energieanteilen im Frequenzbereich < 90 Hz), kann anhand von A-bewerteten Außenpegeln nicht mehr verlässlich abgeschätzt werden, ob innerhalb von Gebäuden erhebliche Belästigungen auftreten. Einerseits liegen im Bereich unter 100 Hz nur wenige Daten über Schalldämmwerte von Außenbauteilen vor (bauakustische Anforderungen werden für Frequenzen unter 100 Hz nicht gestellt), andererseits können durch Resonanzphänomene Pegelerhöhungen in den Räumen auftreten. Hinzu kommt, dass tieffrequenter Schall, sofern er nicht ohnehin durch Körperschall übertragen wird, beim Übergang in Gebäude nur wenig abgeschwächt

wird. Bei tieffrequenten Geräuschimmissionen kann zwischen zwei Ausbreitungswegen unter-
 n[^]cd`\_`i r`m`_`i- @`dh Nmdhymn[^]c\gg rdm`\_`ln E`mypn<sup>^</sup>c qji`_`m o`^cidn[^]c`i ?ig
 lb`di`d`
 Umgebung abgestrahlt und erreicht durch Luftschallübertragung den Immissionsort und dringt
 z.B. über die Fenster- pi`R|m{aaipib`i di`d` Gii`imyph` `di- @`dh Q`fpi_ymn[^]c\gg
 f`m`i`
 mechanische Schwingungen (Erschütterungen) zunächst in den Boden unter der Anlage ein-
 geleitet, durch eine Bodenwelle in die Gebäudefundamente am Immissionsort, über die tra-
 genden Wände in die oberen Stockwerke weitergeleitet und in den Innenräumen als Luftschall
 von den raumbegrenzenden Flächen wieder abgestrahlt (Körperschallübertragung). In diesen
 Innenräumen können daher primärer und sekundärer Luftschall sowie Erschütterungen auf-
 treten. Verursacher tonhaltiger, tieffrequenter Schallimmissionen sind vorwiegend industrielle
 Quellen, wie z. B. Ventilatoren, langsam laufende Verbrennungsmotoren, Brenner, Siebe,
 Mühlen und Schwingförderanlagen, aber u. U. auch Verkehrswege.

Gemäß Nr. 7.3 TA Lärm ist daher anhand ergänzender Messungen zu prüfen, ob schädliche
 Umwelteinwirkungen durch tieffrequente Geräusche in schutzbedürftigen Räumen bei ge-
 schlossenen Fenstern auftreten können. Nach Nr. A.1.5 TA Lärm erfolgt die Ermittlung und
 Beurteilung tieffrequenter Geräusche anhand der DIN 45680 [9] und dem dazugehörigen Bei-
 blatt 1. Danach sind schädliche Umwelteinwirkungen nicht zu erwarten, wenn die in Beiblatt 1
 genannten Anhaltswerte nicht überschritten werden. Die DIN 45680 behandelt nur die Mes-
 sung und Bewertung tieffrequenter Geräusche, nicht aber ihre Prognose. Die TA Lärm enthält
 somit keine Vorschriften zur Prognose tieffrequenter Geräusche.

Nach Nr. 7.3 TA Lärm Absatz 2 sind Minderungsmaßnahmen zu prüfen, wenn schädliche Um-
 welteinwirkungen durch tieffrequente Geräusche zu erwarten sind. Geeignete Minderungs-
 maßnahmen sind durch entsprechende Auflagen im Genehmigungs- bzw. Zulassungsverfah-
 ren festzusetzen (NiedersOVG 5.1.2011 12 LA 60/09 und 9.8.2011, 1 ME 107/11; Hansmann,
 Nr. 7. Rn.34.). Als Konsequenz der nicht ausräumbaren Prognoseunsicherheit von tieffrequen-
 ten Geräuschen wird in Absatz 2 Satz 2 festgelegt, dass die Durchführung der als geeignet
 eingeschätzten und festgesetzten Minderungsmaßnahmen dann ausgesetzt werden soll,
 wenn nach der Inbetriebnahme der Anlage auch ohne Realisierung der Minderungsmaß-
 nahme keine tieffrequenten Geräusche auftreten.

Aufgrund der z.T. erheblichen tieffrequenten Geräuschanteile, die erfahrungsgemäß von den
 Generatoren und über die Abgasmündungen der Netzersatzanlagen (NEA), des Life Safety
 Generators und des Landlord Generators abgestrahlt werden, sind neben dem Einbau breit-
 bandig wirkenden Schalldämpfer zusätzliche und auf das Frequenzspektrum abgestimmte Re-
 flexions- oder Resonanzschalldämpfer in den Abgasstrom und die Luftaustauschflächen der

Aufstellräume erforderlich, die eine Dämpfung speziell für die Oktaven sicherstellen, die die Terzen mit den maßgeblichen Energieanteilen im Frequenzbereich 0/ 0 Hz umfassen.

Die erforderlichen Maßnahmen sollten im Rahmen der Detailplanung gutachterlich begleitet und während der Inbetriebnahme überwacht werden.

5.5 Qualität der Prognose

Die Qualität der Ergebnisse ist maßgeblich bestimmt durch die Genauigkeit der Eingangsdaten (Emissionsdaten, Angaben zum Betriebsablauf). In der vorliegenden Untersuchung wurden Ansätze verwendet, die eine Situation mit hohem Geräuschaufkommen darstellen:

- Es wurden Mindestanforderungen an die jeweiligen Geräuschemittenten gestellt, die vom Hersteller / Lieferanten für den eingebauten, betriebsfertigen Zustand und unter Berücksichtigung einer Mess- und Nachweistoleranz von 2 dB garantiert werden sollen. Somit treten die prognostizierten Geräuschemissionen nur auf, wenn jede Quelle das zulässige Maximum auch tatsächlich ausschöpft.
- Für Fahrwege, Verladeorte und -vorgänge, sowie für die Einwirkzeiten der jeweiligen Quellen wurden Ansätze gemacht, die bezüglich der Geräuschemissionen auf der sicheren Seite liegen.
- Alle Emissions- und Schallausbreitungsparameter wurden in den Oktaven 31 Hz bis 8 kHz frequenzabhängig betrachtet.
- Das Schallausbreitungsmodell nach DIN ISO 9613-2 geht von günstigen Schallausbreitungsbedingungen aus.
- Das Berechnungsmodell und die Digitalisierung der Geräuschquellen wurden so angelegt,
_\\nn_d` rjmno -case-Qdop\\odji rd`_`mb`b`]`i
rdm_-
- Die Bodenfaktoren wurden konservativ abgeschätzt (siehe auch Kapitel 5.3, Seite 28).

Die Beurteilung liegt somit auf der "sicheren" Seite. Die beschriebenen Beurteilungspegel stellen damit das zu erwartende Maximum des Geräuschniveaus dar, wenn der Betrieb wie vom Betreiber angegeben realisiert wird.

6 Verkehrslärm

6.1 Geräuschemissionen

6.1.1 *Straßenverkehrsgeräusche*

Zur Ermittlung und Bewertung der Straßenverkehrsgeräusche wurden von der R+T Verkehrsplanung GmbH auf Basis der verkehrsplanerischen Studie von Habermehl & Follmann Ingenieurgesellschaft mbH für die Anbindung des ehemaligen Farbwerks an das städtische Verkehrsnetz, das im Rahmen der Aufstellung des Bebauungsplans @542 Gijq\odjin^lhkpn 'c`h- D\m]r`mf` ( erstellt wurde [23], die relevanten schalltechnischen Parameter nach RLS-19 [19] für 33 Straßenabschnitte für den Prognose-Lp<sub>gg</sub>algg 'jci` _\n Ngliqjmc\]`i B\o`i, ^`io`m l`oo`g`mnom\~` (und den Prognose-Planfall für das Jahr 2027/2028 (mit dem Planvorcl\] B\o`i ^`io`m l`oo`g`mnom\~` (ermittelt [24].

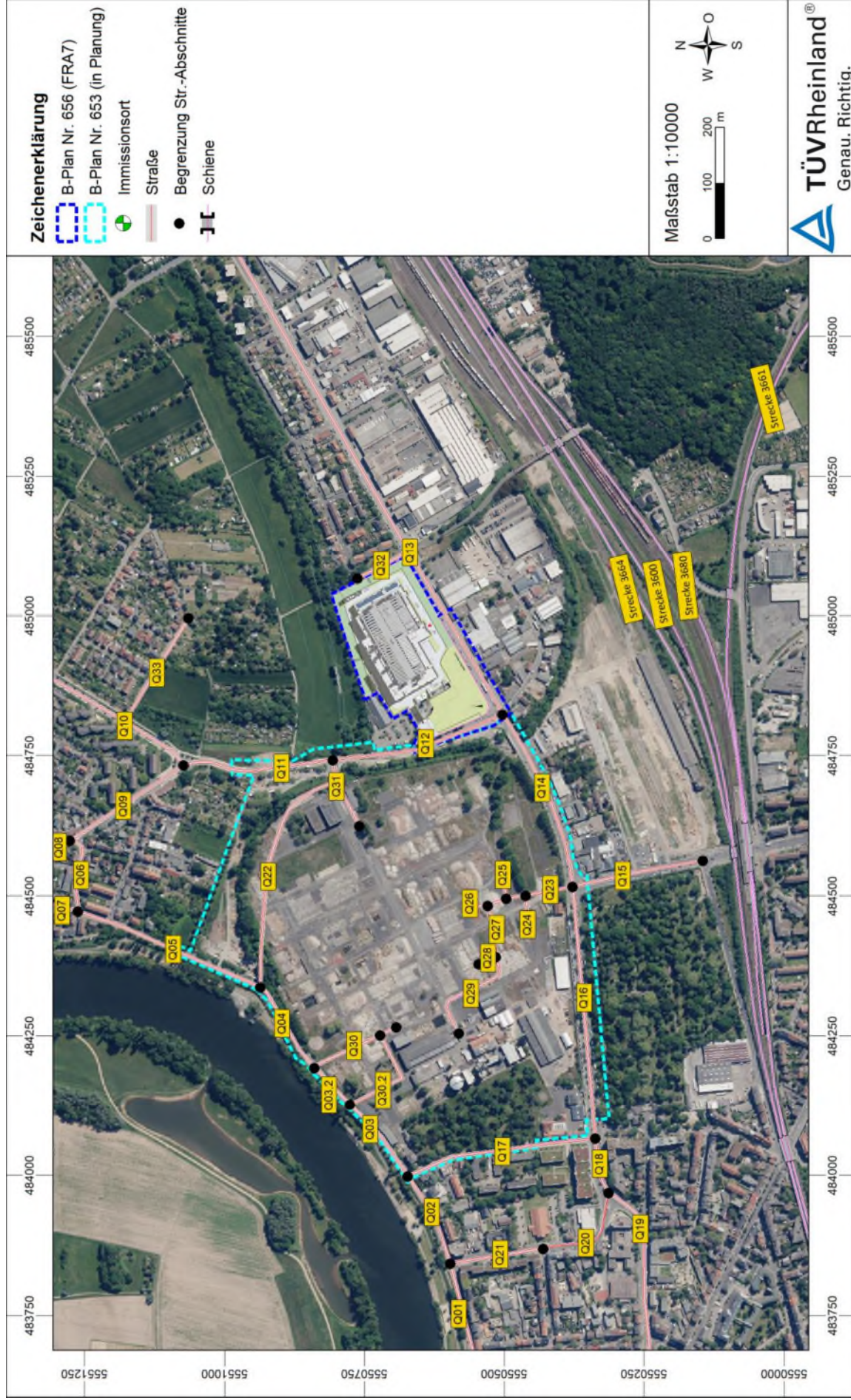
Die Lage der berücksichtigten Straßenabschnitte kann der Abbildung 6.1, Seite 40 entnommen werden. Tabelle 6.1, Seite 36 ff. und Tabelle 6.2, Seite 38 ff. fassen die berücksichtigten Verkehrsdaten und Emissionsansätze nach RLS-19 zusammen.

Dabei sind:

DTV Kfz/24h	= Durchschnittlicher täglicher Verkehr
SV in %	= Anteil Schwerverkehr
M Kfz/h	= stündliche Verkehrsstärke der Quelllinie in Kfz/h
Lkw1-Anteil p in %	= Anteil an Fahrzeugen der Fahrzeuggruppe Lkw1 in %
Lkw2-Anteil p in %	= Anteil an Fahrzeugen der Fahrzeuggruppe Lkw2 in %
PKrad in %	= maßgebender Motorrad-Anteil in %
L _w	= längenbezogener Schallleistungspegel L _w `di`m Op`gggdid`

[illegible]

[illegible]



6.1.2 Schienenverkehrsgeräusche

Für die Ermittlung und Bewertung der Schienenverkehrsgeräusche werden die Deutsche Bahn Strecken 3600, 3661, 3664 und 3680 berücksichtigt. Die Lage und Bezeichnung der Strecken können der Abbildung 6.1, Seite 40 entnommen werden. Die Verkehrsdaten zu der o.g. Schienenstrecke wurden von der Deutschen Bahn AG [27] zur Verfügung gestellt (Prognose-Fall für das Jahr 2030).

Die Ermittlung der Geräuschemissionen aus den Verkehrsdaten erfolgt nach der Berechnung des Beurteilungspegels für Schienenwege (Schall 03) [3]. In der nachfolgenden Tabelle sind die Zuggattungen, die Anzahl der Züge N , die max. zulässigen Geschwindigkeiten $v_{\max}$ sowie die nach Schall 03 berechneten längenbezogenen Schallleistungspegel L_W in den Höhen 0 m, 4 m und 5 m für die Zeiträume tags (6:00 – 22:00 Uhr) und nachts (22:00 – 6:00 Uhr) dargestellt.

Tabelle 6.3: **Schienenverkehrsdaten und Emissionsansätze nach Schall 03**

Zuggattung	Anzahl der Züge		zul. Höchst-Geschwindigkeit in km/h	Längenbezogener Schallleistungspegel L_W in dB(A)					
	Tag	Nacht		Tag			Nacht		
				0 m	4 m	5 m	0 m	4 m	5 m
Strecke 3600									
Grundlast	4	2	100	72	55	37	72	55	37
IC-E	0	6	200	-	-	0	-	-	-
RV-ET (1)	39	7	160	79	62	60	75	57	56
RV-ET (2)	32	4	160	81	63	61	75	57	55
RB/RE-V	34	0	140	80	57	-	-	-	-
Strecke 3661									
Nahverkehrszug (VT)	377	47	120	89	69	65	83	63	59
Strecke 3664									
Grundlast	6	4	100	71	59	28	72	60	29
Strecke 3680									
Grundlast	126	14	140	82	63	52	76	57	45

6.2 Verkehrsgeräuschemissionen auf das Plangebiet

Auf Basis der in Kapitel 6.1, Seite 35 beschriebenen Geräuschemissionen wurden die Beurteilungspegel durch die Straßenverkehrsgeräusche nach RLS-19 und durch die Schienenverkehrsgeräusche nach Schall 03 separat berechnet und anschließend energetisch addiert (= Gesamtbelastung der Verkehrsgeräusche).

Die Berechnungen erfolgten in Form von Rasterlärmkarten für die Beurteilungszeiträume tags (6:00 – 22:00 Uhr) und nachts (22:00 – 6:00 Uhr) für die schutzbedürftigen Büronutzungen des Rechenzentrums im EG, im 1. OG und im 2. OG, deren Fenster sich in einer Höhe von etwa $h = 3.0$ Meter (EG), $h = 10.2$ Meter (1. OG) und $h = 17.3$ Meter (2. OG) an der Südostfassade des Hauptgebäudes befinden. In den nachfolgenden Abbildungen sind die Geräuschimmissionspegel tags und nachts durch die Gesamtbelastung der Verkehrsgeräusche (Straße und Schiene) für den Prognose Planfall dargestellt. Wie aus den Rasterlärmkarten abgelesen werden kann, werden der für Gewerbegebiete (GE)¹⁷ geltenden Orientierungswert nach DIN 18005 von 65 dB(A) sowie der vergleichsweise genannte Immissionsgrenzwert nach der 16. BImSchV von 69 dB(A) an der Südostfassade im Beurteilungszeitraum Tag teils überschritten und im Nachtzeitraum eingehalten. Lärmschutzmaßnahmen zum Schutz vor schädlichen Geräuscheinwirkungen durch Verkehrsgeräusche sind somit erforderlich.

Hinweis zur Beurteilung von Rasterlärmkarten

Bei der Beurteilung der Straßen- und Schienenverkehrsgeräusche werden die Beurteilungspegel vor der Fassade ohne Berücksichtigung der Reflexionen an der zum Immissionsort zugehörigen Fassade gebildet. Bei den Rasterlärmkarten sind diese Reflexionen in den Ergebnissen enthalten, sodass für eine normkonforme Beurteilung die Pegel vor den Fassaden um 3 dB reduziert werden müssen. Die Beurteilungspegel liegen gemäß der Einzelpunktberechnung bei $L_{r, \text{Tag}} = 67 \text{ dB(A)}$ und $L_{r, \text{Nacht}} = 59 \text{ dB(A)}$.

¹⁷ Die textlichen Festsetzungen sehen für den Geltungsbereich des vorhabenbezogenen Bebauungsplans Nr. 656 "Datencenter Kettelerstraße" keine klassischen Gebietsausweisungen im Sinne Nr. 6.1 TA Lärm vor. Für die Büroräume des Rechenzentrums wird bei der Beurteilung davon ausgegangen, dass der Schutzanspruch eines Gewerbegebietes (GE) besteht und für die im Nachtzeitraum benutzten Büroräume der Schutzanspruch der Tageszeit zugrunde gelegt werden kann.

Abbildung 6.2: **Verkehrsgeschmmissionen Prognose Planfall – Tag, $h = 3.0m$**

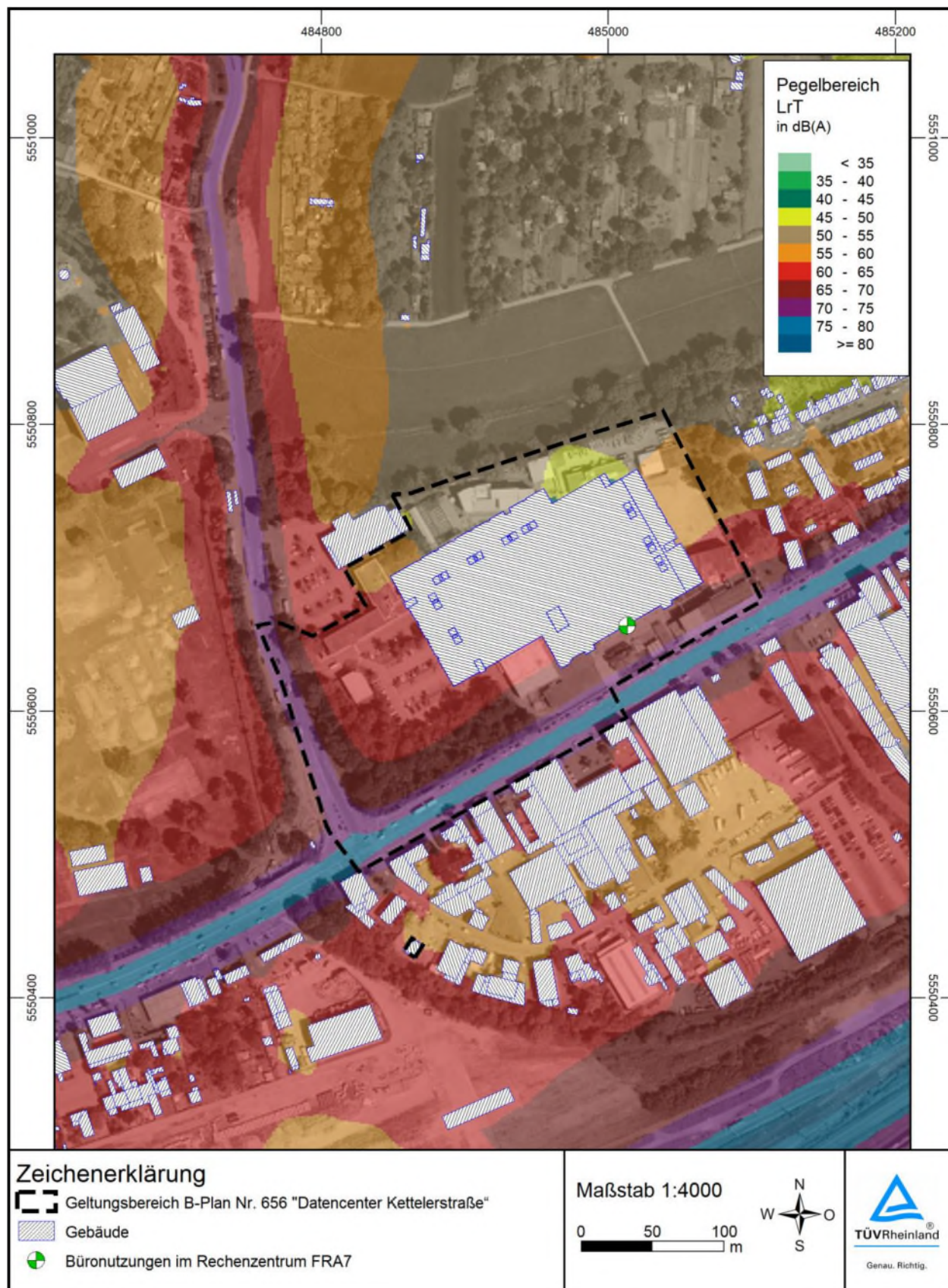


Abbildung 6.3: **Verkehrsgeräuschimmissionen Prognose Planfall – Tag, $h = 10.2m$**

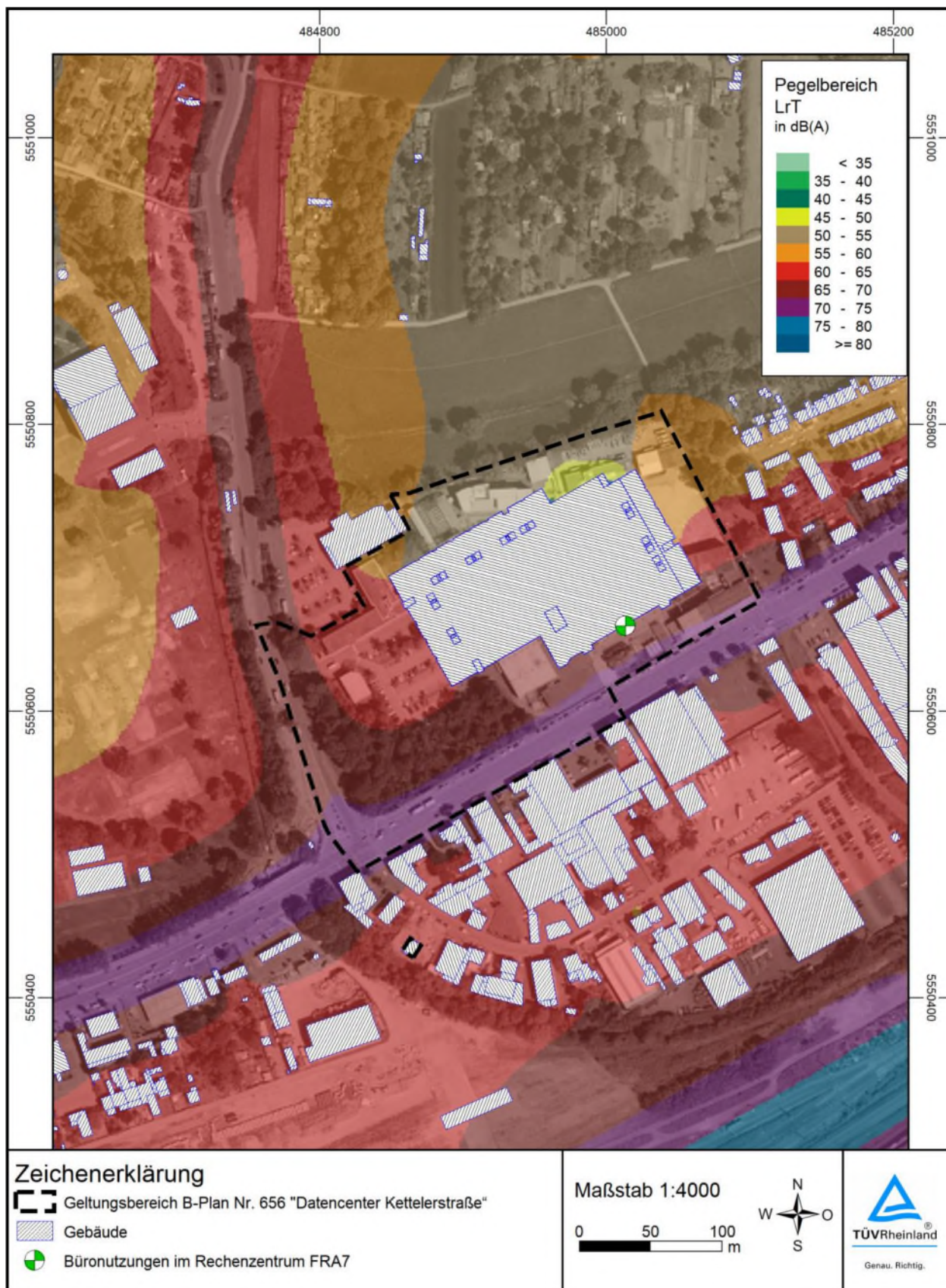


Abbildung 6.4: **Verkehrsgeschmmissionen Prognose Planfall – Tag, $h = 17.3m$**

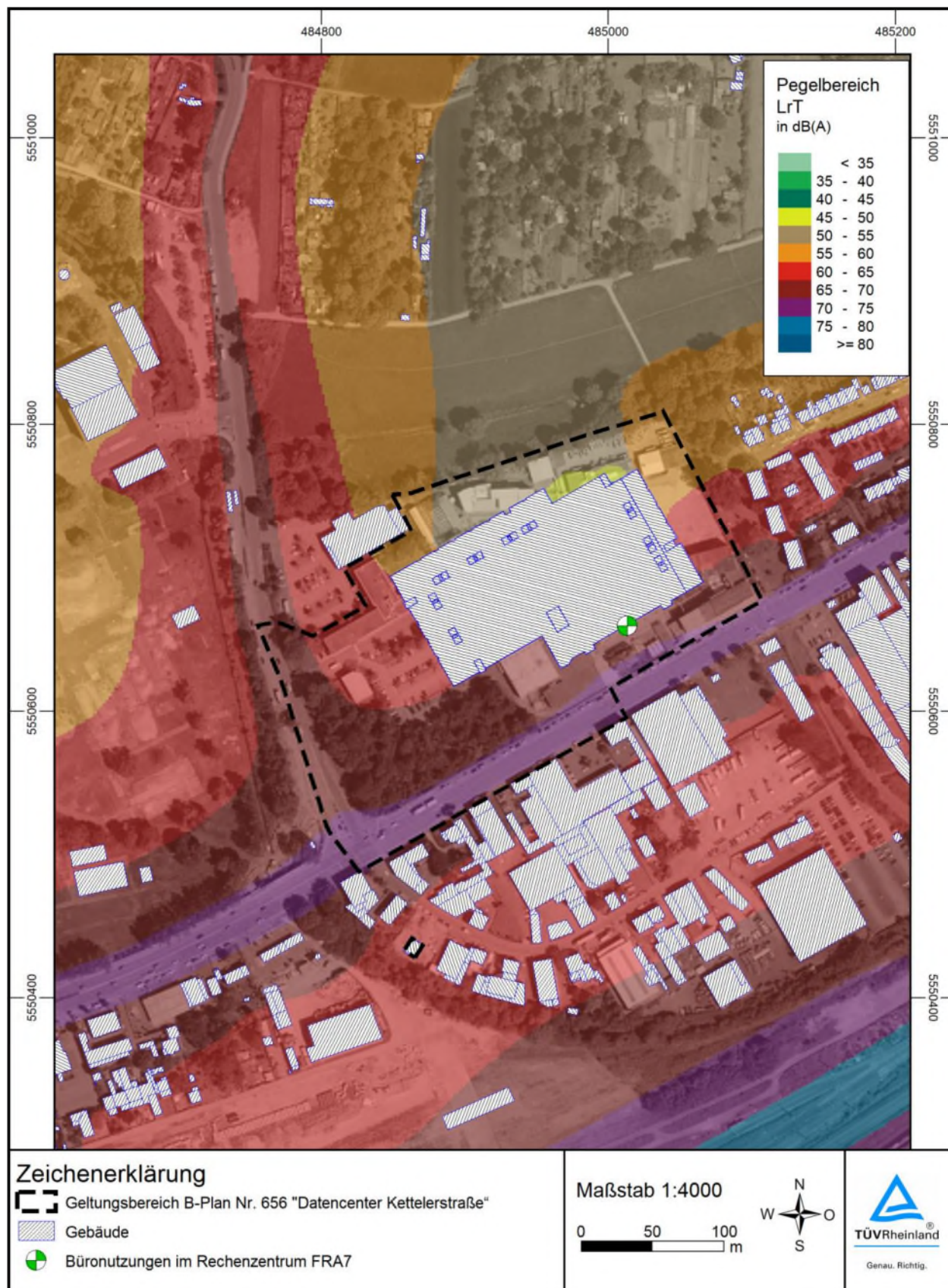


Abbildung 6.5: **Verkehrsgeräuschimmissionen Prognose Planfall –Nacht, $h = 3.0m$**

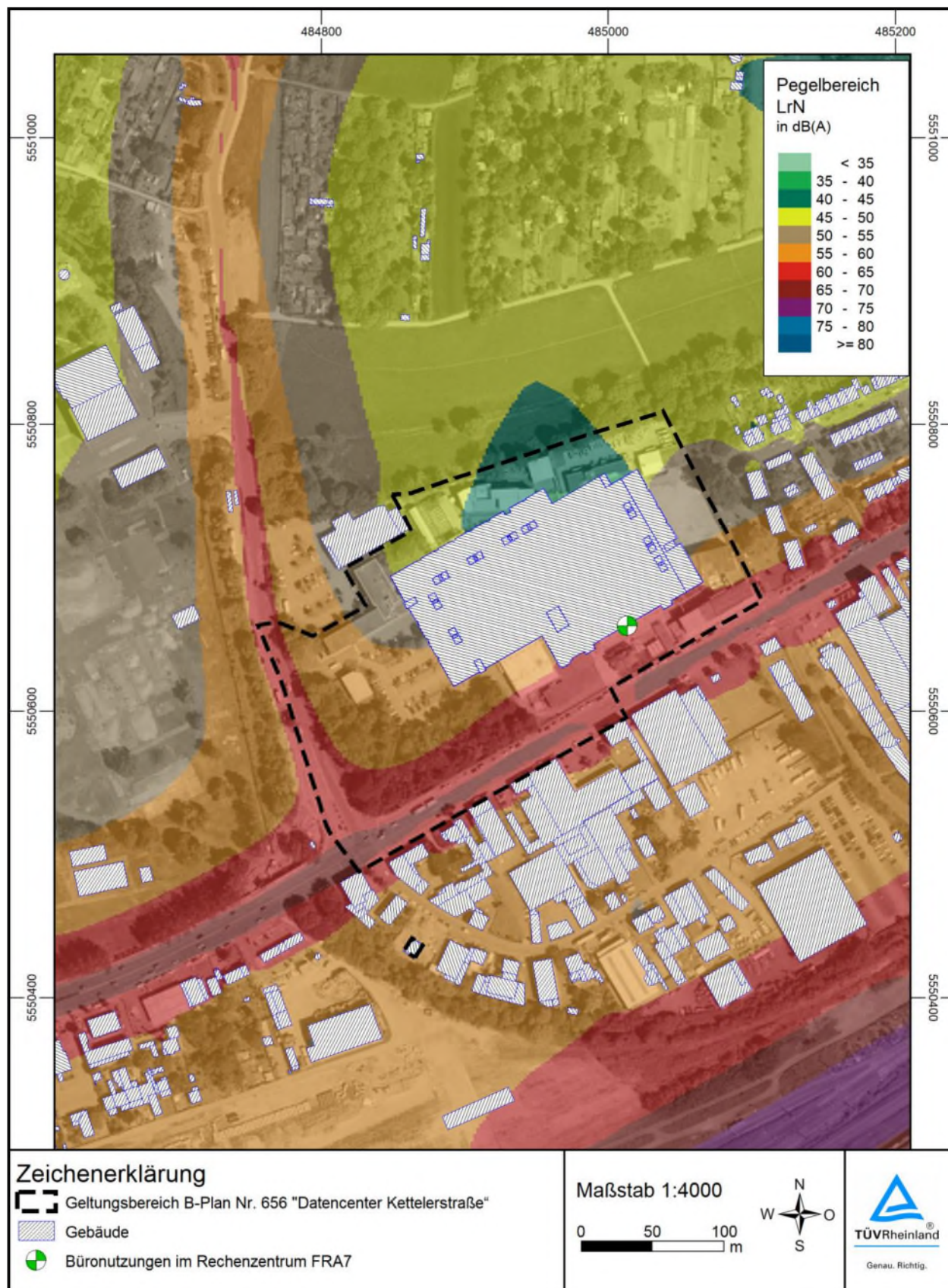


Abbildung 6.6: **Verkehrsgeräuschimmissionen Prognose Planfall – Nacht, $h = 10.2m$**

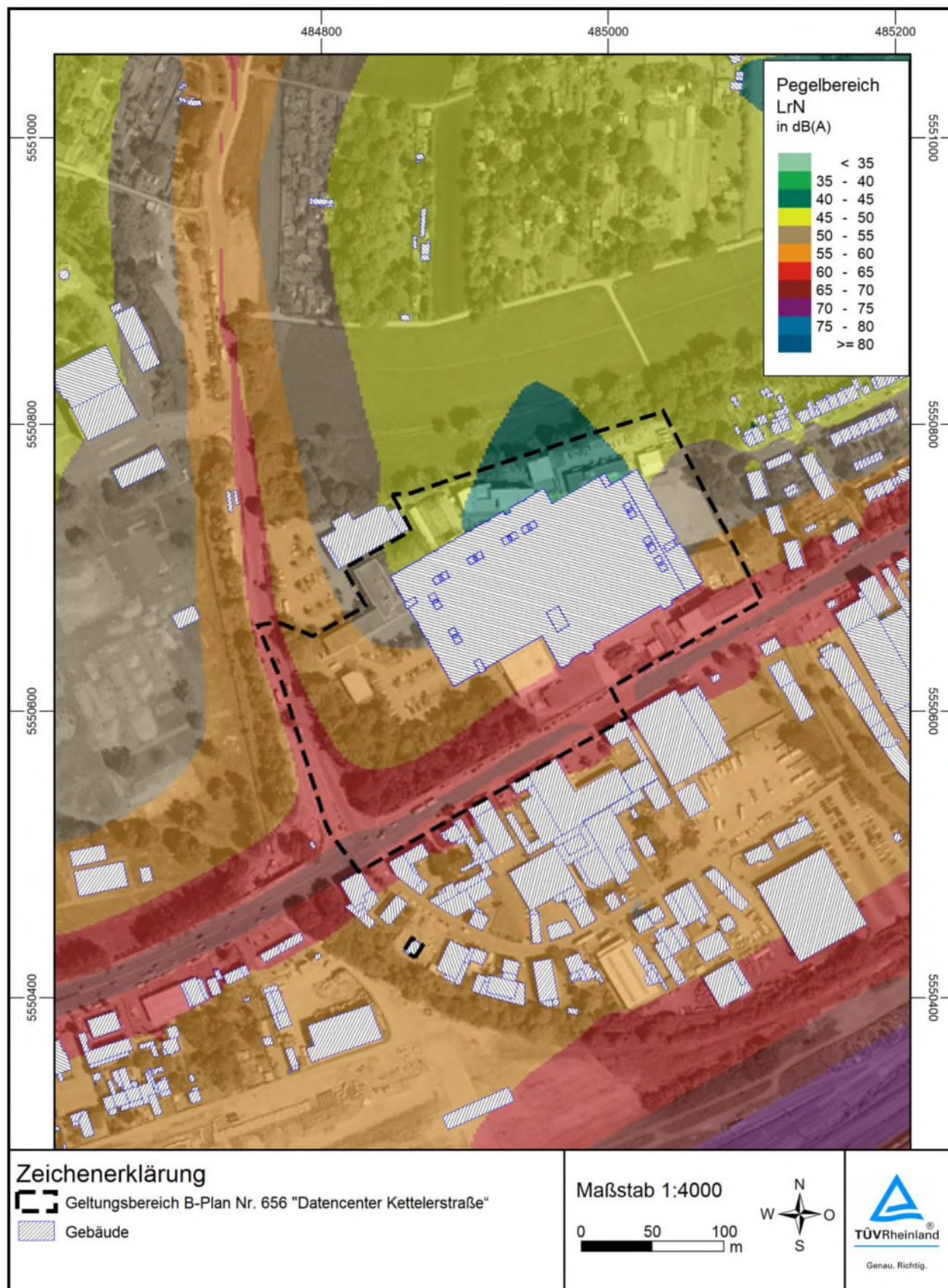
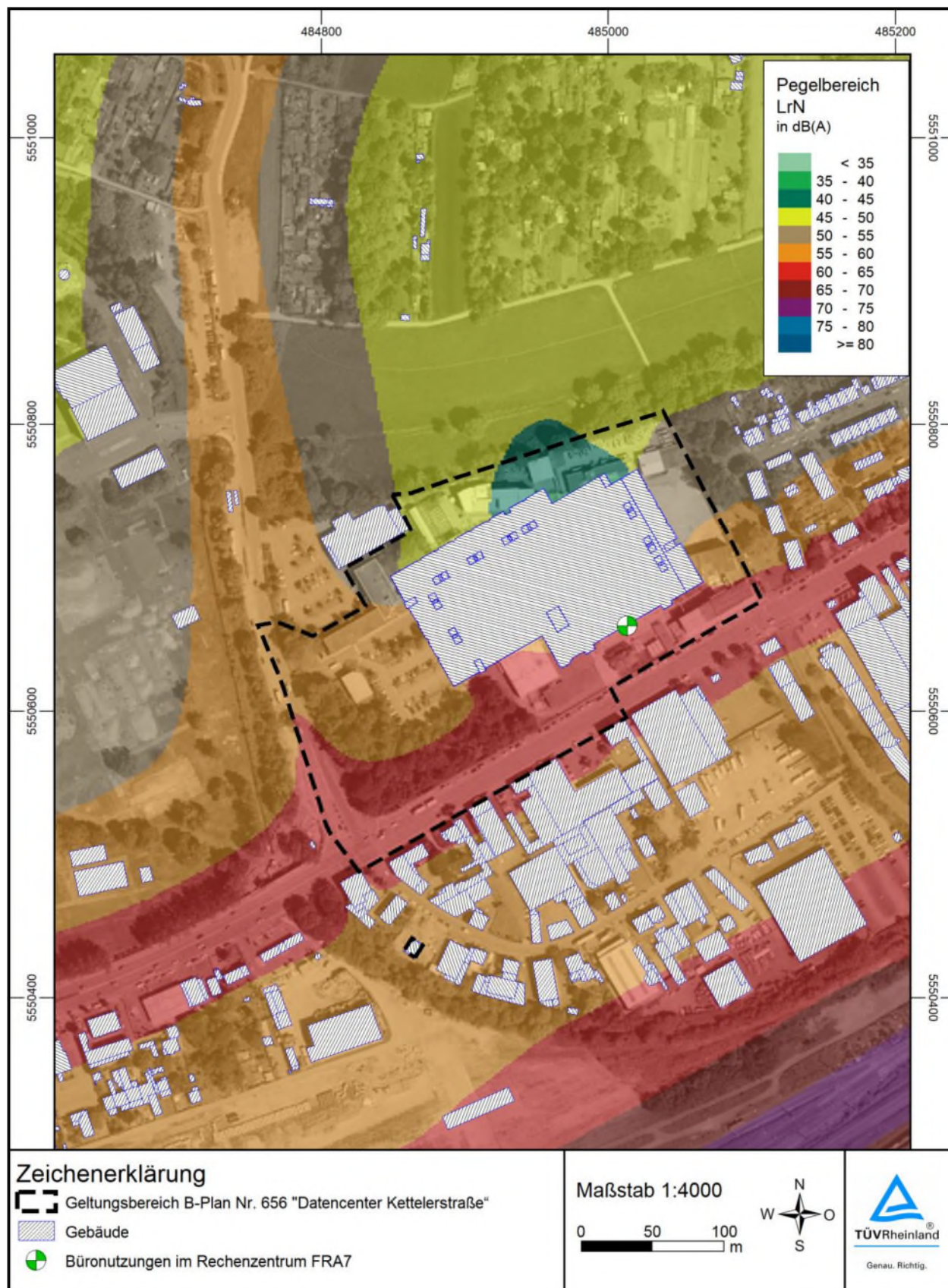


Abbildung 6.7: **Verkehrsgeräuschimmissionen Prognose Planfall – Nacht, $h = 17.3m$**



6.3 Veränderung der Verkehrsgeräuschemissionen durch das Planvorhaben

Eine Veränderung im Sinne der 16. BImSchV ist wesentlich, wenn sich der Beurteilungspegel der Verkehrsgeräuschemissionen um ≥ 3 dB erhöht und zudem die Immissionsgrenzwerte der 16. BImSchV überschritten werden. Eine Pegelzunahme um 3 dB ergäbe sich erst bei

der Kettenstraße **Datencenter** id[^]co liiyc`mi\_ \_`m D\gg 'qbg- _d` T`mf`cmnu\cg`i di Tabelle 6.1., Seite 36 mit den Verkehrszahlen in Tabelle 6.2, Seite 38).

Gemäße der Einzelpunktberechnung liegen die berechneten Beurteilungspegel durch die Verkehrsgeräusche entlang der Mühlheimer Straße (B43) allerdings zum Teil über den gesundheitsgefährdenden Pegelwerten von 70 dB(A) am Tag bzw. 60 dB(A) in der Nacht (siehe Abbildung 6.2, Seite 43 bis Abbildung 6.7, Seite 48). Wenn es durch eine Planung zu Erhöhungen des Verkehrslärms in der Umgebung des Plangebiets kommt und dadurch die o.g. gesundheitsgefährdenden Pegelwerte überschritten werden, ist eine Pegelerhöhung von weniger als 3 dB nicht zulässig¹⁸. In diesem Fall sind Lärmschutzkonzepte zu erarbeiten und zu bewerten. Dies gilt nicht für Gewerbegebiete. Da Erhöhungen des Verkehrslärms um 1 – 2 dB für das menschliche Ohr nicht wahrnehmbar sind, kann jedoch eine entsprechende planbedingte Erhöhung des Verkehrslärms auch im lärmkritischen Bereich oberhalb von 70 dB(A) tags und 60 dB(A) nachts unter Abwägungsgesichtspunkten im Einzelfall hingenommen werden. Im vorliegenden Fall findet durch das Planvorhaben auf dem relevanten Straßenabschnitt Q13 keine Erhöhung der Verkehrsgeräuschemissionen im Untersuchungsgebiet statt (vgl. die Emissionspegel in Tabelle 6.1., Seite 36 mit den Emissionspegeln in Tabelle 6.2, Seite 38), insofern sind auch keine Lärmschutzkonzepte zu erarbeiten.

6.4 Qualität der Ergebnisse

Beim Verkehrslärm hängt die Genauigkeit der Berechnungsergebnisse insbesondere von den in der vorliegenden Untersuchung angesetzten Verkehrszahlen ab. In diesem Zusammenhang sei darauf hingewiesen, dass Abweichungen im Verkehrsaufkommen von beispielsweise 10 % sich nur mit 0,4 dB auf den Verkehrslärmpegel auswirken. Bei einer Klassenbreite von 5 dB in den Orientierungswerten/Grenzwerten und auch in der Schallschutzdimensionierung würde sich eine solche Abweichung nur unerheblich bemerkbar machen.

¹⁸ Oberverwaltungsgericht Nordrhein-Westfalen, 13.03.2008, Az.: 7 D 34/07.NE.

7 Lärmminderungsmaßnahmen

Wie im Kapitel 6.2, Seite 41 ff. beschrieben, kommt es im Plangebiet zum Teil zu Überschreitungen der Orientierungswerte nach DIN 18005 bzw. der 16. BImSchV durch den Verkehrslärm. Daher erfolgt nachfolgend eine Untersuchung möglicher Lärmminderungsmaßnahmen.

7.1 Aktiver Schallschutz durch Abschirmung

Aus akustischer Sicht kommt in erster Überlegung ein Schallschirm (Lärmschutzwand und/oder -wand) im Bereich der südöstlichen Plangebietsgrenze parallel zur Mühlheimer Straße (B43) in Betracht. Allerdings lassen sich mit einer städtebaulich vertretbaren Höhe des Schallschirmes keine flächendeckenden Lärmminderungen erzielen. Eine relevante Verbesserung der Geräuschsituation lässt sich nur für die Büronutzungen im Erdgeschoss des Rechenzentrums erreichen.

Der Aufwand dieser Maßnahme steht in keinem angemessenen Verhältnis zu dem daraus resultierenden Nutzen, bezogen auf das gesamte Plangebiet. Daher wird die Errichtung eines Schallschirmes nicht empfohlen.

7.2 Grundrissgestaltung

Grundsätzlich empfiehlt es sich aus schalltechnischer Sicht, ruhebedürftige Nutzungen in die von der Straße abgewandten Gebäudeteile zu legen. Den Rasterlärmkarten ist zu entnehmen in welchen Bereichen eine besonders hohe Lärmbelastung vorliegt und wo die Anordnung der Büronutzungen im Rechenzentrum unter schalltechnischen Gesichtspunkten sinnvoll wäre.

7.3 Passiver Schallschutz an den Gebäuden nach DIN 4109

Alternativ und auch ergänzend zu aktiven Maßnahmen können beim Verkehrslärm passive Schallschutzmaßnahmen in Form von Mindestanforderungen an die Luftschalldämmung von Außenbauteilen (Fenster, Wände und Dächer ausgebauter Dachgeschosse) schutzbedürftiger Nutzungen vorgesehen werden. Zur exakten Auslegung der Mindestanforderungen nach DIN 30/8 Q^{Ac}lggn^{Ac}pou dh Fj^{Ac}]lp [7]/[8] j^{Ac}m TBG 1608 Q^{Ac}lgg_yhhpib qji D^{Ac}ino^{Ac}mi pi^{Ac}_m^{Ac}i Xpnlou^{Ac}dimd^{Ac}copib^{Ac}i [20] sind neben der Kenntnis der maßgeblichen Außenlärmpegel

auch die Kenntnisse über die Nutzungsart der Räume, Raumgröße, Fensterflächenanteil, Bauausführung usw. unbedingt erforderlich.

Aus den berechneten maßgeblichen Außenlärmpegeln und der Raumarten können die gesamten bewerteten Bau-Schalldämm-Maße $P_{w,ges}$ der Außenbauteile von schutzbedürftigen Räumen ermittelt werden. Bei der Berechnung der maßgeblichen Außenlärmpegel sind die Beurteilungspegel für den Tag bzw. für die Nacht zu bestimmen, wobei zur Bildung des maßgeblichen Außenlärmpegels zu den errechneten Beurteilungspegeln jeweils 3 dB zu addieren sind.

Der maßgebliche Außenlärmpegel ergibt sich

- für den Tag aus dem zugehörigen Beurteilungspegel (6:00 – 22:00 Uhr) zzgl. 3 dB,
- für die Nacht aus dem zugehörigen Beurteilungspegel (22:00 – 6:00 Uhr) zzgl. 3 dB plus eines Zuschlags zur Berücksichtigung der erhöhten nächtlichen Störwirkung von 10 dB (ergibt sich aus dem größeren Schutzbedürfnis in der Nacht).

Maßgeblich für die Ermittlung der Außenlärmpegel ist diejenige Tageszeit, die die höhere Anforderung ergibt. Beträgt die Differenz der Beurteilungspegel zwischen Tag und Nacht weniger als 10 dB, so ergibt sich der maßgebliche Außenlärmpegel zum Schutz des Nachtschlafes aus einem 3 dB erhöhten Beurteilungspegel für die Nacht und einem Zuschlag von 10 dB.

Aufgrund der Frequenzzusammensetzung von Schienenverkehrsgeräuschen in Verbindung mit dem Frequenzspektrum der Schalldämm-Maße von Außenbauteilen ist gemäß Nr. 4.4.5.3 der DIN 4109-2 [8] bei der Berechnung der Luftschalldämmung von Außenbauteilen der Beurteilungspegel für Schienenverkehr pauschal um 5 dB zu mindern.

Bei einer Überlagerung unterschiedlicher Lärmquellen i (Straßen-, Schienen-, Luft-, Wasser-, Industrie/Gewerbe) errechnet sich der resultierende Außenlärmpegel $L_{a,res}$ jeweils getrennt für Tag und Nacht aus dem Summenpegel der einzelnen maßgeblichen Außenlärmpegeln $L_{a,i}$. Im Sinne einer Vereinfachung werden dabei unterschiedliche Definitionen der einzelnen maßgeblichen Außenlärmpegel in Kauf genommen.

Aus dem maßgeblichen Außenlärmpegel und der Raumart werden die erforderlichen gesamten bewerteten Bau-Schalldämm-Maße $P_{w,ges}$ der Außenbauteile von schutzbedürftigen Räumen ermittelt. Folgende Tabelle zeigt die maßgeblichen Außenlärmpegel und die daraus nach Kapitel 7.1 der DIN 4109 [7] berechneten bewerteten Bau-Schalldämm-Maße $P_{w,ges}$ exemplarisch für unterschiedliche Raumarten.

Tabelle 7.1: Lärmpegelbereiche, Außenlärmpegel und nach Kapitel 7.1 DIN 4109 [7] berechnete bewertete Bau-Schalldämm-Maße $R'_{w,ges}$

Lärmpegelbereich	maßgeblicher Außenlärmpegel	Raumarten		
		Bettenräume in Krankenanstalten und Sanatorien	Aufenthaltsräume in Wohnungen, Übernachtungsräume in Beherbergungsstätten, Unterrichtsräume und Ähnliches	Bürräume und Ähnliches
		erforderliches bewertetes Bau-Schalldämm-Maß $R'_{w,ges}$ des Außenbauteils (Wand / Dach und Fenster zusammen)		
I	bis 55 dB(A)	35 dB	30 dB	30 dB
II	56 bis 60 dB(A)	35 dB	30 dB	30 dB
III	61 bis 65 dB(A)	40 dB	35 dB	30 dB
IV	66 bis 70 dB(A)	45 dB	40 dB	35 dB
V	71 bis 75 dB(A)	50 dB	45 dB	40 dB
VI	76 bis 80 dB(A)	55 dB	50 dB	45 dB
VII	über 80 dB(A)	a)		

a) Die Anforderungen sind hier aufgrund der örtlichen Gegebenheiten festzulegen.

Hinweis:

Die Schalldämmung von Fenstern ist nur dann voll wirksam, wenn die Fenster geschlossen sind. Bei Rollladenkästen ist darauf zu achten, dass die Schalldämmung des Fensters dadurch nicht verschlechtert wird. Entsprechende konstruktive Hinweise können der DIN 4109 [7] und der VDI 2719 [20] entnommen werden.

Die Lärmpegelbereiche für die Büronutzungen des Rechenzentrums FRA7 ergeben sich aus dem energetischen Summenpegel der Beurteilungspegel tags durch den Gewerbe- und Industrielärm nach TA Lärm, die Straßenverkehrsgeräusche nach RLS-19 und durch die Schienenverkehrsgeräusche nach Schall 03 zuzüglich der Reflexionen an dem zum Immissionsort zugehörigen Fassade. Da die Gesamtbelastung aller im Untersuchungsgebiet einwirkenden TA Lärm Anlagen nicht bekannt ist, wird im vorliegenden Fall davon ausgegangen, dass der zulässige Immissionsrichtwert nach TA Lärm für die potentiellen Büronutzungen des Rechenzentrums von 65 dB(A) an allen Fassaden ausgeschöpft wird. Gemäß der Übersichtskarte vom Lärmschutzbereich des Flughafen Frankfurt liegt das Plangebiet innerhalb der Tag-Schutzzone 2, die Pegel von $L_{Aeq} \quad 44 \text{ dB(A)}$ bis $L_{Aeq} \quad 5/ \text{ dB(A)}$ betragen. Unter Berücksichtigung der im Kapitel 6.2, Seite 41 ff. berechneten Verkehrslärmimmissionen beträgt der maßgebliche Außenlärmpegel vor den geplanten Büroräumen an der Südostfassade des Rechenzentrums damit **$L_a = 72 \text{ dB(A)}$** .

Anhand des maßgeblichen Außenlärmpegels können im konkreten Einzelfall (z.B. Baugenehmigungsverfahren), die genauen Anforderungen an die Luftschalldämmung und das erforderliche resultierende Schalldämm-Maß von Wand/Fensterkombinationen ermittelt werden.

7.4 Planungsrechtliche Umsetzung zum Schutz vor Außenlärm

Sofern die Plangeber zu dem Abwägungsergebnis kommen, dass die Planung wie vorgesehen realisiert werden soll, wird zur planungsrechtlichen Umsetzung der Ergebnisse empfohlen, in den aufzustellenden Bebauungsplan eine Kennzeichnung des ermittelten maßgeblichen Außenlärmpegel nach DIN 4109 aufzunehmen. Auf die Festsetzung konkreter Bauausführungen sollte unter Berücksichtigung des Gebotes der planerischen Zurückhaltung verzichtet werden, da die Angabe der maßgeblichen Außenlärmpegel die Mindestanforderungen an den Schutz gegen Außenlärm hinreichend genau bestimmt. Die Wirksamkeit konkreter Maßnahmen ist im Baugenehmigungsverfahren nach den Kriterien der DIN 4109 nachzuweisen.

Zum Schutz vor Außenlärm wird empfohlen, folgende Festsetzungen in den Bebauungsplan zu übernehmen:

Zum Schutz vor Außenlärm für Außenbauteile von Büroräumen sind die Anforderungen der Luftschalldämmung nach DIN 4109-1 Teil 1:
Mindestanforderungen an die Luftschalldämmung von Außenbauteilen von Büroräumen nach DIN 4109-1 (Januar 2018) unter Berücksichtigung des maßgeblichen Außenlärmpegels und der unterschiedlichen Raumarten nach folgender Gleichung (Gleichung 6):

$$R'_{w,ges} = L_a - K_{Raumart}$$

Dabei ist

$K_{Raumart} = 35$ dB für Büroräume und Ähnliches;

L_a der maßgebliche Außenlärmpegel nach Punkt 4.4.5 der DIN 4109-2 (Januar 2018).

Mindestens einzuhalten sind:

$R'_{w,ges} = 30$ dB für Büroräume und Ähnliches.

Die erforderlichen gesamten bewerteten Bau-Schalldämmmaße $R'_{w,ges}$ sind in Abhängigkeit vom Verhältnis der vom Raum aus gesehenen gesamten Außenfläche eines Raumes S_S zur Grundfläche des Raumes S_G nach DIN 4109-2 (Januar 2018), Gleichung 32 mit dem

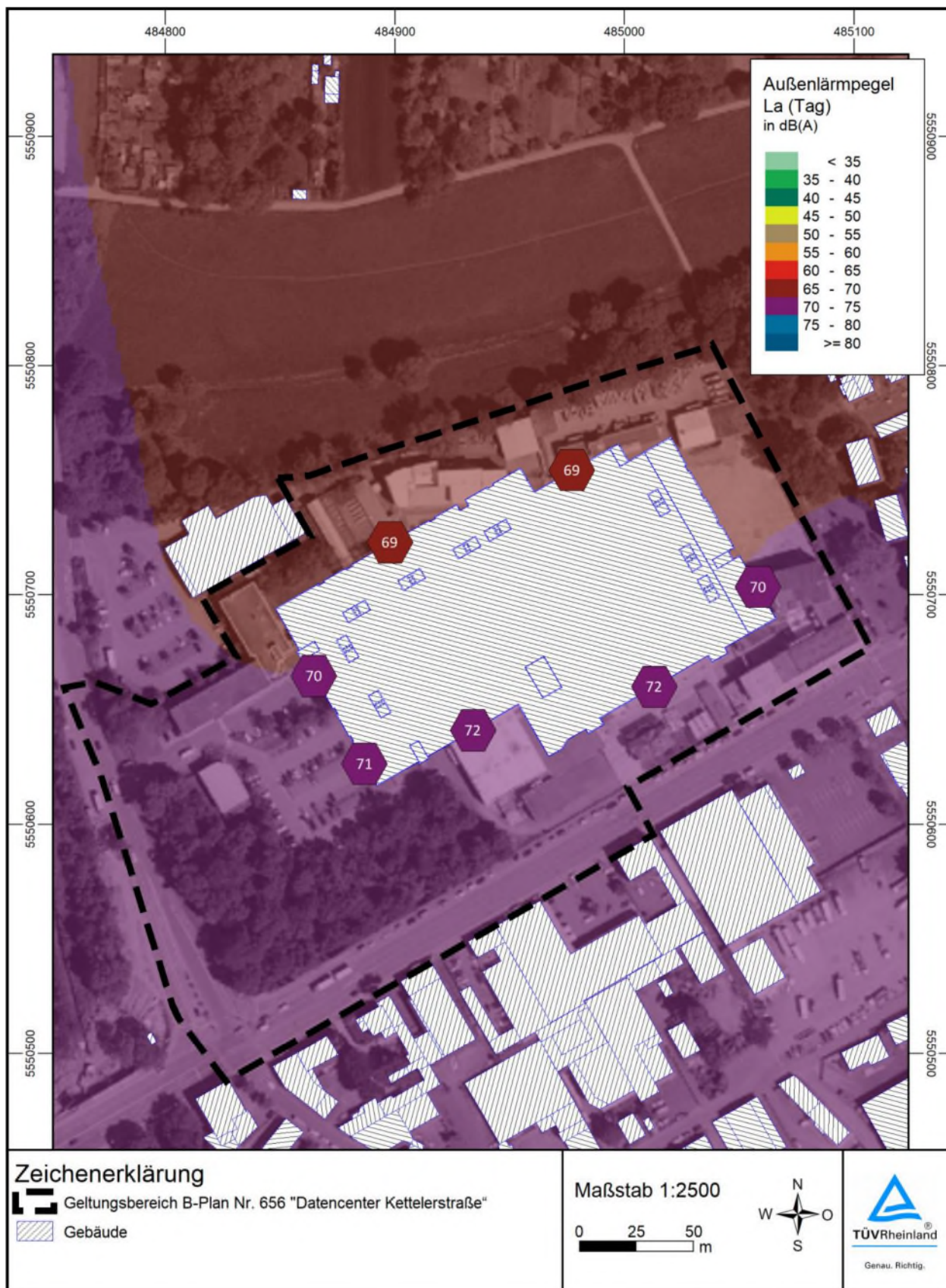
Korrekturwert K_{AL} nach Gleichung 33 zu korrigieren. Für Außenbauteile, die unterschiedlich zur maßgeblichen Lärmquelle orientiert sind, siehe DIN 4109-2 (Januar 2018), Kapitel 4.4.1.

Es können Ausnahmen von den getroffenen Festsetzungen zugelassen werden, soweit nachgewiesen wird, dass insbesondere bei gegenüber den Lärmquellen abgeschirmten oder den Lärmquellen abgewandten Gebäudeteilen geringere gesamte bewertete Bau-Schalldämmmaße $R_{w,ges}$ ausreichend sind.

Die aus dem Straßen-, Schienen- und Gewerbelärm ermittelten Lärmpegelbereiche nach DIN 4109 und die maßgeblichen Außenlärmpegel an den Fassaden des Bürogebäudes sind in der nachfolgenden Abbildung 7.1 dargestellt.

Anhand der Abbildung 7.1 kann für jede Fassade das erforderliche bewertete Bau-Schalldämm-K $\sim$ $P_{w,ges}$ der Außenbauteile entsprechend des Verwendungszweckes des Raumes bestimmt werden.

Abbildung 7.1: **Maßgeblicher Außenlärmpegel nach DIN 4109**



8 Zusammenfassung

Mit der Aufstellung des vorhabenbezogenen Bebauungsplans Nr. 656 **Datencenter Ketteler-nom\~` di 52/64 Maa`i]\^c \h K\di** sollen die bauplanungsrechtlichen Voraussetzungen für die Errichtung des Rechenzentrums FRA7 und mehrerer Trafostationen geschaffen werden. Das Plangebiet befindet sich auf dem Betriebsgelände der Lackfabrik Schramm Coatings GmbH, die im Frühjahr 2025 schließen soll. Um die Belange des Geräuschemissionsschutzes im Rahmen des Bebauungsplanverfahrens zu berücksichtigen, sollten die zu erwartenden Geräuschemissionen durch den Betrieb des Rechenzentrums und der Trafostationen auf die angrenzende schutzwürdige Bebauung prognostiziert und anhand der Technischen Anleitung zum Schutz gegen Lärm (TA Lärm) beurteilt werden. Neben dem Gewerbelärm wurden auch die Verkehrsräusche (Straße und Schiene) auf das Plangebiet bewertet. Darüber hinaus wurden die Veränderungen der Verkehrsräuschemissionen in der Nachbarschaft des Planungsvorhabens zu ermittelt, die durch den zusätzlichen Straßenverkehr aus dem Planvorhaben entstehen.

Die Untersuchungen kommen zu folgenden Ergebnissen:

- **Gewerbe- und Industrielärm**

Unter Berücksichtigung der in Kapitel 5.2 beschriebenen Geräuschemissionen und der im Kapitel 5.1 beschriebenen Abschirmkanten auf den Gebäudedächern der Rechenzentren werden die zulässigen Immissionswerte (IRW - 6dB) im Tages- und im Nachtzeitraum an allen maßgeblichen Immissionsorten durch die **Beurteilungspegel** der zukünftig vom Geltungsbereich des Bebauungsplans Nr. 656 ausgehenden Gewerbelärmimmissionen eingehalten.

Das **Spitzenpegelkriterium** der TA Lärm wird erfüllt.

Aufgrund der z.T. erheblichen **tieffrequenten Geräuschanteile**, die erfahrungsgemäß von den Generatoren und über die Abgasmündungen der Netzersatzanlagen (NEA) abgestrahlt werden, sind neben dem Einbau breitbandig wirkenden Schalldämpfer ggf. zusätzliche und auf das Frequenzspektrum abgestimmte Reflexions- oder Resonanzschalldämpfer in den Abgasstrom und die Luftaustauschflächen der Aufstellräume erforderlich, die eine Dämpfung speziell für die Oktaven sicherstellen, die die Terzen mit den maßgeblichen Energieanteilen im Frequenzbereich 0/ 0 Hz umfassen. Hierfür ist entsprechender Platzbedarf einzuplanen.

- **Verkehrslärm**

Verkehrsgeräuschemissionen auf das Plangebiet

Die für Gewerbegebiete (GE) geltenden Orientierungswert nach DIN 18005 von 65 dB(A) tags sowie der vergleichsweise genannte Immissionsgrenzwert nach 16. BImSchV von 69 dB(A) tags werden vor den geplanten Büroräumen an der Südostfassade durch die Geräuschpegel des einwirkenden Gesamtverkehrslärm (Straße und Schiene) überschritten und im Nachtzeitraum eingehalten. Lärmschutzmaßnahmen zum Schutz vor schädlichen Geräuscheinwirkungen durch Verkehrsgeräusche sind somit erforderlich und in Kapitel 7, Seite 50 ff. entsprechend erarbeitet.

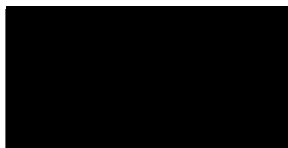
Veränderung der Verkehrsgeräuschemissionen durch das geplante Vorhaben in der Nachbarschaft

Die berechneten Beurteilungspegel durch die Verkehrsgeräusche liegen zum Teil über den gesundheitsgefährdenden Pegelwerten von 70 dB(A) am Tag bzw. 60 dB(A) in der Nacht. Jedoch findet durch das Planvorhaben auf dem relevanten Straßenabschnitt Q13 keine Erhöhung der Verkehrsgeräuschemissionen statt, insofern wurde auf die Erarbeitung entsprechender Lärmschutzkonzepte verzichtet.

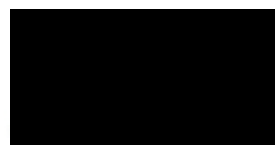
Im Verlauf der weiteren Planung und der späteren Bauausführung kann es sein, dass vereinzelt andere als die im vorliegenden Gutachten beschriebenen Minderungsmaßnahmen und Konstruktionen technisch oder wirtschaftlich günstiger sind oder zusätzliche Quellen entstehen, wobei die in der Umgebung an den Immissionsorten gestellten Anforderungen weiterhin erfüllt werden müssen. Solche Änderungen sollten deshalb schalltechnisch überprüft und beurteilt werden.

Abteilung Immissionsschutz / Lärmschutz

Bearbeitet von:



Geprüft durch:



Köln, 31. Januar 2025
EuL/21263480/01A

- [7] DIN 4109-0 **Q^c\lggn^cpou dh Fj^c]\p R`dg 09 Kdi\_`noliajm_`mpib`i+ ?pnb\]** Januar 2018.
- [8] DIN 4109-1 **Q^c\lggn^cpou dh Fj^c]\p** Teil 2: Rechnerische Nachweise der Erfüllung **m`nolajm\_`mpib`i+ ?pnb\]** Hlip\m 1/07-
- [9] **BGL 3457/ K`nnpib pi\_@`r`mopib od`aam`lp`io`m E`mypn^cdhhdndji`i di \_`m L\^c]\mn^clao+ ?pnb\]** Kymu 0886-
- [10] DIN 45687 **?fpnodf** Software-Erzeugnisse zur Berechnung der Geräuschmissionen in freien Qualitätsanforderungen und Prüfbestimmungen+ **?pnb\]** Mai 2006
- [11] **BGL CL GQM 2633 @`nodhhpib \_`r** Schallleistungs- und Schallenergiepegel von Geräuschquellen aus Schalldruckmessungen - Hüllflächenverfahren der Genauigkeitsklasse 2 für ein im Wesentlichen freies Schallfeld über ein über einer reflektierenden Ebene , Ausgabe Februar 2011.
- [12] **BGL CL GQM 2635 @`nodhhpib \_`m Q^c\ggg`dnopibn-** und Schallenergiepegel von Geräuschquellen aus Schalldruckmessungen - Hüllflächenverfahren der Genauigkeitsklasse 3 über einer reflektierenden Ebene+ **?pnb\]** Kymu 1/00-
- [13] DIN EN ISO 4871 **?fpnodf** Angabe und Nachprüfung von Geräuschmissionswerten **qji`n`c`l`i`p`_E`myd`GQM 376090885(+ ?pnb\]** Ljq`h`m 1//8-
- [14] DIN EN 61672-1: Elektroakustik - Schallpegelmesser - Teil 1: Anforderungen (IEC 61672-1:2013, Deutsche Fassung EN 61672-1:2013), Ausgabe Juli 2014.
- [15] **BGL 07//4 Q^c\lggn^cpou dh Qoy_o`]\p Empi\_g\l`i pi_ Fdir`dn`a\m_d` Ng Xipib** Ausgabe Juli 2023.
- [16] DIN 18005 **@`d]g\loo 0 Q^c\lggn^cpou dh Qoy\_o`]\p** - Beiblatt 1: Schalltechnische Orientierung **od`mpibnr`mo`a\m\_d`noy_o`]\pgd^c` Ng\lipib+ ?pnb\]** Hpgd 1/12-
- [17] **BGL 02229 X\cg`ilib\]**`i+ **?pnb\]** D`]mpl\m 0881-
- [18] Richtlinien für den Lärmschutz an Straßen, RLS-90 Ausgabe 1990. Der Bundesminister für Verkehr, Abt. Straßenbau.
- [19] Richtlinien für den Lärmschutz an Straßen, RLS-19 Ausgabe 2019. Forschungsgesellschaft für Straßen- und Verkehrswesen e. V. (FGSV 052).
- [20] **TBG 1608 Q^c\gg_yhhpib qji D`ino`mi pi_ _`m`i Xpn\ou`dimd^copib`i+ ?pnb\]** August 1987.

A1.3 Weitere Unterlagen

- [21] **Nlmfkg\ougymhnp_d`** - Empfehlungen zur Berechnung von Schallemissionen aus Parkplätzen, Autohöfen und Omnibusbahnhöfen sowie von Parkhäusern und Tiefgaragen. Umwelt, 6. überarbeitete Auflage, August 2007.

- [22] LAI-Hinweise zur Auslegung der TA Lärm (Fragen und Antworten zur TA Lärm) in der Fassung des Beschlusses zu TOP 9.4 der 133. LAI-Sitzung am 22. und 23. März 2017.
- [23] Habermehl & Follmann Ingenieurgesellschaft mbH: Fortschreibung der verkehrsplanerischen Studie zur Anbindung des ehemaligen Farbwerks an das städtische Verkehrsnetz in Offenbach am Main – Verkehrliche Bewertung der Gebieterschließung im Rahmen der Aufstellung des B-Plan 521 – November 2023.
- [24] Verkehrsuntersuchung zum vorhabenbezogenen Bebauungsplan Nr. 656 – Standort Offenbach (Stand: 01. Februar 2024) mit ergänzender Email vom 23.02.2024 für die RLS-19 Daten für alle 31 Querschnitte, Kekulestraße und Eppsteiner Straße für das Prognose-Jahr 2027/2028 (ohne Verbindung zur B448) im Excel-Format.
- [25] Bebauungsplan 521 der Stadt Offenbach a.M., rechtskräftig seit dem 24.01.1985.
- [26] https://www.offenbach.de/buerger_innen/bauen-wohnen/veroeffentlichungen_und_bebauungsplaene/bebauungsplanuebersicht-der-stadt-offenbach.php
- [27] Email von Frau Ramon Ebel von der Deutschen Bahn an Frau Ringle von KUA dc solutions GmbH vom 13.02.2024 mit den Verkehrszahlen der Strecke 3600, 3661, 3664, 3680 und F Knoten Frankfurt (IST-Zahlen 2023 und Prognose 2030 DT) für den Auftrag RZ Kettelerstraße (Knoten Frankfurt nur Prognosedaten 2030).

Anhang 2: Emissionen und Immissionen Gewerbelärm (TA Lärm)

A2.1 Übersicht zu den verwendeten Oktavspektren

Nachfolgend sind die im Modellansatz enthaltenen Oktavspektren der Geräuschemissionen dargestellt.

Tabelle A 2.1: Spektren - Geräuschemissionen

Nr.	Elementname	Einheit	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1k Hz	2k Hz	4k Hz	8k Hz	Summe
1	01A: NEA, Zuluft	dB(A)/Lw/Anlage	49.5	59.5	67.0	73.3	75.0	76.4	72.5	66.6	57.5	81.0
2	01B: NEA, Abluft	dB(A)/Lw/Anlage	63.5	73.5	81.0	87.3	89.0	90.4	86.5	80.6	71.5	95.0
3	01C: NEA, Kamin	dB(A)/Lw/Anlage	62.6	70.6	80.2	80.7	81.3	82.8	84.7	81.2	68.9	90.0
4	01D: NEA, stationäre Lastbank	dB(A)/Lw/Anlage	58.3	80.4	92.4	94.7	98.8	98.7	96.0	90.8	81.7	104.0
5	02A: Life Safety Generator, Containerabstrahlung	dB(A)/Lw/Anlage	61.5	71.5	79.0	85.3	87.0	88.4	84.5	78.6	69.5	93.0
6	02B: Life Safety Generator, Kamin	dB(A)/Lw/Anlage	67.6	75.6	85.2	85.7	86.3	87.8	89.7	86.2	73.9	95.0
7	02C: Life Safety Generator, mobile Lastbank	dB(A)/Lw/Anlage	59.3	81.4	93.4	95.7	99.8	99.7	97.0	91.8	82.7	105.0
8	02D: Life Safety Generator, stationäre Lastbank	dB(A)/Lw/Anlage	59.3	81.4	93.4	95.7	99.8	99.7	97.0	91.8	82.7	105.0
9	03A: Landlord Generator, Containerabstrahlung	dB(A)/Lw/Anlage	78.5	88.5	96.0	102.3	104.0	105.4	101.5	95.6	86.5	110.0
10	03B: Landlord Generator, Kamin	dB(A)/Lw/Anlage	62.6	70.6	80.2	80.7	81.3	82.8	84.7	81.2	68.9	90.0
11	03C: Landlord Generator, stationäre Lastbank	dB(A)/Lw/Anlage	58.3	80.4	92.4	94.7	98.8	98.7	96.0	90.8	81.7	104.0
12	03D: Landlord Trafo	dB(A)/Lw/Anlage	21.2	38.8	60.3	72.6	56.4	54.8	50.9	35.5	21.3	73.0
13	04: Trafo's	dB(A)/Lw/Anlage	3.2	20.8	42.3	54.6	38.4	36.8	32.9	17.5	3.3	55.0
14	05: Chiller	dB(A)/Lw/Anlage		55.0	67.4	78.7	92.9	96.3	94.1	89.9	82.0	100.0
25	06: Chiller-Pumps	dB(A)/Lw/Anlage		47.1	55.2	65.2	69.4	69.4	70.1	67.8	63.7	76.0
15	07A: AHU	dB(A)/Lw/Anlage		49.0	66.3	69.7	71.8	72.7	69.7	65.9	63.2	78.0
16	07B: AHU FOH	dB(A)/Lw/Anlage		57.4	74.2	73.4	79.1	78.5	76.4	73.5	66.9	84.3
17	08A+B: Condenser AHU & Condenser AHU FOH	dB(A)/Lw/Anlage	54.5	58.9	62.5	68.1	66.6	61.8	55.0	46.4	47.4	72.0
18	08C: Condenser FOC SOC Area	dB(A)/Lw/Anlage	46.1	61.5	65.9	69.5	75.1	73.6	68.8	62.0	53.4	79.0
19	08D: Condenser General Office Areaa	dB(A)/Lw/Anlage	53.1	68.5	72.9	76.5	82.1	80.6	75.8	69.0	60.4	86.0
20	09A: 1 Pkw-Beweg./h Parkplatz (P+R)	dB(A)/Lw/Anlage		48.0	52.1	55.1	60.0	62.0	60.0	58.0	54.0	67.0
21	09B: Fahren Pkw	dB(A)/Lw/m, m²		31.0	35.1	38.1	43.0	45.0	43.0	41.0	37.0	50.0
22	09C: Fahren Lkw /h in dB(A)/m	dB(A)/Lw/m, m²		46.0	51.8	50.9	54.3	57.6	57.6	53.3	46.2	63.0
23	10A: Rangieren Lkw /h, t = 3 min	dB(A)/Lw/Anlage		65.6	71.7	72.0	75.6	78.4	78.2	75.2	70.9	84.0
24	10B: Entladung Gabelstapler (Diesel) auf FF, t = 30min/h	dB(A)/Lw/Anlage		70.3	81.4	80.8	85.1	85.1	86.6	82.4	74.5	92.0
26	11: Trafostation und Umspannwerk	dB(A)/Lw/Anlage	20.2	37.8	59.3	71.6	55.4	53.8	49.9	34.5	20.3	72.0

Die Kürzel in den o.g. Tabellen haben folgende Bedeutung:

$\text{dB(A)/L}_w/\text{Anlage}$: ... Schallleistungspegel in dB(A) ;

$\text{dB(A)/L}_w/\text{m, m}^2$: Längenbezogener Schallleistungspegel L_u in dB(A)
(Linienquellen, Bezugslänge $l_0 = 1 \text{ m}$) bzw. flächenbezogener Schallleistungspegel (Flächenquellen, Bezugsfläche $S_0 = 1 \text{ m}^2$);

A2.2 Dokumentation des Emissionsmodells

In der nachfolgenden Tabelle A 2.2 sind alle im Modellansatz enthaltenen Quellen mit ihren wichtigsten Parametern aufgeführt. Die Einzahlwerte beschreiben die Kenngrößen in der Summe über die Oktavbänder von 31 Hz bis 8 kHz.

Ausgewiesen sind:

Nr. Die Nummer des Emittenten erlaubt die Zuordnung in allen weiteren Berechnungstabellen und im Schallquellenplan.

Schallquelle ... Verbale Beschreibung des Emittenten;

Quellentyp Punkt-, Linien- oder Flächenschallquelle;

E.-Nr. Nummer des Oktavspektrums in der Emissionsbibliothek (siehe Tabelle im Anhang A2.1, Seite 61);

l / S Länge (Linienquellen, l) bzw. Flächeninhalt (Flächenquellen, S), bei Punktquellen nicht relevant;

X, Y, Z X- und Y-Koordinaten und Höhe Z der Quelle (absolut);

L_u Längenbezogener Schallleistungspegel (Linienquellen, Bezugslänge $l_0 = 1 \text{ m}$) bzw. flächenbezogener Schallleistungspegel (Flächenquellen, Bezugsfläche $S_0 = 1 \text{ m}^2$);

L_w Schallleistungspegel;

* $L_{w \text{ Max}}$ Maximalschallleistungspegel.

Tabelle A 2.2: Dokumentation des Emissionsmodells

Nr.	Schallquelle	Gruppe	Quellentyp	E-Nr.	X m	Y m	Z m	l oder S m, m²	Lw dB(A)	*LwMax dB
1.002B	NEA 002: Abluft	02: NEA 002	Punkt	2	484885	5550694	133		95.0	
1.002C	NEA 002: Kamin	02: NEA 002	Punkt	3	484885	5550692	151		90.0	
1.002D	NEA 002: Stationäre Lastbank	02: NEA 002	Punkt	4	484921	5550730	132		104.0	
1.002A	NEA 002: Zuluft	02: NEA 002	Punkt	1	484876	5550711	109		81.0	
1.003B	NEA 003: Abluft	03: NEA 003	Punkt	2	484906	5550706	133		95.0	
1.003C	NEA 003: Kamin	03: NEA 003	Punkt	3	484907	5550705	151		90.0	
1.003D	NEA 003: Stationäre Lastbank	03: NEA 003	Punkt	4	484921	5550730	132		104.0	
1.003A	NEA 003: Zuluft	03: NEA 003	Punkt	1	484895	5550722	109		81.0	
1.004B	NEA 004: Abluft	04: NEA 004	Punkt	2	484909	5550708	133		95.0	
1.004C	NEA 004: Kamin	04: NEA 004	Punkt	3	484909	5550706	151		90.0	
1.004D	NEA 004: Stationäre Lastbank	04: NEA 004	Punkt	4	484921	5550730	132		104.0	
1.004A	NEA 004: Zuluft	04: NEA 004	Punkt	1	484900	5550724	109		81.0	
1.005B	NEA 005: Abluft	05: NEA 005	Punkt	2	484930	5550720	133		95.0	
1.005C	NEA 005: Kamin	05: NEA 005	Punkt	3	484931	5550719	151		90.0	
1.005D	NEA 005: Stationäre Lastbank	05: NEA 005	Punkt	4	484921	5550730	132		104.0	
1.005A	NEA 005: Zuluft	05: NEA 005	Punkt	1	484920	5550735	109		81.0	
1.006B	NEA 006: Abluft	06: NEA 006	Punkt	2	484933	5550721	133		95.0	
1.006C	NEA 006: Kamin	06: NEA 006	Punkt	3	484933	5550720	151		90.0	
1.006D	NEA 006: Stationäre Lastbank	06: NEA 006	Punkt	4	484921	5550730	132		104.0	
1.006A	NEA 006: Zuluft	06: NEA 006	Punkt	1	484924	5550738	109		81.0	
1.007B	NEA 007: Abluft	07: NEA 007	Punkt	2	484943	5550727	133		95.0	
1.007C	NEA 007: Kamin	07: NEA 007	Punkt	3	484945	5550727	151		90.0	
1.007D	NEA 007: Stationäre Lastbank	07: NEA 007	Punkt	4	484921	5550730	132		104.0	
1.007A	NEA 007: Zuluft	07: NEA 007	Punkt	1	484933	5550743	109		81.0	
1.008B	NEA 008: Abluft	08: NEA 008	Punkt	2	484946	5550729	133		95.0	
1.008C	NEA 008: Kamin	08: NEA 008	Punkt	3	484946	5550728	151		90.0	
1.008D	NEA 008: Stationäre Lastbank	08: NEA 008	Punkt	4	484921	5550730	132		104.0	
1.008A	NEA 008: Zuluft	08: NEA 008	Punkt	1	484938	5550746	109		81.0	
1.009B	NEA 009: Abluft	09: NEA 009	Punkt	2	485016	5550739	133		95.0	
1.009C	NEA 009: Kamin	09: NEA 009	Punkt	3	485013	5550740	151		90.0	
1.009D	NEA 009: Stationäre Lastbank	09: NEA 009	Punkt	4	484921	5550730	132		104.0	
1.009A	NEA 009: Zuluft	09: NEA 009	Punkt	1	485030	5550752	109		81.0	
1.010B	NEA 010: Abluft	10: NEA 010	Punkt	2	485014	5550742	133		95.0	
1.010C	NEA 010: Kamin	10: NEA 010	Punkt	3	485014	5550739	151		90.0	
1.010D	NEA 010: Stationäre Lastbank	10: NEA 010	Punkt	4	484921	5550730	132		104.0	
1.010A	NEA 010: Zuluft	10: NEA 010	Punkt	1	485032	5550747	109		81.0	
1.011B	NEA 011: Abluft	11: NEA 011	Punkt	2	485030	5550715	133		95.0	
1.011C	NEA 011: Kamin	11: NEA 011	Punkt	3	485027	5550716	151		90.0	
1.011D	NEA 011: Stationäre Lastbank	11: NEA 011	Punkt	4	484921	5550730	132		104.0	
1.011A	NEA 011: Zuluft	11: NEA 011	Punkt	1	485044	5550728	109		81.0	
1.012B	NEA 012: Abluft	12: NEA 012	Punkt	2	485028	5550718	133		95.0	
1.012C	NEA 012: Kamin	12: NEA 012	Punkt	3	485028	5550715	151		90.0	
1.012D	NEA 012: Stationäre Lastbank	12: NEA 012	Punkt	4	484921	5550730	132		104.0	
1.012A	NEA 012: Zuluft	12: NEA 012	Punkt	1	485046	5550723	109		81.0	
1.013B	NEA 013: Abluft	13: NEA 013	Punkt	2	485037	5550701	133		95.0	
1.013C	NEA 013: Kamin	13: NEA 013	Punkt	3	485035	5550703	151		90.0	
1.013D	NEA 013: Stationäre Lastbank	13: NEA 013	Punkt	4	484921	5550730	132		104.0	
1.013A	NEA 013: Zuluft	13: NEA 013	Punkt	1	485052	5550715	109		81.0	

Nr.	Schallquelle	Gruppe	Quellentyp	E.-Nr.	X m	Y m	Z m	l oder S m, m²	Lw dB(A)	*LwMax dB
1.014B	NEA 014: Abluft	14: NEA 014	Punkt	2	485036	5550704	133		95.0	
1.014C	NEA 014: Kamin	14: NEA 014	Punkt	3	485036	5550701	151		90.0	
1.014D	NEA 014: Stationäre Lastbank	14: NEA 014	Punkt	4	484921	5550730	132		104.0	
1.014A	NEA 014: Zuluft	14: NEA 014	Punkt	1	485054	5550710	109		81.0	
1.015B	NEA 015: Abluft	15: NEA 015	Punkt	2	484894	5550651	133		95.0	
1.015C	NEA 015: Kamin	15: NEA 015	Punkt	3	484895	5550652	151		90.0	
1.015D	NEA 015: Stationäre Lastbank	15: NEA 015	Punkt	4	484921	5550730	132		104.0	
1.015A	NEA 015: Zuluft	15: NEA 015	Punkt	1	484878	5550641	109		81.0	
1.016B	NEA 016: Abluft	16: NEA 016	Punkt	2	484892	5550654	133		95.0	
1.016C	NEA 016: Kamin	16: NEA 016	Punkt	3	484894	5550654	151		90.0	
1.016D	NEA 016: Stationäre Lastbank	16: NEA 016	Punkt	4	484921	5550730	132		104.0	
1.016A	NEA 016: Zuluft	16: NEA 016	Punkt	1	484876	5550646	109		81.0	
1.017B	NEA 017: Abluft	17: NEA 017	Punkt	2	484880	5550675	133		95.0	
1.017C	NEA 017: Kamin	17: NEA 017	Punkt	3	484881	5550677	151		90.0	
1.017D	NEA 017: Stationäre Lastbank	17: NEA 017	Punkt	4	484921	5550730	132		104.0	
1.017A	NEA 017: Zuluft	17: NEA 017	Punkt	1	484865	5550665	109		81.0	
1.018B	NEA 018: Abluft	18: NEA 018	Punkt	2	484878	5550678	133		95.0	
1.018C	NEA 018: Kamin	18: NEA 018	Punkt	3	484880	5550678	151		90.0	
1.018D	NEA 018: Stationäre Lastbank	18: NEA 018	Punkt	4	484921	5550730	132		104.0	
1.018A	NEA 018: Zuluft	18: NEA 018	Punkt	1	484862	5550670	109		81.0	
1.101B	NEA 101: Abluft	19: NEA 101	Punkt	2	484882	5550692	133		95.0	
1.101C	NEA 101: Kamin	19: NEA 101	Punkt	3	484882	5550692	151		90.0	
1.101D	NEA 101: Stationäre Lastbank	19: NEA 101	Punkt	4	484921	5550730	132		104.0	
1.101A	NEA 101: Zuluft	19: NEA 101	Punkt	1	484871	5550708	116		81.0	
1.102B	NEA 102: Abluft	20: NEA 102	Punkt	2	484885	5550694	133		95.0	
1.102C	NEA 102: Kamin	20: NEA 102	Punkt	3	484884	5550693	151		90.0	
1.102D	NEA 102: Stationäre Lastbank	20: NEA 102	Punkt	4	484921	5550730	132		104.0	
1.102A	NEA 102: Zuluft	20: NEA 102	Punkt	1	484876	5550711	116		81.0	
1.103B	NEA 103: Abluft	21: NEA 103	Punkt	2	484906	5550706	133		95.0	
1.103C	NEA 103: Kamin	21: NEA 103	Punkt	3	484907	5550706	151		90.0	
1.103D	NEA 103: Stationäre Lastbank	21: NEA 103	Punkt	4	484921	5550730	132		104.0	
1.103A	NEA 103: Zuluft	21: NEA 103	Punkt	1	484895	5550722	116		81.0	
1.104B	NEA 104: Abluft	22: NEA 104	Punkt	2	484909	5550708	133		95.0	
1.104C	NEA 104: Kamin	22: NEA 104	Punkt	3	484908	5550707	151		90.0	
1.104D	NEA 104: Stationäre Lastbank	22: NEA 104	Punkt	4	484921	5550730	132		104.0	
1.104A	NEA 104: Zuluft	22: NEA 104	Punkt	1	484900	5550724	116		81.0	
1.105B	NEA 105: Abluft	23: NEA 105	Punkt	2	484930	5550720	133		95.0	
1.105C	NEA 105: Kamin	23: NEA 105	Punkt	3	484931	5550720	151		90.0	
1.105D	NEA 105: Stationäre Lastbank	23: NEA 105	Punkt	4	484921	5550730	132		104.0	
1.105A	NEA 105: Zuluft	23: NEA 105	Punkt	1	484920	5550735	116		81.0	
1.106B	NEA 106: Abluft	24: NEA 106	Punkt	2	484933	5550721	133		95.0	
1.106C	NEA 106: Kamin	24: NEA 106	Punkt	3	484932	5550721	151		90.0	
1.106D	NEA 106: Stationäre Lastbank	24: NEA 106	Punkt	4	484921	5550730	132		104.0	
1.106A	NEA 106: Zuluft	24: NEA 106	Punkt	1	484924	5550738	116		81.0	
1.107B	NEA 107: Abluft	25: NEA 107	Punkt	2	484943	5550727	133		95.0	
1.107C	NEA 107: Kamin	25: NEA 107	Punkt	3	484944	5550728	151		90.0	
1.107D	NEA 107: Stationäre Lastbank	25: NEA 107	Punkt	4	484921	5550730	132		104.0	
1.107A	NEA 107: Zuluft	25: NEA 107	Punkt	1	484933	5550743	116		81.0	

Nr.	Schallquelle	Gruppe	Quellentyp	E-Nr.	X m	Y m	Z m	l oder S m, m²	Lw dB(A)	*LwMax dB
1.108B	NEA 108: Abluft	26: NEA 108	Punkt	2	484946	5550729	133		95.0	
1.108C	NEA 108: Kamin	26: NEA 108	Punkt	3	484945	5550729	151		90.0	
1.108D	NEA 108: Stationäre Lastbank	26: NEA 108	Punkt	4	484921	5550730	132		104.0	
1.108A	NEA 108: Zuluft	26: NEA 108	Punkt	1	484938	5550746	116		81.0	
1.109B	NEA 109: Abluft	27: NEA 109	Punkt	2	485016	5550739	133		95.0	
1.109C	NEA 109: Kamin	27: NEA 109	Punkt	3	485015	5550741	151		90.0	
1.109D	NEA 109: Stationäre Lastbank	27: NEA 109	Punkt	4	484921	5550730	132		104.0	
1.109A	NEA 109: Zuluft	27: NEA 109	Punkt	1	485030	5550752	116		81.0	
1.110B	NEA 110: Abluft	28: NEA 110	Punkt	2	485014	5550742	133		95.0	
1.110C	NEA 110: Kamin	28: NEA 110	Punkt	3	485015	5550740	151		90.0	
1.110D	NEA 110: Stationäre Lastbank	28: NEA 110	Punkt	4	484921	5550730	132		104.0	
1.110A	NEA 110: Zuluft	28: NEA 110	Punkt	1	485032	5550747	116		81.0	
1.111B	NEA 111: Abluft	29: NEA 111	Punkt	2	485030	5550715	133		95.0	
1.111C	NEA 111: Kamin	29: NEA 111	Punkt	3	485028	5550717	151		90.0	
1.111D	NEA 111: Stationäre Lastbank	29: NEA 111	Punkt	4	484921	5550730	132		104.0	
1.111A	NEA 111: Zuluft	29: NEA 111	Punkt	1	485044	5550728	116		81.0	
1.112B	NEA 112: Abluft	30: NEA 112	Punkt	2	485028	5550718	133		95.0	
1.112C	NEA 112: Kamin	30: NEA 112	Punkt	3	485029	5550715	151		90.0	
1.112D	NEA 112: Stationäre Lastbank	30: NEA 112	Punkt	4	484921	5550730	132		104.0	
1.112A	NEA 112: Zuluft	30: NEA 112	Punkt	1	485046	5550723	116		81.0	
1.113B	NEA 113: Abluft	31: NEA 113	Punkt	2	485037	5550701	133		95.0	
1.113C	NEA 113: Kamin	31: NEA 113	Punkt	3	485036	5550704	151		90.0	
1.113D	NEA 113: Stationäre Lastbank	31: NEA 113	Punkt	4	484921	5550730	132		104.0	
1.113A	NEA 113: Zuluft	31: NEA 113	Punkt	1	485052	5550715	116		81.0	
1.114B	NEA 114: Abluft	32: NEA 114	Punkt	2	485036	5550704	133		95.0	
1.114C	NEA 114: Kamin	32: NEA 114	Punkt	3	485037	5550702	151		90.0	
1.114D	NEA 114: Stationäre Lastbank	32: NEA 114	Punkt	4	484921	5550730	132		104.0	
1.114A	NEA 114: Zuluft	32: NEA 114	Punkt	1	485054	5550710	116		81.0	
1.115B	NEA 115: Abluft	33: NEA 115	Punkt	2	484894	5550651	133		95.0	
1.115C	NEA 115: Kamin	33: NEA 115	Punkt	3	484894	5550652	151		90.0	
1.115D	NEA 115: Stationäre Lastbank	33: NEA 115	Punkt	4	484921	5550730	132		104.0	
1.115A	NEA 115: Zuluft	33: NEA 115	Punkt	1	484878	5550641	116		81.0	
1.116B	NEA 116: Abluft	34: NEA 116	Punkt	2	484892	5550654	133		95.0	
1.116C	NEA 116: Kamin	34: NEA 116	Punkt	3	484893	5550653	151		90.0	
1.116D	NEA 116: Stationäre Lastbank	34: NEA 116	Punkt	4	484921	5550730	132		104.0	
1.116A	NEA 116: Zuluft	34: NEA 116	Punkt	1	484876	5550646	116		81.0	
1.117B	NEA 117: Abluft	35: NEA 117	Punkt	2	484880	5550675	133		95.0	
1.117C	NEA 117: Kamin	35: NEA 117	Punkt	3	484880	5550676	151		90.0	
1.117D	NEA 117: Stationäre Lastbank	35: NEA 117	Punkt	4	484921	5550730	132		104.0	
1.117A	NEA 117: Zuluft	35: NEA 117	Punkt	1	484865	5550665	116		81.0	
1.118B	NEA 118: Abluft	36: NEA 118	Punkt	2	484878	5550678	133		95.0	
1.118C	NEA 118: Kamin	36: NEA 118	Punkt	3	484879	5550677	151		90.0	
1.118D	NEA 118: Stationäre Lastbank	36: NEA 118	Punkt	4	484921	5550730	132		104.0	
1.118A	NEA 118: Zuluft	36: NEA 118	Punkt	1	484862	5550670	116		81.0	
1.201B	NEA 201: Abluft	37: NEA 201	Punkt	2	484882	5550692	133		95.0	
1.201C	NEA 201: Kamin	37: NEA 201	Punkt	3	484882	5550694	151		90.0	
1.201D	NEA 201: Stationäre Lastbank	37: NEA 201	Punkt	4	484921	5550730	132		104.0	
1.201A	NEA 201: Zuluft	37: NEA 201	Punkt	1	484871	5550708	124		81.0	

Nr.	Schallquelle	Gruppe	Quellentyp	E-Nr.	X m	Y m	Z m	l oder S m, m²	Lw dB(A)	*LwMax dB
1.202B	NEA 202: Abluft	38: NEA 202	Punkt	2	484885	5550694	133		95.0	
1.202C	NEA 202: Kamin	38: NEA 202	Punkt	3	484883	5550694	151		90.0	
1.202D	NEA 202: Stationäre Lastbank	38: NEA 202	Punkt	4	484921	5550730	132		104.0	
1.202A	NEA 202: Zuluft	38: NEA 202	Punkt	1	484876	5550711	124		81.0	
1.203B	NEA 203: Abluft	39: NEA 203	Punkt	2	484906	5550706	133		95.0	
1.203C	NEA 203: Kamin	39: NEA 203	Punkt	3	484906	5550708	151		90.0	
1.203D	NEA 203: Stationäre Lastbank	39: NEA 203	Punkt	4	484921	5550730	132		104.0	
1.203A	NEA 203: Zuluft	39: NEA 203	Punkt	1	484895	5550722	124		81.0	
1.204B	NEA 204: Abluft	40: NEA 204	Punkt	2	484909	5550708	133		95.0	
1.204C	NEA 204: Kamin	40: NEA 204	Punkt	3	484907	5550708	151		90.0	
1.204D	NEA 204: Stationäre Lastbank	40: NEA 204	Punkt	4	484921	5550730	132		104.0	
1.204A	NEA 204: Zuluft	40: NEA 204	Punkt	1	484900	5550724	124		81.0	
1.205B	NEA 205: Abluft	41: NEA 205	Punkt	2	484930	5550720	133		95.0	
1.205C	NEA 205: Kamin	41: NEA 205	Punkt	3	484930	5550721	151		90.0	
1.205D	NEA 205: Stationäre Lastbank	41: NEA 205	Punkt	4	484921	5550730	132		104.0	
1.205A	NEA 205: Zuluft	41: NEA 205	Punkt	1	484920	5550735	124		81.0	
1.206B	NEA 206: Abluft	42: NEA 206	Punkt	2	484933	5550721	133		95.0	
1.206C	NEA 206: Kamin	42: NEA 206	Punkt	3	484931	5550722	151		90.0	
1.206D	NEA 206: Stationäre Lastbank	42: NEA 206	Punkt	4	484921	5550730	132		104.0	
1.206A	NEA 206: Zuluft	42: NEA 206	Punkt	1	484924	5550738	124		81.0	
1.207B	NEA 207: Abluft	43: NEA 207	Punkt	2	484943	5550727	133		95.0	
1.207C	NEA 207: Kamin	43: NEA 207	Punkt	3	484943	5550729	151		90.0	
1.207D	NEA 207: Stationäre Lastbank	43: NEA 207	Punkt	4	484921	5550730	132		104.0	
1.207A	NEA 207: Zuluft	43: NEA 207	Punkt	1	484933	5550743	124		81.0	
1.208B	NEA 208: Abluft	44: NEA 208	Punkt	2	484946	5550729	133		95.0	
1.208C	NEA 208: Kamin	44: NEA 208	Punkt	3	484945	5550730	151		90.0	
1.208D	NEA 208: Stationäre Lastbank	44: NEA 208	Punkt	4	484921	5550730	132		104.0	
1.208A	NEA 208: Zuluft	44: NEA 208	Punkt	1	484938	5550746	124		81.0	
1.209B	NEA 209: Abluft	45: NEA 209	Punkt	2	485016	5550739	133		95.0	
1.209C	NEA 209: Kamin	45: NEA 209	Punkt	3	485016	5550742	151		90.0	
1.209D	NEA 209: Stationäre Lastbank	45: NEA 209	Punkt	4	484921	5550730	132		104.0	
1.209A	NEA 209: Zuluft	45: NEA 209	Punkt	1	485030	5550752	124		81.0	
1.210B	NEA 210: Abluft	46: NEA 210	Punkt	2	485014	5550742	133		95.0	
1.210C	NEA 210: Kamin	46: NEA 210	Punkt	3	485017	5550740	151		90.0	
1.210D	NEA 210: Stationäre Lastbank	46: NEA 210	Punkt	4	484921	5550730	132		104.0	
1.210A	NEA 210: Zuluft	46: NEA 210	Punkt	1	485032	5550747	124		81.0	
1.211B	NEA 211: Abluft	47: NEA 211	Punkt	2	485030	5550715	133		95.0	
1.211C	NEA 211: Kamin	47: NEA 211	Punkt	3	485030	5550718	151		90.0	
1.211D	NEA 211: Stationäre Lastbank	47: NEA 211	Punkt	4	484921	5550730	132		104.0	
1.211A	NEA 211: Zuluft	47: NEA 211	Punkt	1	485044	5550728	124		81.0	
1.212B	NEA 212: Abluft	48: NEA 212	Punkt	2	485028	5550718	133		95.0	
1.212C	NEA 212: Kamin	48: NEA 212	Punkt	3	485030	5550716	151		90.0	
1.212D	NEA 212: Stationäre Lastbank	48: NEA 212	Punkt	4	484921	5550730	132		104.0	
1.212A	NEA 212: Zuluft	48: NEA 212	Punkt	1	485046	5550723	124		81.0	
1.213B	NEA 213: Abluft	49: NEA 213	Punkt	2	485037	5550701	133		95.0	
1.213C	NEA 213: Kamin	49: NEA 213	Punkt	3	485037	5550704	151		90.0	
1.213D	NEA 213: Stationäre Lastbank	49: NEA 213	Punkt	4	484921	5550730	132		104.0	
1.213A	NEA 213: Zuluft	49: NEA 213	Punkt	1	485052	5550715	124		81.0	

Nr.	Schallquelle	Gruppe	Quellentyp	E.-Nr.	X m	Y m	Z m	l oder S m, m²	Lw dB(A)	*LwMax dB
1.214B	NEA 214: Abluft	50: NEA 214	Punkt	2	485036	5550704	133		95.0	
1.214C	NEA 214: Kamin	50: NEA 214	Punkt	3	485038	5550703	151		90.0	
1.214D	NEA 214: Stationäre Lastbank	50: NEA 214	Punkt	4	484921	5550730	132		104.0	
1.214A	NEA 214: Zuluft	50: NEA 214	Punkt	1	485054	5550710	124		81.0	
1.215B	NEA 215: Abluft	51: NEA 215	Punkt	2	484894	5550651	133		95.0	
1.215C	NEA 215: Kamin	51: NEA 215	Punkt	3	484892	5550651	151		90.0	
1.215D	NEA 215: Stationäre Lastbank	51: NEA 215	Punkt	4	484921	5550730	132		104.0	
1.215A	NEA 215: Zuluft	51: NEA 215	Punkt	1	484878	5550641	124		81.0	
1.216B	NEA 216: Abluft	52: NEA 216	Punkt	2	484892	5550654	133		95.0	
1.216C	NEA 216: Kamin	52: NEA 216	Punkt	3	484892	5550653	151		90.0	
1.216D	NEA 216: Stationäre Lastbank	52: NEA 216	Punkt	4	484921	5550730	132		104.0	
1.216A	NEA 216: Zuluft	52: NEA 216	Punkt	1	484876	5550646	124		81.0	
1.217B	NEA 217: Abluft	53: NEA 217	Punkt	2	484880	5550675	133		95.0	
1.217C	NEA 217: Kamin	53: NEA 217	Punkt	3	484879	5550675	151		90.0	
1.217D	NEA 217: Stationäre Lastbank	53: NEA 217	Punkt	4	484921	5550730	132		104.0	
1.217A	NEA 217: Zuluft	53: NEA 217	Punkt	1	484865	5550665	124		81.0	
1.218B	NEA 218: Abluft	54: NEA 218	Punkt	2	484878	5550678	133		95.0	
1.218C	NEA 218: Kamin	54: NEA 218	Punkt	3	484878	5550677	151		90.0	
1.218D	NEA 218: Stationäre Lastbank	54: NEA 218	Punkt	4	484921	5550730	132		104.0	
1.218A	NEA 218: Zuluft	54: NEA 218	Punkt	1	484862	5550670	124		81.0	
2.001	Life Safety Generator: Container	55: Life Safety Generator	Punkt	5	484938	5550740	130		110.0	
2.002	Life Safety Generator: Kamin	55: Life Safety Generator	Punkt	6	484943	5550729	151		105.0	
2.003	Life Safety Generator: Mobile Lastbank	55: Life Safety Generator	Punkt	7	484936	5550738	129		107.0	
3.001	Landlord Generator: Container	56: Landlord Generator	Punkt	9	485024	5550673	131		110.0	
3.002	Landlord Generator: Kamin	56: Landlord Generator	Punkt	10	485036	5550701	151		90.0	
3.004	Landlord Generator: Stationäre Lastbank	56: Landlord Generator	Punkt	11	484921	5550730	132		104.0	
4.301	Landlord Trafo	57: Trafo's	Punkt	12	485009	5550665	129		73.0	
4.001	Trafo 001	57: Trafo's	Punkt	13	484859	5550701	109		55.0	
4.002	Trafo 002	57: Trafo's	Punkt	13	484864	5550704	109		55.0	
4.003	Trafo 003	57: Trafo's	Punkt	13	484883	5550715	109		55.0	
4.004	Trafo 004	57: Trafo's	Punkt	13	484888	5550717	109		55.0	
4.005	Trafo 005	57: Trafo's	Punkt	13	484908	5550729	109		55.0	
4.006	Trafo 006	57: Trafo's	Punkt	13	484912	5550731	109		55.0	
4.007	Trafo 007	57: Trafo's	Punkt	13	484945	5550750	109		55.0	
4.008	Trafo 008	57: Trafo's	Punkt	13	484950	5550753	109		55.0	
4.009	Trafo 009	57: Trafo's	Punkt	13	485023	5550764	109		55.0	
4.010	Trafo 010	57: Trafo's	Punkt	13	485026	5550759	109		55.0	
4.011	Trafo 011	57: Trafo's	Punkt	13	485037	5550740	109		55.0	
4.012	Trafo 012	57: Trafo's	Punkt	13	485039	5550735	109		55.0	
4.013	Trafo 013	57: Trafo's	Punkt	13	485059	5550703	109		55.0	
4.014	Trafo 014	57: Trafo's	Punkt	13	485061	5550698	109		55.0	
4.015	Trafo 015	57: Trafo's	Punkt	13	484885	5550629	109		55.0	
4.016	Trafo 016	57: Trafo's	Punkt	13	484883	5550634	109		55.0	
4.017	Trafo 017	57: Trafo's	Punkt	13	484872	5550653	109		55.0	
4.018	Trafo 018	57: Trafo's	Punkt	13	484869	5550658	109		55.0	
4.101	Trafo 101	57: Trafo's	Punkt	13	484859	5550701	116		55.0	
4.102	Trafo 102	57: Trafo's	Punkt	13	484864	5550704	116		55.0	
4.103	Trafo 103	57: Trafo's	Punkt	13	484883	5550715	116		55.0	

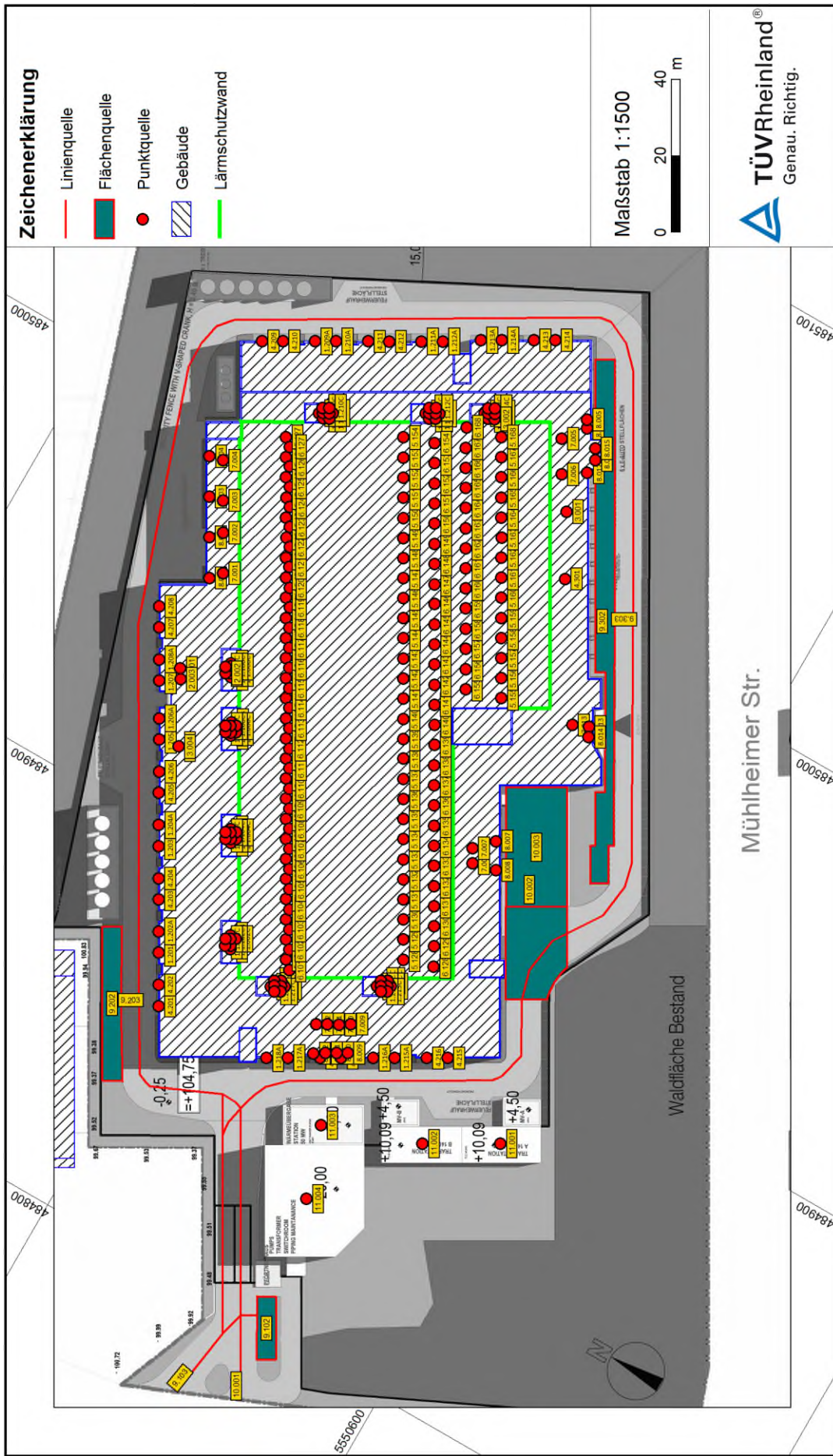
Nr.	Schallquelle	Gruppe	Quellentyp	E-Nr.	X m	Y m	Z m	l oder S m, m²	Lw dB(A)	*LwMax dB
4.104	Trafo 104	57: Trafo's	Punkt	13	484888	5550717	116		55.0	
4.105	Trafo 105	57: Trafo's	Punkt	13	484908	5550729	116		55.0	
4.106	Trafo 106	57: Trafo's	Punkt	13	484912	5550731	116		55.0	
4.107	Trafo 107	57: Trafo's	Punkt	13	484945	5550750	116		55.0	
4.108	Trafo 108	57: Trafo's	Punkt	13	484950	5550753	116		55.0	
4.109	Trafo 109	57: Trafo's	Punkt	13	485023	5550764	116		55.0	
4.110	Trafo 110	57: Trafo's	Punkt	13	485026	5550759	116		55.0	
4.111	Trafo 111	57: Trafo's	Punkt	13	485037	5550740	116		55.0	
4.112	Trafo 112	57: Trafo's	Punkt	13	485039	5550735	116		55.0	
4.113	Trafo 113	57: Trafo's	Punkt	13	485059	5550703	116		55.0	
4.114	Trafo 114	57: Trafo's	Punkt	13	485061	5550698	116		55.0	
4.115	Trafo 115	57: Trafo's	Punkt	13	484885	5550629	116		55.0	
4.116	Trafo 116	57: Trafo's	Punkt	13	484883	5550634	116		55.0	
4.117	Trafo 117	57: Trafo's	Punkt	13	484871	5550653	116		55.0	
4.118	Trafo 118	57: Trafo's	Punkt	13	484869	5550658	116		55.0	
4.201	Trafo 201	57: Trafo's	Punkt	13	484859	5550701	124		55.0	
4.202	Trafo 202	57: Trafo's	Punkt	13	484864	5550704	124		55.0	
4.203	Trafo 203	57: Trafo's	Punkt	13	484883	5550715	124		55.0	
4.204	Trafo 204	57: Trafo's	Punkt	13	484888	5550717	124		55.0	
4.205	Trafo 205	57: Trafo's	Punkt	13	484908	5550729	124		55.0	
4.206	Trafo 206	57: Trafo's	Punkt	13	484912	5550731	124		55.0	
4.207	Trafo 207	57: Trafo's	Punkt	13	484945	5550750	124		55.0	
4.208	Trafo 208	57: Trafo's	Punkt	13	484950	5550753	124		55.0	
4.209	Trafo 209	57: Trafo's	Punkt	13	485023	5550764	124		55.0	
4.210	Trafo 210	57: Trafo's	Punkt	13	485026	5550759	124		55.0	
4.211	Trafo 211	57: Trafo's	Punkt	13	485037	5550740	124		55.0	
4.212	Trafo 212	57: Trafo's	Punkt	13	485039	5550735	124		55.0	
4.213	Trafo 213	57: Trafo's	Punkt	13	485059	5550703	124		55.0	
4.214	Trafo 214	57: Trafo's	Punkt	13	485061	5550698	124		55.0	
4.215	Trafo 215	57: Trafo's	Punkt	13	484885	5550629	124		55.0	
4.216	Trafo 216	57: Trafo's	Punkt	13	484883	5550634	124		55.0	
4.217	Trafo 217	57: Trafo's	Punkt	13	484871	5550653	124		55.0	
4.218	Trafo 218	57: Trafo's	Punkt	13	484869	5550658	124		55.0	
5.101	AIR-COOLED CHILLER 01	58: Chiller	Punkt	14	484887	5550678	132		100.0	
5.102	AIR-COOLED CHILLER 02	58: Chiller	Punkt	14	484891	5550681	132		100.0	
5.103	AIR-COOLED CHILLER 03	58: Chiller	Punkt	14	484896	5550683	132		100.0	
5.104	AIR-COOLED CHILLER 04	58: Chiller	Punkt	14	484900	5550686	132		100.0	
5.105	AIR-COOLED CHILLER 05	58: Chiller	Punkt	14	484905	5550689	132		100.0	
5.106	AIR-COOLED CHILLER 06	58: Chiller	Punkt	14	484909	5550691	132		100.0	
5.107	AIR-COOLED CHILLER 07	58: Chiller	Punkt	14	484914	5550694	132		100.0	
5.108	AIR-COOLED CHILLER 08	58: Chiller	Punkt	14	484918	5550697	132		100.0	
5.109	AIR-COOLED CHILLER 09	58: Chiller	Punkt	14	484923	5550699	132		100.0	
5.110	AIR-COOLED CHILLER 10	58: Chiller	Punkt	14	484927	5550702	132		100.0	
5.111	AIR-COOLED CHILLER 11	58: Chiller	Punkt	14	484932	5550704	132		100.0	
5.112	AIR-COOLED CHILLER 12	58: Chiller	Punkt	14	484936	5550707	132		100.0	
5.113	AIR-COOLED CHILLER 13	58: Chiller	Punkt	14	484941	5550710	132		100.0	
5.114	AIR-COOLED CHILLER 14	58: Chiller	Punkt	14	484945	5550712	132		100.0	
5.115	AIR-COOLED CHILLER 15	58: Chiller	Punkt	14	484950	5550715	132		100.0	

Nr.	Schallquelle	Gruppe	Quellentyp	E-Nr.	X m	Y m	Z m	l oder S m, m²	Lw dB(A)	*LwMax dB
5.116	AIR-COOLED CHILLER 16	58: Chiller	Punkt	14	484954	5550717	132		100.0	
5.117	AIR-COOLED CHILLER 17	58: Chiller	Punkt	14	484959	5550720	132		100.0	
5.118	AIR-COOLED CHILLER 18	58: Chiller	Punkt	14	484964	5550723	132		100.0	
5.119	AIR-COOLED CHILLER 19	58: Chiller	Punkt	14	484968	5550725	132		100.0	
5.120	AIR-COOLED CHILLER 20	58: Chiller	Punkt	14	484973	5550728	132		100.0	
5.121	AIR-COOLED CHILLER 21	58: Chiller	Punkt	14	484977	5550730	132		100.0	
5.122	AIR-COOLED CHILLER 22	58: Chiller	Punkt	14	484982	5550733	132		100.0	
5.123	AIR-COOLED CHILLER 23	58: Chiller	Punkt	14	484986	5550736	132		100.0	
5.124	AIR-COOLED CHILLER 24	58: Chiller	Punkt	14	484991	5550738	132		100.0	
5.125	AIR-COOLED CHILLER 25	58: Chiller	Punkt	14	484995	5550741	132		100.0	
5.126	AIR-COOLED CHILLER 26	58: Chiller	Punkt	14	485000	5550744	132		100.0	
5.127	AIR-COOLED CHILLER 27	58: Chiller	Punkt	14	485004	5550746	132		100.0	
5.128	AIR-COOLED CHILLER 28	58: Chiller	Punkt	14	484902	5550652	132		100.0	
5.129	AIR-COOLED CHILLER 29	58: Chiller	Punkt	14	484906	5550654	132		100.0	
5.130	AIR-COOLED CHILLER 30	58: Chiller	Punkt	14	484911	5550657	132		100.0	
5.131	AIR-COOLED CHILLER 31	58: Chiller	Punkt	14	484915	5550659	132		100.0	
5.132	AIR-COOLED CHILLER 32	58: Chiller	Punkt	14	484920	5550662	132		100.0	
5.133	AIR-COOLED CHILLER 33	58: Chiller	Punkt	14	484924	5550665	132		100.0	
5.134	AIR-COOLED CHILLER 34	58: Chiller	Punkt	14	484929	5550667	132		100.0	
5.135	AIR-COOLED CHILLER 35	58: Chiller	Punkt	14	484933	5550670	132		100.0	
5.136	AIR-COOLED CHILLER 36	58: Chiller	Punkt	14	484938	5550673	132		100.0	
5.137	AIR-COOLED CHILLER 37	58: Chiller	Punkt	14	484943	5550675	132		100.0	
5.138	AIR-COOLED CHILLER 38	58: Chiller	Punkt	14	484947	5550678	132		100.0	
5.139	AIR-COOLED CHILLER 39	58: Chiller	Punkt	14	484952	5550680	132		100.0	
5.140	AIR-COOLED CHILLER 40	58: Chiller	Punkt	14	484956	5550683	132		100.0	
5.141	AIR-COOLED CHILLER 41	58: Chiller	Punkt	14	484961	5550686	132		100.0	
5.142	AIR-COOLED CHILLER 42	58: Chiller	Punkt	14	484965	5550688	132		100.0	
5.143	AIR-COOLED CHILLER 43	58: Chiller	Punkt	14	484970	5550691	132		100.0	
5.144	AIR-COOLED CHILLER 44	58: Chiller	Punkt	14	484974	5550693	132		100.0	
5.145	AIR-COOLED CHILLER 45	58: Chiller	Punkt	14	484979	5550696	132		100.0	
5.146	AIR-COOLED CHILLER 46	58: Chiller	Punkt	14	484983	5550699	132		100.0	
5.147	AIR-COOLED CHILLER 47	58: Chiller	Punkt	14	484988	5550701	132		100.0	
5.148	AIR-COOLED CHILLER 48	58: Chiller	Punkt	14	484992	5550704	132		100.0	
5.149	AIR-COOLED CHILLER 49	58: Chiller	Punkt	14	484997	5550706	132		100.0	
5.150	AIR-COOLED CHILLER 50	58: Chiller	Punkt	14	485001	5550709	132		100.0	
5.151	AIR-COOLED CHILLER 51	58: Chiller	Punkt	14	485006	5550712	132		100.0	
5.152	AIR-COOLED CHILLER 52	58: Chiller	Punkt	14	485011	5550714	132		100.0	
5.153	AIR-COOLED CHILLER 53	58: Chiller	Punkt	14	485015	5550717	132		100.0	
5.154	AIR-COOLED CHILLER 54	58: Chiller	Punkt	14	485020	5550720	132		100.0	
5.155	AIR-COOLED CHILLER 55	58: Chiller	Punkt	14	484974	5550664	132		100.0	
5.156	AIR-COOLED CHILLER 56	58: Chiller	Punkt	14	484978	5550666	132		100.0	
5.157	AIR-COOLED CHILLER 57	58: Chiller	Punkt	14	484983	5550669	132		100.0	
5.158	AIR-COOLED CHILLER 58	58: Chiller	Punkt	14	484987	5550671	132		100.0	
5.159	AIR-COOLED CHILLER 59	58: Chiller	Punkt	14	484992	5550674	132		100.0	
5.160	AIR-COOLED CHILLER 60	58: Chiller	Punkt	14	484996	5550677	132		100.0	
5.161	AIR-COOLED CHILLER 61	58: Chiller	Punkt	14	485001	5550679	132		100.0	
5.162	AIR-COOLED CHILLER 62	58: Chiller	Punkt	14	485005	5550682	132		100.0	
5.163	AIR-COOLED CHILLER 63	58: Chiller	Punkt	14	485010	5550684	132		100.0	

Nr.	Schallquelle	Gruppe	Quellentyp	E-Nr.	X m	Y m	Z m	l oder S m,m²	Lw dB(A)	*LwMax dB
5.164	AIR-COOLED CHILLER 64	58: Chiller	Punkt	14	485014	5550687	132		100.0	
5.165	AIR-COOLED CHILLER 65	58: Chiller	Punkt	14	485019	5550690	132		100.0	
5.166	AIR-COOLED CHILLER 66	58: Chiller	Punkt	14	485023	5550692	132		100.0	
5.167	AIR-COOLED CHILLER 67	58: Chiller	Punkt	14	485028	5550695	132		100.0	
5.168	AIR-COOLED CHILLER 68	58: Chiller	Punkt	14	485032	5550698	132		100.0	
6.101	AIR-COOLED CHILLER Pump 01	59: Chiller Pumps	Punkt	25	484885	5550676	132		76.0	
6.102	AIR-COOLED CHILLER Pump 02	59: Chiller Pumps	Punkt	25	484889	5550679	132		76.0	
6.103	AIR-COOLED CHILLER Pump 03	59: Chiller Pumps	Punkt	25	484894	5550681	132		76.0	
6.104	AIR-COOLED CHILLER Pump 04	59: Chiller Pumps	Punkt	25	484898	5550684	132		76.0	
6.105	AIR-COOLED CHILLER Pump 05	59: Chiller Pumps	Punkt	25	484903	5550687	132		76.0	
6.106	AIR-COOLED CHILLER Pump 06	59: Chiller Pumps	Punkt	25	484907	5550689	132		76.0	
6.107	AIR-COOLED CHILLER Pump 07	59: Chiller Pumps	Punkt	25	484912	5550692	132		76.0	
6.108	AIR-COOLED CHILLER Pump 08	59: Chiller Pumps	Punkt	25	484916	5550694	132		76.0	
6.109	AIR-COOLED CHILLER Pump 09	59: Chiller Pumps	Punkt	25	484921	5550697	132		76.0	
6.110	AIR-COOLED CHILLER Pump 10	59: Chiller Pumps	Punkt	25	484925	5550700	132		76.0	
6.111	AIR-COOLED CHILLER Pump 11	59: Chiller Pumps	Punkt	25	484930	5550702	132		76.0	
6.112	AIR-COOLED CHILLER Pump 12	59: Chiller Pumps	Punkt	25	484934	5550705	132		76.0	
6.113	AIR-COOLED CHILLER Pump 13	59: Chiller Pumps	Punkt	25	484939	5550707	132		76.0	
6.114	AIR-COOLED CHILLER Pump 14	59: Chiller Pumps	Punkt	25	484944	5550710	132		76.0	
6.115	AIR-COOLED CHILLER Pump 15	59: Chiller Pumps	Punkt	25	484948	5550713	132		76.0	
6.116	AIR-COOLED CHILLER Pump 16	59: Chiller Pumps	Punkt	25	484953	5550715	132		76.0	
6.117	AIR-COOLED CHILLER Pump 17	59: Chiller Pumps	Punkt	25	484957	5550718	132		76.0	
6.118	AIR-COOLED CHILLER Pump 18	59: Chiller Pumps	Punkt	25	484962	5550721	132		76.0	
6.119	AIR-COOLED CHILLER Pump 19	59: Chiller Pumps	Punkt	25	484966	5550723	132		76.0	
6.120	AIR-COOLED CHILLER Pump 20	59: Chiller Pumps	Punkt	25	484971	5550726	132		76.0	
6.121	AIR-COOLED CHILLER Pump 21	59: Chiller Pumps	Punkt	25	484975	5550728	132		76.0	
6.122	AIR-COOLED CHILLER Pump 22	59: Chiller Pumps	Punkt	25	484980	5550731	132		76.0	
6.123	AIR-COOLED CHILLER Pump 23	59: Chiller Pumps	Punkt	25	484985	5550734	132		76.0	
6.124	AIR-COOLED CHILLER Pump 24	59: Chiller Pumps	Punkt	25	484989	5550736	132		76.0	
6.125	AIR-COOLED CHILLER Pump 25	59: Chiller Pumps	Punkt	25	484994	5550739	132		76.0	
6.126	AIR-COOLED CHILLER Pump 26	59: Chiller Pumps	Punkt	25	484998	5550741	132		76.0	
6.127	AIR-COOLED CHILLER Pump 27	59: Chiller Pumps	Punkt	25	485003	5550744	132		76.0	
6.128	AIR-COOLED CHILLER Pump 28	59: Chiller Pumps	Punkt	25	484904	5550644	132		76.0	
6.129	AIR-COOLED CHILLER Pump 29	59: Chiller Pumps	Punkt	25	484909	5550646	132		76.0	
6.130	AIR-COOLED CHILLER Pump 30	59: Chiller Pumps	Punkt	25	484913	5550649	132		76.0	
6.131	AIR-COOLED CHILLER Pump 31	59: Chiller Pumps	Punkt	25	484918	5550652	132		76.0	
6.132	AIR-COOLED CHILLER Pump 32	59: Chiller Pumps	Punkt	25	484922	5550654	132		76.0	
6.133	AIR-COOLED CHILLER Pump 33	59: Chiller Pumps	Punkt	25	484927	5550657	132		76.0	
6.134	AIR-COOLED CHILLER Pump 34	59: Chiller Pumps	Punkt	25	484932	5550660	132		76.0	
6.135	AIR-COOLED CHILLER Pump 35	59: Chiller Pumps	Punkt	25	484936	5550662	132		76.0	
6.136	AIR-COOLED CHILLER Pump 36	59: Chiller Pumps	Punkt	25	484941	5550665	132		76.0	
6.137	AIR-COOLED CHILLER Pump 37	59: Chiller Pumps	Punkt	25	484945	5550667	132		76.0	
6.138	AIR-COOLED CHILLER Pump 38	59: Chiller Pumps	Punkt	25	484950	5550670	132		76.0	
6.139	AIR-COOLED CHILLER Pump 39	59: Chiller Pumps	Punkt	25	484954	5550673	132		76.0	
6.140	AIR-COOLED CHILLER Pump 40	59: Chiller Pumps	Punkt	25	484959	5550675	132		76.0	
6.141	AIR-COOLED CHILLER Pump 41	59: Chiller Pumps	Punkt	25	484963	5550678	132		76.0	
6.142	AIR-COOLED CHILLER Pump 42	59: Chiller Pumps	Punkt	25	484968	5550680	132		76.0	
6.143	AIR-COOLED CHILLER Pump 43	59: Chiller Pumps	Punkt	25	484972	5550683	132		76.0	

Nr.	Schallquelle	Gruppe	Quellentyp	E-Nr.	X m	Y m	Z m	l oder S m,m²	Lw dB(A)	*LwMax dB
6.144	AIR-COOLED CHILLER Pump 44	59: Chiller Pumps	Punkt	25	484977	5550686	132		76.0	
6.145	AIR-COOLED CHILLER Pump 45	59: Chiller Pumps	Punkt	25	484981	5550688	132		76.0	
6.146	AIR-COOLED CHILLER Pump 46	59: Chiller Pumps	Punkt	25	484986	5550691	132		76.0	
6.147	AIR-COOLED CHILLER Pump 47	59: Chiller Pumps	Punkt	25	484991	5550693	132		76.0	
6.148	AIR-COOLED CHILLER Pump 48	59: Chiller Pumps	Punkt	25	484995	5550696	132		76.0	
6.149	AIR-COOLED CHILLER Pump 49	59: Chiller Pumps	Punkt	25	485000	5550699	132		76.0	
6.150	AIR-COOLED CHILLER Pump 50	59: Chiller Pumps	Punkt	25	485004	5550701	132		76.0	
6.151	AIR-COOLED CHILLER Pump 51	59: Chiller Pumps	Punkt	25	485009	5550704	132		76.0	
6.152	AIR-COOLED CHILLER Pump 52	59: Chiller Pumps	Punkt	25	485013	5550707	132		76.0	
6.153	AIR-COOLED CHILLER Pump 53	59: Chiller Pumps	Punkt	25	485018	5550709	132		76.0	
6.154	AIR-COOLED CHILLER Pump 54	59: Chiller Pumps	Punkt	25	485022	5550712	132		76.0	
6.155	AIR-COOLED CHILLER Pump 55	59: Chiller Pumps	Punkt	25	484971	5550673	132		76.0	
6.156	AIR-COOLED CHILLER Pump 56	59: Chiller Pumps	Punkt	25	484975	5550675	132		76.0	
6.157	AIR-COOLED CHILLER Pump 57	59: Chiller Pumps	Punkt	25	484980	5550678	132		76.0	
6.158	AIR-COOLED CHILLER Pump 58	59: Chiller Pumps	Punkt	25	484985	5550681	132		76.0	
6.159	AIR-COOLED CHILLER Pump 59	59: Chiller Pumps	Punkt	25	484989	5550683	132		76.0	
6.160	AIR-COOLED CHILLER Pump 60	59: Chiller Pumps	Punkt	25	484994	5550686	132		76.0	
6.161	AIR-COOLED CHILLER Pump 61	59: Chiller Pumps	Punkt	25	484998	5550688	132		76.0	
6.162	AIR-COOLED CHILLER Pump 62	59: Chiller Pumps	Punkt	25	485003	5550691	132		76.0	
6.163	AIR-COOLED CHILLER Pump 63	59: Chiller Pumps	Punkt	25	485007	5550694	132		76.0	
6.164	AIR-COOLED CHILLER Pump 64	59: Chiller Pumps	Punkt	25	485012	5550696	132		76.0	
6.165	AIR-COOLED CHILLER Pump 65	59: Chiller Pumps	Punkt	25	485016	5550699	132		76.0	
6.166	AIR-COOLED CHILLER Pump 66	59: Chiller Pumps	Punkt	25	485021	5550702	132		76.0	
6.167	AIR-COOLED CHILLER Pump 67	59: Chiller Pumps	Punkt	25	485025	5550704	132		76.0	
6.168	AIR-COOLED CHILLER Pump 68	59: Chiller Pumps	Punkt	25	485030	5550707	132		76.0	
7.001	AHU01 (NW-F)	60: AHU	Punkt	15	484965	5550743	128		78.0	
7.002	AHU02 (NW-F)	60: AHU	Punkt	15	484975	5550748	128		78.0	
7.003	AHU03 (NW-F)	60: AHU	Punkt	15	484982	5550752	128		78.0	
7.004	AHU04 (NW-F)	60: AHU	Punkt	15	484991	5550757	128		78.0	
7.005	AHU05 (SO-F)	60: AHU	Punkt	15	485040	5550684	128		78.0	
7.006	AHU06 (SO-F)	60: AHU	Punkt	15	485032	5550679	128		78.0	
7.007	AHU07 (SO-F)	60: AHU	Punkt	15	484936	5550651	128		78.0	
7.008	AHU08 (SO-F)	60: AHU	Punkt	15	484932	5550649	128		78.0	
7.009	AHU09 (SW-F)	60: AHU	Punkt	15	484880	5550655	128		78.0	
7.010	AHU10 (SW-F)	60: AHU	Punkt	15	484879	5550658	128		78.0	
7.011	AHU11 (SW-F)	60: AHU	Punkt	15	484877	5550660	128		78.0	
7.012	AHU12 (SW-F)	60: AHU	Punkt	15	484876	5550663	128		78.0	
7.013	AHU FoH	61: AHU FOH	Punkt	16	484977	5550644	128		84.3	
8.001	Condenser AHU 01 (NW-F)	62: Condenser AHU	Punkt	17	484963	5550745	128		72.0	
8.002	Condenser AHU 02 (NW-F)	62: Condenser AHU	Punkt	17	484972	5550750	128		72.0	
8.003	Condenser AHU 03 (NW-F)	62: Condenser AHU	Punkt	17	484981	5550756	128		72.0	
8.004	Condenser AHU 04 (NW-F)	62: Condenser AHU	Punkt	17	484990	5550761	128		72.0	
8.005	Condenser AHU 05 (SO-F)	62: Condenser AHU	Punkt	17	485048	5550680	128		72.0	
8.006	Condenser AHU 06 (SO-F)	62: Condenser AHU	Punkt	17	485046	5550679	128		72.0	
8.007	Condenser AHU 07 (SO-F)	62: Condenser AHU	Punkt	17	484941	5550646	128		72.0	
8.008	Condenser AHU 08 (SO-F)	62: Condenser AHU	Punkt	17	484934	5550642	128		72.0	
8.009	Condenser AHU 09 (SW-F)	62: Condenser AHU	Punkt	17	484873	5550652	128		72.0	
8.010	Condenser AHU 10 (SW-F)	62: Condenser AHU	Punkt	17	484872	5550655	128		72.0	

Nr.	Schallquelle	Gruppe	Quellentyp	E.-Nr.	X m	Y m	Z m	I oder S m, m²	Lw dB(A)	*LwMax dB
8.011	Condenser AHU 11 (SW-F)	62: Condenser AHU	Punkt	17	484870	5550657	128		72.0	
8.012	Condenser AHU 12 (SW-F)	62: Condenser AHU	Punkt	17	484869	5550660	128		72.0	
8.013	Condenser AHU FoH	62: Condenser AHU FOH	Punkt	17	484979	5550640	128		73.0	
8.014	Condenser FOC SOC VRF	62: Condenser FOC SOC Area	Punkt	18	484976	5550639	128		79.0	
8.015	Condenser General Office Area no. 1	62: Condenser General Office Area	Punkt	19	485042	5550675	128		86.0	
8.016	Condenser General Office Area no. 2	62: Condenser General Office Area	Punkt	19	485039	5550673	128		86.0	
8.017	Condenser General Office Area no. 3	62: Condenser General Office Area	Punkt	19	485036	5550674	128		86.0	
9.102	Parkplatz 1	63: Parkplatz	Fläche	20	484801	5550635	102	81	67.0	100.0
9.103	Parkplatz 1: Abfahrt Pkw	63: Parkplatz	Linie	21	484790	5550644	102	29	64.7	100.0
9.101	Parkplatz 1: Zufahrt Pkw	63: Parkplatz	Linie	21	484793	5550637	102	26	64.1	100.0
9.202	Parkplatz 2	63: Parkplatz	Fläche	20	484854	5550712	100	205	67.0	100.0
9.203	Parkplatz 2: Abfahrt Pkw	63: Parkplatz	Linie	21	484825	5550670	101	127	71.0	100.0
9.201	Parkplatz 2: Zufahrt Pkw	63: Parkplatz	Linie	21	484828	5550667	101	127	71.1	100.0
9.302	Parkplatz 3	63: Parkplatz	Fläche	20	485007	5550652	104	581	67.0	100.0
9.303	Parkplatz 3: Abfahrt Pkw	63: Parkplatz	Linie	21	484892	5550637	103	286	74.6	100.0
9.301	Parkplatz 3: Zufahrt Pkw	63: Parkplatz	Linie	21	484950	5550709	102	492	76.9	100.0
9.402	Parkplatz 4	63: Parkplatz	Fläche	20	484873	5550625	103	99	67.0	100.0
9.403	Parkplatz 4: Abfahrt Pkw	63: Parkplatz	Linie	21	484835	5550653	102	137	71.4	100.0
9.401	Parkplatz 4: Zufahrt Pkw	63: Parkplatz	Linie	21	484947	5550689	103	640	78.1	100.0
10.003	Anlieferverkehr; Entladung Lkw	64: Lkw-Anlieferverkehr	Fläche	24	484944	5550636	105	495	92.0	115.0
10.002	Anlieferverkehr; Rangieren Lkw	64: Lkw-Anlieferverkehr	Fläche	23	484935	5550631	104	853	84.0	113.0
10.001	Anlieferverkehr; Zu- und Abfahrt Lkw	64: Lkw-Anlieferverkehr	Linie	22	484928	5550683	103	768	91.9	113.0
11.004	Pumps/Transformer/Switchroom/Piping	65: Trafo- & Wärmeübergabestation	Punkt	26	484835	5550642	105		72.0	
11.001	Trafostation A140 MVA	65: Trafo- & Wärmeübergabestation	Punkt	26	484873	5550606	109		72.0	
11.002	Trafostation B140 MVA	65: Trafo- & Wärmeübergabestation	Punkt	26	484863	5550623	108		72.0	
11.003	Wärmeübergangstation	65: Trafo- & Wärmeübergabestation	Punkt	26	484854	5550649	105		72.0	



A2.4 Berechnung der Geräuschemissionen

Die angegebenen Schallemissionswerte werden mit Hilfe einer Schallausbreitungsrechnung in die an den Immissionsorten zu erwartenden Immissionspegel umgerechnet. Dabei werden die physikalischen Gesetzmäßigkeiten der Schallausbreitung gemäß DIN ISO 9613-2 zugrunde gelegt (Detaillierte Prognose (DP) nach TA Lärm, Nr. A 2.1). Ausgehend vom Schallleistungspegel erfolgt die Berechnung des Schalldruckpegels $L_{AT}(DW)$ bzw. $L_{AT}(LT)$ in einem Aufpunkt im Abstand s vom Mittelpunkt einer Schallquelle nach folgenden Beziehungen:

$$L_{AT}(DW) = L_{WA} + D_C - A$$

mit

$L_{AT}(DW)$ Mitwind-Dauerschalldruckpegel in dB(A);

L_{WA} Schallleistungspegel der Quelle in dB(A);

D_C Richtwirkungskorrektur in dB;

$$D_C = D_I + D_0$$

mit

D_I Richtwirkungsmaß der Schallquelle in dB;

D_0 Richtwirkungsmaß in dB, welches die Schallausbreitung in einen Raumwinkel von weniger als 4 Sterad berücksichtigt (für einer Gebäudefassade zugeordneten Emittenten gilt $D_0 = 3$ dB);

A Gesamtdämpfung durch Schallausbreitung von der Quelle zum Empfänger;

$$A = A_{div} + A_{atm} + A_{gr} + A_{bar} + A_{misc}$$

mit

A_{div} Dämpfung aufgrund geometrischer Ausbreitung in dB;

A_{gr} Dämpfung aufgrund des Bodeneffekts in dB;

A_{bar} Dämpfung aufgrund von Abschirmung in dB;

A_{atm} Dämpfung aufgrund von Luftabsorption in dB;

A_{misc} enthält weitere Dämpfungsterme, welche gemäß DIN 9613-2, Anhang A bei der Schallausbreitung wirksam sein können:

A_{fol} Dämpfung aufgrund Bewuchs in dB;

A_{site} Dämpfung aufgrund Industriegelände in dB;

A_{house} .. Dämpfung aufgrund bebautem Gelände in dB;

Aus dem bei Mitwind ermittelten Dauerschalldruckpegel $L_{AT}(DW)$ wird unter Berücksichtigung der meteorologischen Korrektur C_{met} der Langzeit-Mittelungspegel $L_{AT}(LT)$ wie folgt berechnet.

$$L_{AT}(LT) = L_{AT}(DW) - C_{met}$$

Die **meteorologische Korrektur** C_{met} wird nach DIN ISO 9613-2 wie folgt ermittelt:

$$C_{met} = 0 \quad \text{wenn } d_p \leq 10 (h_s + h_r)$$

$$C_{met} = C_0 \cdot [1 - 10 \cdot (h_s + h_r) / d_p] \quad \text{wenn } d_p > 10 (h_s + h_r)$$

mit

h_s Höhe der Schallquelle in m;

h_r Höhe des Aufpunktes in m;

d_p Abstand zwischen Schallquelle und Aufpunkt in m (horizontale Bodenebene);

C_0 Faktor in dB, der von der örtlichen Wetterstatistik für Windgeschwindigkeit und richtung sowie Temperaturgradienten abhängig ist.

In den Ausbreitungstabellen werden neben den o.g. Parametern folgende Informationen ausgewiesen¹⁹:

Nr. Nummer des Emittenten;

Schallquelle ... Verbale Beschreibung des Emittenten;

ZB Zeitbereich (LrT = tags; LrN = nachts);

d_T Korrekturwert in dB, in der die Zeitbewertung (Einwirkzeit bezogen auf Beurteilungszeit) sowie die Anzahl der Vorgänge/Ereignisse berücksichtigt wird;

s Abstand Quelle Immissionsort (bei Linien- und Flächenquellen bezogen auf deren Schwerpunkt);

Re Pegelerhöhung durch Reflexionen;

K_R Zuschlag für Tageszeiten mit erhöhter Empfindlichkeit;

L_{AT} Geräuschimmissionspegel (= Langzeit-Mittelungspegel $L_{AT}(LT)$) in den Beurteilungszeiträumen Tag ($L_{AT,t}$) und Nacht ($L_{AT,n}$) unter Berücksichtigung von Einwirkzeiten, Zahl der Vorgänge und eventuellen Zuschlägen;

$L_{AT,Max}$ Spitzenpegel in den Beurteilungszeiträumen Tag ($L_{AT,tmax}$) und Nacht ($L_{AT,nmax}$).

¹⁹ Sofern Parameter für die Ausbreitungsberechnung nicht von Bedeutung sind, wird auf eine Dokumentation verzichtet.

Die Summenzeile beinhaltet die Bezeichnung des Immissionsortes sowie die Berechnungsergebnisse in der Summe aller Quellen und die Maximalpegel.

Die einzelnen Korrekturgrößen berücksichtigen die unter realen Bedingungen auftretenden Einflüsse auf die Schallausbreitung. Die Berechnung der Schalldruckpegel an den Immissionsorten wird mit Hilfe des Computerprogramms Soundplan frequenzabhängig durchgeführt. Hierfür werden die topographischen Gegebenheiten, die Gebäude sowie die Schallquellen auf der Basis von Originalplänen digitalisiert. Aus diesen Informationen wird ein dreidimensionales Geländemodell errechnet. Hindernisse, Schallquellen und Immissionsorte werden an die Geländestruktur angeglichen. Die Koordinaten und die akustischen Emissionsdaten werden der Berechnung zugeführt.

Folgende Ausbreitungstabellen werden dargestellt:

Anhang A2.4.1: Ausbreitungstabellen ohne NEA tags (6:00 – 22:00 Uhr)	Seite 77 ff.
Anhang A2.4.2: Ausbreitungstabellen nur NEA tags (6:00 – 22:00 Uhr) ²⁰	Seite 117 ff.
Anhang A2.4.3: Ausbreitungstabellen nachts (22:00 – 6:00 Uhr)	Seite 157 ff.

²⁰ Der in Tabelle 5.4, Seite 29 dargestellte Beurteilungspegel für die von den Netzersatzanlagen ausgehende **E`m**ypn^cdhhdndji`i`mbd]o nd^c \pn \_`i 0/ fmdodn^cno`i LC?+ \_d` urdschen 07:00 und 20:00 jeweils für eine Stunde einwirken, wobei zu einer NEA jeweils die, Zuluft, Abluft, Kaminmündung und die mobile Lastbank gehören.

A2.4.1 Dokumentation der Ausbreitungsrechnung ohne NEA tags (6:00 – 22:00 Uhr)

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
Io 1 - Kékulestraße 5 3.OG LAT,146 dB(A) LAT,max 71 dB(A)															
5.154	AIR-COOLED CHILLER 54	LrT	100.0	-2.0	0	89	-50.0	2.7	-17.1	-0.4	0.0	0.0	0.0	1.9	35.2
5.153	AIR-COOLED CHILLER 53	LrT	100.0	-2.0	0	94	-50.4	2.7	-16.8	-0.4	0.0	0.0	0.0	1.9	35.0
5.127	AIR-COOLED CHILLER 27	LrT	100.0	-2.0	0	96	-50.7	2.7	-16.8	-0.4	0.0	0.0	0.0	1.9	34.7
5.152	AIR-COOLED CHILLER 52	LrT	100.0	-2.0	0	99	-50.9	2.7	-17.8	-0.4	0.0	0.0	0.0	1.9	33.6
5.151	AIR-COOLED CHILLER 51	LrT	100.0	-2.0	0	104	-51.3	2.7	-18.6	-0.4	0.0	0.0	0.0	1.9	32.2
3.001	Landlord Generator: Container	LrT	110.0	-12.0	0	113	-52.1	2.7	-17.5	-0.2	0.0	0.0	0.0	0.0	30.9
9.301	Parkplatz 3: Zufahrt Pkw	LrT	76.9	2.6	0	106	-51.5	2.4	-1.3	-0.7	0.0	1.8	0.0	0.0	30.1
5.125	AIR-COOLED CHILLER 25	LrT	100.0	-2.0	0	106	-51.5	2.7	-21.9	-0.4	0.0	0.0	0.0	1.9	28.9
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrT	91.9	-12.0	0	125	-52.9	2.5	-1.8	-0.6	0.0	1.8	0.0	0.0	28.8
5.164	AIR-COOLED CHILLER 64	LrT	100.0	-2.0	0	111	-51.9	2.7	-22.5	-0.5	0.0	0.7	0.0	1.9	28.6
5.124	AIR-COOLED CHILLER 24	LrT	100.0	-2.0	0	111	-51.9	2.7	-22.1	-0.4	0.0	0.1	0.0	1.9	28.3
5.126	AIR-COOLED CHILLER 26	LrT	100.0	-2.0	0	101	-51.1	2.7	-23.0	-0.4	0.0	0.0	0.0	1.9	28.1
5.163	AIR-COOLED CHILLER 63	LrT	100.0	-2.0	0	116	-52.3	2.7	-22.7	-0.5	0.0	0.8	0.0	1.9	28.1
5.162	AIR-COOLED CHILLER 62	LrT	100.0	-2.0	0	121	-52.6	2.7	-22.8	-0.5	0.0	1.3	0.0	1.9	28.0
5.161	AIR-COOLED CHILLER 61	LrT	100.0	-2.0	0	126	-53.0	2.7	-23.0	-0.5	0.0	1.4	0.0	1.9	27.6
5.168	AIR-COOLED CHILLER 68	LrT	100.0	-2.0	0	90	-50.1	2.7	-27.2	-0.7	0.0	2.8	0.0	1.9	27.4
5.149	AIR-COOLED CHILLER 49	LrT	100.0	-2.0	0	114	-52.2	2.7	-22.7	-0.5	0.0	0.0	0.0	1.9	27.3
5.160	AIR-COOLED CHILLER 60	LrT	100.0	-2.0	0	131	-53.3	2.7	-23.1	-0.5	0.0	1.6	0.0	1.9	27.2
5.150	AIR-COOLED CHILLER 50	LrT	100.0	-2.0	0	109	-51.8	2.7	-23.2	-0.5	0.0	0.0	0.0	1.9	27.2
5.167	AIR-COOLED CHILLER 67	LrT	100.0	-2.0	0	95	-50.6	2.7	-27.2	-0.7	0.0	3.0	0.0	1.9	27.2
5.148	AIR-COOLED CHILLER 48	LrT	100.0	-2.0	0	120	-52.6	2.7	-22.9	-0.5	0.0	0.0	0.0	1.9	26.7
5.159	AIR-COOLED CHILLER 59	LrT	100.0	-2.0	0	136	-53.7	2.7	-23.2	-0.6	0.0	1.4	0.0	1.9	26.6
5.166	AIR-COOLED CHILLER 66	LrT	100.0	-2.0	0	100	-51.0	2.7	-27.2	-0.7	0.0	2.8	0.0	1.9	26.5
5.116	AIR-COOLED CHILLER 16	LrT	100.0	-2.0	0	150	-54.5	2.7	-21.3	-0.6	0.0	0.3	0.0	1.9	26.5
5.117	AIR-COOLED CHILLER 17	LrT	100.0	-2.0	0	145	-54.2	2.7	-21.8	-0.6	0.0	0.4	0.0	1.9	26.4
5.120	AIR-COOLED CHILLER 20	LrT	100.0	-2.0	0	130	-53.3	2.7	-22.8	-0.5	0.0	0.4	0.0	1.9	26.4
5.158	AIR-COOLED CHILLER 58	LrT	100.0	-2.0	0	141	-54.0	2.7	-23.3	-0.6	0.0	1.5	0.0	1.9	26.3
5.147	AIR-COOLED CHILLER 47	LrT	100.0	-2.0	0	125	-52.9	2.7	-23.0	-0.5	0.0	0.0	0.0	1.9	26.2
8.016	Condenser General Office Area no. 2	LrT	86.0	0.0	0	103	-51.2	2.7	-16.5	-0.2	0.0	3.4	0.0	1.9	26.1
5.155	AIR-COOLED CHILLER 55	LrT	100.0	-2.0	0	157	-54.9	2.7	-23.0	-0.7	0.0	2.0	0.0	1.9	26.0
5.119	AIR-COOLED CHILLER 19	LrT	100.0	-2.0	0	135	-53.6	2.7	-23.0	-0.6	0.0	0.4	0.0	1.9	25.9
5.115	AIR-COOLED CHILLER 15	LrT	100.0	-2.0	0	155	-54.8	2.7	-21.5	-0.6	0.0	0.1	0.0	1.9	25.8
5.146	AIR-COOLED CHILLER 46	LrT	100.0	-2.0	0	130	-53.3	2.7	-23.1	-0.5	0.0	0.0	0.0	1.9	25.7
5.118	AIR-COOLED CHILLER 18	LrT	100.0	-2.0	0	140	-53.9	2.7	-23.0	-0.6	0.0	0.4	0.0	1.9	25.5
5.114	AIR-COOLED CHILLER 14	LrT	100.0	-2.0	0	160	-55.1	2.7	-21.6	-0.6	0.0	0.1	0.0	1.9	25.4
5.156	AIR-COOLED CHILLER 56	LrT	100.0	-2.0	0	152	-54.6	2.7	-24.3	-0.7	0.0	2.3	0.0	1.9	25.3
5.157	AIR-COOLED CHILLER 57	LrT	100.0	-2.0	0	146	-54.3	2.7	-24.4	-0.7	0.0	2.1	0.0	1.9	25.3
5.145	AIR-COOLED CHILLER 45	LrT	100.0	-2.0	0	135	-53.6	2.7	-23.2	-0.6	0.0	0.0	0.0	1.9	25.2
8.017	Condenser General Office Area no. 3	LrT	86.0	0.0	0	105	-51.4	2.7	-16.5	-0.2	0.0	2.5	0.0	1.9	25.0
3.002	Landlord Generator: Kamin	LrT	90.0	-12.0	0	91	-50.2	2.7	-4.1	-1.3	0.0	0.0	0.0	0.0	25.0
5.113	AIR-COOLED CHILLER 13	LrT	100.0	-2.0	0	165	-55.4	2.7	-21.7	-0.7	0.0	0.1	0.0	1.9	25.0
5.165	AIR-COOLED CHILLER 65	LrT	100.0	-2.0	0	105	-51.5	2.7	-27.3	-0.8	0.0	1.8	0.0	1.9	25.0
5.144	AIR-COOLED CHILLER 44	LrT	100.0	-2.0	0	140	-53.9	2.7	-23.3	-0.6	0.0	0.0	0.0	1.9	24.8
5.112	AIR-COOLED CHILLER 12	LrT	100.0	-2.0	0	170	-55.6	2.7	-21.8	-0.7	0.0	0.1	0.0	1.9	24.6
5.104	AIR-COOLED CHILLER 04	LrT	100.0	-2.0	0	211	-57.5	2.7	-22.3	-0.8	0.0	2.5	0.0	1.9	24.6
5.103	AIR-COOLED CHILLER 03	LrT	100.0	-2.0	0	216	-57.7	2.7	-22.3	-0.8	0.0	2.8	0.0	1.9	24.5
5.102	AIR-COOLED CHILLER 02	LrT	100.0	-2.0	0	221	-57.9	2.7	-22.3	-0.9	0.0	3.0	0.0	1.9	24.5
5.101	AIR-COOLED CHILLER 01	LrT	100.0	-2.0	0	227	-58.1	2.7	-22.4	-0.9	0.0	3.2	0.0	1.9	24.4

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
5.143	AIR-COOLED CHILLER 43	LrT	100.0	-2.0	0	146	-54.3	2.7	-23.4	-0.6	0.0	0.0	0.0	1.9	24.4
5.111	AIR-COOLED CHILLER 11	LrT	100.0	-2.0	0	175	-55.9	2.7	-21.9	-0.7	0.0	0.1	0.0	1.9	24.3
5.142	AIR-COOLED CHILLER 42	LrT	100.0	-2.0	0	151	-54.6	2.7	-23.4	-0.6	0.0	0.0	0.0	1.9	24.0
5.110	AIR-COOLED CHILLER 10	LrT	100.0	-2.0	0	180	-56.1	2.7	-22.0	-0.7	0.0	0.0	0.0	1.9	23.8
5.141	AIR-COOLED CHILLER 41	LrT	100.0	-2.0	0	156	-54.8	2.7	-23.5	-0.6	0.0	0.0	0.0	1.9	23.6
5.109	AIR-COOLED CHILLER 09	LrT	100.0	-2.0	0	186	-56.4	2.7	-22.0	-0.7	0.0	0.0	0.0	1.9	23.5
5.108	AIR-COOLED CHILLER 08	LrT	100.0	-2.0	0	191	-56.6	2.7	-22.1	-0.8	0.0	0.1	0.0	1.9	23.3
5.140	AIR-COOLED CHILLER 40	LrT	100.0	-2.0	0	161	-55.1	2.7	-23.5	-0.7	0.0	0.0	0.0	1.9	23.3
5.122	AIR-COOLED CHILLER 22	LrT	100.0	-2.0	0	120	-52.6	2.7	-27.3	-0.8	0.0	1.1	0.0	1.9	23.0
5.107	AIR-COOLED CHILLER 07	LrT	100.0	-2.0	0	196	-56.8	2.7	-22.2	-0.8	0.0	0.1	0.0	1.9	23.0
5.139	AIR-COOLED CHILLER 39	LrT	100.0	-2.0	0	166	-55.4	2.7	-23.6	-0.7	0.0	0.0	0.0	1.9	23.0
5.106	AIR-COOLED CHILLER 06	LrT	100.0	-2.0	0	201	-57.1	2.7	-22.2	-0.8	0.0	0.4	0.0	1.9	23.0
5.132	AIR-COOLED CHILLER 32	LrT	100.0	-2.0	0	203	-57.1	2.7	-23.7	-0.8	0.0	1.8	0.0	1.9	22.7
5.121	AIR-COOLED CHILLER 21	LrT	100.0	-2.0	0	125	-52.9	2.7	-27.2	-0.9	0.0	1.1	0.0	1.9	22.7
5.138	AIR-COOLED CHILLER 38	LrT	100.0	-2.0	0	171	-55.7	2.7	-23.6	-0.7	0.0	0.0	0.0	1.9	22.7
5.131	AIR-COOLED CHILLER 31	LrT	100.0	-2.0	0	208	-57.3	2.7	-23.7	-0.8	0.0	1.9	0.0	1.9	22.6
5.105	AIR-COOLED CHILLER 05	LrT	100.0	-2.0	0	206	-57.3	2.7	-22.2	-0.8	0.0	0.2	0.0	1.9	22.5
5.130	AIR-COOLED CHILLER 30	LrT	100.0	-2.0	0	213	-57.6	2.7	-23.8	-0.9	0.0	2.1	0.0	1.9	22.5
5.129	AIR-COOLED CHILLER 29	LrT	100.0	-2.0	0	218	-57.8	2.7	-23.8	-0.9	0.0	2.3	0.0	1.9	22.5
5.128	AIR-COOLED CHILLER 28	LrT	100.0	-2.0	0	224	-58.0	2.7	-23.8	-0.9	0.0	2.4	0.0	1.9	22.4
5.137	AIR-COOLED CHILLER 37	LrT	100.0	-2.0	0	177	-55.9	2.7	-23.6	-0.7	0.0	0.0	0.0	1.9	22.4
5.123	AIR-COOLED CHILLER 23	LrT	100.0	-2.0	0	115	-52.2	2.7	-27.2	-0.8	0.0	0.0	0.0	1.9	22.3
5.136	AIR-COOLED CHILLER 36	LrT	100.0	-2.0	0	182	-56.2	2.7	-23.6	-0.7	0.0	0.1	0.0	1.9	22.1
5.135	AIR-COOLED CHILLER 35	LrT	100.0	-2.0	0	187	-56.4	2.7	-23.7	-0.8	0.0	0.2	0.0	1.9	21.9
5.134	AIR-COOLED CHILLER 34	LrT	100.0	-2.0	0	192	-56.7	2.7	-23.7	-0.8	0.0	0.2	0.0	1.9	21.6
5.133	AIR-COOLED CHILLER 33	LrT	100.0	-2.0	0	198	-56.9	2.7	-23.7	-0.8	0.0	0.1	0.0	1.9	21.3
8.015	Condenser General Office Area no. 1	LrT	86.0	0.0	0	100	-51.0	2.7	-22.3	-0.2	0.0	3.7	0.0	1.9	20.8
7.013	AHU FoH	LrT	84.3	0.0	0	166	-55.4	2.7	-20.5	-0.3	0.0	5.2	0.0	1.9	18.0
4.301	Landlord Trafo	LrT	73.0	0.0	3	129	-53.2	2.7	-13.4	-0.1	0.0	3.6	0.0	1.9	17.4
3.004	Landlord Generator: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
4.112	Trafo 112	LrT	55.0	1.0	3	63	-46.9	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	16.6
4.012	Trafo 012	LrT	55.0	1.0	3	63	-47.0	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	16.6
4.212	Trafo 212	LrT	55.0	1.0	3	63	-47.0	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	16.5
4.111	Trafo 111	LrT	55.0	1.0	3	64	-47.1	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	16.5
4.011	Trafo 011	LrT	55.0	1.0	3	64	-47.1	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	16.4
4.211	Trafo 211	LrT	55.0	1.0	3	65	-47.2	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	16.4
4.113	Trafo 113	LrT	55.0	1.0	3	67	-47.5	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	16.0
4.013	Trafo 013	LrT	55.0	1.0	3	67	-47.5	2.6	0.0	-0.1	0.0	0.0	0.0	1.9	16.0
4.213	Trafo 213	LrT	55.0	1.0	3	68	-47.6	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	16.0
4.114	Trafo 114	LrT	55.0	1.0	3	69	-47.8	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	15.7
7.006	AHU06 (SO-F)	LrT	78.0	0.0	0	103	-51.3	2.7	-16.8	-0.2	0.0	1.4	0.0	1.9	15.7
4.014	Trafo 014	LrT	55.0	1.0	3	70	-47.8	2.6	0.0	-0.1	0.0	0.0	0.0	1.9	15.7
4.214	Trafo 214	LrT	55.0	1.0	3	70	-47.9	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	15.7
4.110	Trafo 110	LrT	55.0	1.0	3	73	-48.2	2.7	0.0	-0.1	0.0	0.3	0.0	1.9	15.6
4.010	Trafo 010	LrT	55.0	1.0	3	73	-48.3	2.7	0.0	-0.1	0.0	0.3	0.0	1.9	15.6
7.001	AHU01 (NW-F)	LrT	78.0	0.0	0	134	-53.6	2.7	-16.8	-0.3	0.0	3.4	0.0	1.9	15.4
4.109	Trafo 109	LrT	55.0	1.0	3	76	-48.6	2.7	0.0	-0.1	0.0	0.4	0.0	1.9	15.3
4.009	Trafo 009	LrT	55.0	1.0	3	76	-48.6	2.7	0.0	-0.1	0.0	0.3	0.0	1.9	15.3
4.210	Trafo 210	LrT	55.0	1.0	3	73	-48.3	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	15.3

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
7.002	AHU02 (NW-F)	LrT	78.0	0.0	0	125	-52.9	2.7	-16.7	-0.3	0.0	2.5	0.0	1.9	15.3
7.005	AHU05 (SO-F)	LrT	78.0	0.0	0	94	-50.5	2.7	-16.9	-0.2	0.0	0.1	0.0	1.9	15.1
4.209	Trafo 209	LrT	55.0	1.0	3	76	-48.7	2.7	0.0	-0.1	0.0	0.0	0.0	1.9	14.9
8.006	Condenser AHU 06 (SO-F)	LrT	72.0	1.0	0	95	-50.5	2.7	-14.5	-0.1	0.0	2.4	0.0	1.9	14.9
8.005	Condenser AHU 05 (SO-F)	LrT	72.0	1.0	0	93	-50.3	2.7	-14.8	-0.1	0.0	2.4	0.0	1.9	14.8
7.003	AHU03 (NW-F)	LrT	78.0	0.0	0	117	-52.4	2.7	-16.6	-0.3	0.0	1.3	0.0	1.9	14.7
9.302	Parkplatz 3	LrT	67.0	5.6	0	125	-52.9	2.3	-14.2	-0.7	0.0	7.1	0.0	0.0	14.2
8.002	Condenser AHU 02 (NW-F)	LrT	72.0	1.0	0	127	-53.1	2.7	-14.1	-0.1	0.0	2.5	0.0	1.9	12.9
9.303	Parkplatz 3: Abfahrt Pkw	LrT	74.6	2.6	0	226	-58.1	2.3	-24.1	-0.9	-0.7	17.2	0.0	0.0	12.8
8.003	Condenser AHU 03 (NW-F)	LrT	72.0	1.0	0	118	-52.4	2.7	-14.0	-0.1	0.0	1.1	0.0	1.9	12.3
8.001	Condenser AHU 01 (NW-F)	LrT	72.0	1.0	0	137	-53.7	2.7	-14.2	-0.1	0.0	2.5	0.0	1.9	12.1
10.003	Anlieferverkehr: Entladung Lkw	LrT	92.0	-12.0	0	195	-56.8	2.4	-26.1	-1.0	-0.7	14.3	0.0	0.0	12.1
6.167	AIR-COOLED CHILLER Pump 67	LrT	76.0	0.0	0	91	-50.2	2.7	-18.4	-0.3	0.0	0.2	0.0	1.9	11.9
6.166	AIR-COOLED CHILLER Pump 66	LrT	76.0	0.0	0	97	-50.7	2.7	-18.8	-0.4	0.0	0.3	0.0	1.9	11.0
8.014	Condenser FOC SOC VRF	LrT	79.0	1.0	0	170	-55.6	2.7	-20.4	-0.3	0.0	2.6	0.0	1.9	11.0
6.168	AIR-COOLED CHILLER Pump 68	LrT	76.0	0.0	0	86	-49.7	2.7	-20.6	-0.3	0.0	0.4	0.0	1.9	10.4
8.004	Condenser AHU 04 (NW-F)	LrT	72.0	1.0	0	109	-51.8	2.7	-18.1	-0.1	0.0	2.5	0.0	1.9	10.1
6.165	AIR-COOLED CHILLER Pump 65	LrT	76.0	0.0	0	102	-51.1	2.7	-19.4	-0.4	0.0	0.4	0.0	1.9	10.1
6.164	AIR-COOLED CHILLER Pump 64	LrT	76.0	0.0	0	107	-51.6	2.7	-19.6	-0.4	0.0	0.4	0.0	1.9	9.5
6.162	AIR-COOLED CHILLER Pump 62	LrT	76.0	0.0	0	117	-52.4	2.7	-18.9	-0.4	0.0	0.5	0.0	1.9	9.5
6.163	AIR-COOLED CHILLER Pump 63	LrT	76.0	0.0	0	112	-52.0	2.7	-19.3	-0.4	0.0	0.5	0.0	1.9	9.4
6.126	AIR-COOLED CHILLER Pump 26	LrT	76.0	0.0	0	103	-51.2	2.7	-20.4	-0.3	0.0	0.0	0.0	1.9	8.6
7.012	AHU12 (SW-F)	LrT	78.0	0.0	0	242	-58.7	2.7	-17.3	-0.5	0.0	2.4	0.0	1.9	8.6
7.010	AHU10 (SW-F)	LrT	78.0	0.0	0	241	-58.6	2.7	-17.3	-0.5	0.0	2.3	0.0	1.9	8.6
7.011	AHU11 (SW-F)	LrT	78.0	0.0	0	241	-58.6	2.7	-17.3	-0.5	0.0	2.3	0.0	1.9	8.6
7.004	AHU04 (NW-F)	LrT	78.0	0.0	0	108	-51.7	2.7	-22.2	-0.3	0.0	0.0	0.0	1.9	8.5
6.125	AIR-COOLED CHILLER Pump 25	LrT	76.0	0.0	0	108	-51.6	2.7	-20.6	-0.4	0.0	0.0	0.0	1.9	8.0
6.127	AIR-COOLED CHILLER Pump 27	LrT	76.0	0.0	0	98	-50.8	2.7	-21.9	-0.4	0.0	0.0	0.0	1.9	7.5
10.002	Anlieferverkehr: Rangieren Lkw	LrT	84.0	-12.0	0	205	-57.2	2.5	-26.1	-1.2	-0.8	18.2	0.0	0.0	7.3
7.009	AHU09 (SW-F)	LrT	78.0	0.0	0	241	-58.6	2.7	-17.3	-0.5	0.0	0.5	0.0	1.9	6.8
6.149	AIR-COOLED CHILLER Pump 49	LrT	76.0	0.0	0	116	-52.3	2.7	-21.3	-0.4	0.0	0.0	0.0	1.9	6.7
6.160	AIR-COOLED CHILLER Pump 60	LrT	76.0	0.0	0	128	-53.1	2.7	-21.6	-0.4	0.0	1.1	0.0	1.9	6.7
6.161	AIR-COOLED CHILLER Pump 61	LrT	76.0	0.0	0	122	-52.7	2.7	-21.9	-0.4	0.0	1.1	0.0	1.9	6.6
8.010	Condenser AHU 10 (SW-F)	LrT	72.0	1.0	0	249	-58.9	2.7	-14.5	-0.2	0.0	2.5	0.0	1.9	6.5
8.009	Condenser AHU 09 (SW-F)	LrT	72.0	1.0	0	248	-58.9	2.7	-14.5	-0.2	0.0	2.5	0.0	1.9	6.5
8.011	Condenser AHU 11 (SW-F)	LrT	72.0	1.0	0	249	-58.9	2.7	-14.5	-0.2	0.0	2.5	0.0	1.9	6.5
8.012	Condenser AHU 12 (SW-F)	LrT	72.0	1.0	0	249	-58.9	2.7	-14.5	-0.2	0.0	2.5	0.0	1.9	6.5
6.159	AIR-COOLED CHILLER Pump 59	LrT	76.0	0.0	0	133	-53.4	2.7	-21.6	-0.5	0.0	1.3	0.0	1.9	6.4
7.008	AHU08 (SO-F)	LrT	78.0	0.0	0	198	-56.9	2.7	-24.4	-0.6	0.0	5.7	0.0	1.9	6.4
6.157	AIR-COOLED CHILLER Pump 57	LrT	76.0	0.0	0	143	-54.1	2.7	-21.8	-0.5	0.0	2.0	0.0	1.9	6.2
6.148	AIR-COOLED CHILLER Pump 48	LrT	76.0	0.0	0	121	-52.6	2.7	-21.4	-0.4	0.0	0.0	0.0	1.9	6.2
6.158	AIR-COOLED CHILLER Pump 58	LrT	76.0	0.0	0	138	-53.8	2.7	-21.7	-0.5	0.0	1.5	0.0	1.9	6.2
6.118	AIR-COOLED CHILLER Pump 18	LrT	76.0	0.0	0	142	-54.1	2.7	-20.3	-0.4	0.0	0.3	0.0	1.9	6.2
6.121	AIR-COOLED CHILLER Pump 21	LrT	76.0	0.0	0	127	-53.1	2.7	-21.3	-0.4	0.0	0.3	0.0	1.9	6.1
6.117	AIR-COOLED CHILLER Pump 17	LrT	76.0	0.0	0	147	-54.4	2.7	-19.9	-0.5	0.0	0.2	0.0	1.9	6.1
6.156	AIR-COOLED CHILLER Pump 56	LrT	76.0	0.0	0	148	-54.4	2.7	-21.9	-0.5	0.0	2.1	0.0	1.9	5.9
6.155	AIR-COOLED CHILLER Pump 55	LrT	76.0	0.0	0	154	-54.7	2.7	-21.9	-0.5	0.0	2.3	0.0	1.9	5.8
6.147	AIR-COOLED CHILLER Pump 47	LrT	76.0	0.0	0	126	-53.0	2.7	-21.5	-0.4	0.0	0.0	0.0	1.9	5.7
6.120	AIR-COOLED CHILLER Pump 20	LrT	76.0	0.0	0	132	-53.4	2.7	-21.4	-0.5	0.0	0.3	0.0	1.9	5.6

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.116	AIR-COOLED CHILLER Pump 16	LrT	76.0	0.0	0	152	-54.6	2.7	-20.1	-0.5	0.0	0.2	0.0	1.9	5.6
6.119	AIR-COOLED CHILLER Pump 19	LrT	76.0	0.0	0	137	-53.7	2.7	-21.5	-0.5	0.0	0.3	0.0	1.9	5.2
6.146	AIR-COOLED CHILLER Pump 46	LrT	76.0	0.0	0	131	-53.4	2.7	-21.6	-0.5	0.0	0.0	0.0	1.9	5.2
6.115	AIR-COOLED CHILLER Pump 15	LrT	76.0	0.0	0	157	-54.9	2.7	-20.2	-0.5	0.0	0.1	0.0	1.9	5.0
7.007	AHU07 (SO-F)	LrT	78.0	0.0	0	194	-56.8	2.7	-24.6	-0.6	0.0	4.2	0.0	1.9	4.9
6.145	AIR-COOLED CHILLER Pump 45	LrT	76.0	0.0	0	137	-53.7	2.7	-21.7	-0.5	0.0	0.0	0.0	1.9	4.7
6.114	AIR-COOLED CHILLER Pump 14	LrT	76.0	0.0	0	162	-55.2	2.7	-20.3	-0.5	0.0	0.1	0.0	1.9	4.6
6.144	AIR-COOLED CHILLER Pump 44	LrT	76.0	0.0	0	142	-54.0	2.7	-21.8	-0.5	0.0	0.0	0.0	1.9	4.4
6.113	AIR-COOLED CHILLER Pump 13	LrT	76.0	0.0	0	168	-55.5	2.7	-20.4	-0.5	0.0	0.1	0.0	1.9	4.3
6.143	AIR-COOLED CHILLER Pump 43	LrT	76.0	0.0	0	147	-54.3	2.7	-21.8	-0.5	0.0	0.0	0.0	1.9	4.0
6.112	AIR-COOLED CHILLER Pump 12	LrT	76.0	0.0	0	173	-55.7	2.7	-20.5	-0.5	0.0	0.1	0.0	1.9	3.9
6.104	AIR-COOLED CHILLER Pump 04	LrT	76.0	0.0	0	214	-57.6	2.7	-20.9	-0.7	0.0	2.3	0.0	1.9	3.8
6.103	AIR-COOLED CHILLER Pump 03	LrT	76.0	0.0	0	219	-57.8	2.7	-20.9	-0.7	0.0	2.5	0.0	1.9	3.8
6.102	AIR-COOLED CHILLER Pump 02	LrT	76.0	0.0	0	224	-58.0	2.7	-21.0	-0.7	0.0	2.7	0.0	1.9	3.7
6.101	AIR-COOLED CHILLER Pump 01	LrT	76.0	0.0	0	229	-58.2	2.7	-21.0	-0.7	0.0	2.9	0.0	1.9	3.7
6.142	AIR-COOLED CHILLER Pump 42	LrT	76.0	0.0	0	152	-54.6	2.7	-21.9	-0.5	0.0	0.0	0.0	1.9	3.6
6.111	AIR-COOLED CHILLER Pump 11	LrT	76.0	0.0	0	178	-56.0	2.7	-20.6	-0.6	0.0	0.0	0.0	1.9	3.5
6.141	AIR-COOLED CHILLER Pump 41	LrT	76.0	0.0	0	157	-54.9	2.7	-21.9	-0.5	0.0	0.0	0.0	1.9	3.2
6.110	AIR-COOLED CHILLER Pump 10	LrT	76.0	0.0	0	183	-56.2	2.7	-20.6	-0.6	0.0	0.0	0.0	1.9	3.2
6.109	AIR-COOLED CHILLER Pump 09	LrT	76.0	0.0	0	188	-56.5	2.7	-20.7	-0.6	0.0	0.1	0.0	1.9	2.9
6.140	AIR-COOLED CHILLER Pump 40	LrT	76.0	0.0	0	163	-55.2	2.7	-22.0	-0.6	0.0	0.0	0.0	1.9	2.9
6.108	AIR-COOLED CHILLER Pump 08	LrT	76.0	0.0	0	193	-56.7	2.7	-20.8	-0.6	0.0	0.1	0.0	1.9	2.7
8.013	Condenser AHU FoH	LrT	73.0	0.0	0	168	-55.5	2.7	-19.8	-0.1	0.0	0.4	0.0	1.9	2.6
6.139	AIR-COOLED CHILLER Pump 39	LrT	76.0	0.0	0	168	-55.5	2.7	-22.0	-0.6	0.0	0.1	0.0	1.9	2.6
6.154	AIR-COOLED CHILLER Pump 54	LrT	76.0	0.0	0	90	-50.1	2.7	-27.1	-0.9	0.0	0.0	0.0	1.9	2.6
6.107	AIR-COOLED CHILLER Pump 07	LrT	76.0	0.0	0	198	-56.9	2.7	-20.8	-0.6	0.0	0.1	0.0	1.9	2.4
6.106	AIR-COOLED CHILLER Pump 06	LrT	76.0	0.0	0	203	-57.2	2.7	-20.8	-0.6	0.0	0.3	0.0	1.9	2.3
6.138	AIR-COOLED CHILLER Pump 38	LrT	76.0	0.0	0	173	-55.8	2.7	-22.0	-0.6	0.0	0.0	0.0	1.9	2.3
8.008	Condenser AHU 08 (SO-F)	LrT	72.0	1.0	0	201	-57.0	2.7	-20.7	-0.2	0.0	2.5	0.0	1.9	2.2
6.153	AIR-COOLED CHILLER Pump 53	LrT	76.0	0.0	0	95	-50.5	2.7	-27.1	-0.9	0.0	0.0	0.0	1.9	2.1
6.137	AIR-COOLED CHILLER Pump 37	LrT	76.0	0.0	0	178	-56.0	2.7	-22.0	-0.6	0.0	0.0	0.0	1.9	2.0
6.105	AIR-COOLED CHILLER Pump 05	LrT	76.0	0.0	0	208	-57.4	2.7	-20.8	-0.6	0.0	0.2	0.0	1.9	1.9
6.136	AIR-COOLED CHILLER Pump 36	LrT	76.0	0.0	0	183	-56.3	2.7	-22.1	-0.6	0.0	0.1	0.0	1.9	1.8
8.007	Condenser AHU 07 (SO-F)	LrT	72.0	1.0	0	193	-56.7	2.7	-21.1	-0.2	0.0	2.1	0.0	1.9	1.7
6.152	AIR-COOLED CHILLER Pump 52	LrT	76.0	0.0	0	100	-51.0	2.7	-27.0	-0.9	0.0	0.0	0.0	1.9	1.7
6.135	AIR-COOLED CHILLER Pump 35	LrT	76.0	0.0	0	189	-56.5	2.7	-22.1	-0.6	0.0	0.1	0.0	1.9	1.5
6.151	AIR-COOLED CHILLER Pump 51	LrT	76.0	0.0	0	105	-51.4	2.7	-26.9	-0.9	0.0	0.0	0.0	1.9	1.3
6.128	AIR-COOLED CHILLER Pump 28	LrT	76.0	0.0	0	225	-58.0	2.7	-22.1	-0.7	0.0	1.6	0.0	1.9	1.3
6.134	AIR-COOLED CHILLER Pump 34	LrT	76.0	0.0	0	194	-56.7	2.7	-22.1	-0.6	0.0	0.1	0.0	1.9	1.3
6.122	AIR-COOLED CHILLER Pump 22	LrT	76.0	0.0	0	122	-52.7	2.7	-26.7	-1.0	0.0	1.1	0.0	1.9	1.3
6.124	AIR-COOLED CHILLER Pump 24	LrT	76.0	0.0	0	112	-52.0	2.7	-26.8	-1.0	0.0	0.3	0.0	1.9	1.1
6.133	AIR-COOLED CHILLER Pump 33	LrT	76.0	0.0	0	199	-57.0	2.7	-22.1	-0.7	0.0	0.2	0.0	1.9	1.1
6.129	AIR-COOLED CHILLER Pump 29	LrT	76.0	0.0	0	220	-57.8	2.7	-22.2	-0.7	0.0	1.1	0.0	1.9	1.0
6.150	AIR-COOLED CHILLER Pump 50	LrT	76.0	0.0	0	111	-51.9	2.7	-26.9	-1.0	0.0	0.0	0.0	1.9	1.0
6.131	AIR-COOLED CHILLER Pump 31	LrT	76.0	0.0	0	210	-57.4	2.7	-22.1	-0.7	0.0	0.4	0.0	1.9	0.8
6.132	AIR-COOLED CHILLER Pump 32	LrT	76.0	0.0	0	204	-57.2	2.7	-22.1	-0.7	0.0	0.2	0.0	1.9	0.8
6.130	AIR-COOLED CHILLER Pump 30	LrT	76.0	0.0	0	215	-57.6	2.7	-22.2	-0.7	0.0	0.4	0.0	1.9	0.6
6.123	AIR-COOLED CHILLER Pump 23	LrT	76.0	0.0	0	117	-52.4	2.7	-26.8	-1.0	0.0	0.0	0.0	1.9	0.4
11.002	Trafostation B140 MVA	LrT	72.0	0.0	0	278	-59.9	2.6	-25.1	-0.3	-0.8	1.8	0.0	1.9	-7.7

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
11.001	Trafostation A140 MVA	LrT	72.0	0.0	0	279	-59.9	2.6	-24.6	-0.3	-0.8	0.0	0.0	1.9	-9.0
11.003	Wärmeübergangstation	LrT	72.0	0.0	0	269	-59.6	2.3	-25.5	-0.3	-0.9	0.0	0.0	1.9	-10.0
11.004	Pumps/Transformer/Switchroom/Piping	LrT	72.0	0.0	0	287	-60.2	2.3	-25.1	-0.3	-1.0	0.0	0.0	1.9	-10.3
9.202	Parkplatz 2	LrT	67.0	2.7	0	248	-58.9	2.3	-24.9	-1.2	-1.0	0.1	0.0	3.0	-10.9
4.208	Trafo 208	LrT	55.0	1.0	3	149	-54.5	2.7	-20.3	-0.2	0.0	0.0	0.0	1.9	-11.3
4.108	Trafo 108	LrT	55.0	1.0	3	149	-54.4	2.7	-20.4	-0.2	0.0	0.0	0.0	1.9	-11.3
4.008	Trafo 008	LrT	55.0	1.0	3	149	-54.4	2.7	-20.4	-0.2	0.0	0.0	0.0	1.9	-11.4
4.207	Trafo 207	LrT	55.0	1.0	3	154	-54.7	2.7	-21.0	-0.2	0.0	0.0	0.0	1.9	-12.2
4.107	Trafo 107	LrT	55.0	1.0	3	154	-54.7	2.7	-21.0	-0.2	0.0	0.0	0.0	1.9	-12.3
4.007	Trafo 007	LrT	55.0	1.0	3	154	-54.7	2.7	-21.0	-0.2	0.0	0.0	0.0	1.9	-12.3
9.201	Parkplatz 2: Zufahrt Pkw	LrT	71.1	-0.3	0	282	-60.0	2.3	-25.8	-1.5	-1.1	0.0	0.0	3.0	-12.3
9.203	Parkplatz 2: Abfahrt Pkw	LrT	71.0	-0.3	0	284	-60.0	2.3	-25.8	-1.5	-1.1	0.0	0.0	3.0	-12.4
4.206	Trafo 206	LrT	55.0	1.0	3	188	-56.5	2.7	-22.9	-0.2	0.0	0.0	0.0	1.9	-15.9
4.106	Trafo 106	LrT	55.0	1.0	3	188	-56.5	2.7	-23.0	-0.2	0.0	0.0	0.0	1.9	-16.0
4.006	Trafo 006	LrT	55.0	1.0	3	188	-56.5	2.7	-23.0	-0.2	0.0	0.0	0.0	1.9	-16.0
4.205	Trafo 205	LrT	55.0	1.0	3	193	-56.7	2.7	-23.0	-0.2	0.0	0.0	0.0	1.9	-16.3
4.105	Trafo 105	LrT	55.0	1.0	3	193	-56.7	2.7	-23.1	-0.2	0.0	0.0	0.0	1.9	-16.4
4.005	Trafo 005	LrT	55.0	1.0	3	193	-56.7	2.7	-23.1	-0.2	0.0	0.0	0.0	1.9	-16.4
9.102	Parkplatz 1	LrT	67.0	-1.2	0	322	-61.1	2.3	-25.7	-1.5	-1.3	0.0	0.0	4.0	-17.7
4.104	Trafo 104	LrT	55.0	1.0	3	214	-57.6	2.7	-23.6	-0.2	0.0	0.0	0.0	1.9	-17.8
4.204	Trafo 204	LrT	55.0	1.0	3	214	-57.6	2.7	-23.6	-0.2	0.0	0.0	0.0	1.9	-17.8
4.004	Trafo 004	LrT	55.0	1.0	3	214	-57.6	2.7	-23.6	-0.2	-0.1	0.0	0.0	1.9	-17.8
4.103	Trafo 103	LrT	55.0	1.0	3	219	-57.8	2.7	-23.6	-0.2	0.0	0.0	0.0	1.9	-18.0
4.203	Trafo 203	LrT	55.0	1.0	3	219	-57.8	2.7	-23.6	-0.2	0.0	0.0	0.0	1.9	-18.1
4.003	Trafo 003	LrT	55.0	1.0	3	219	-57.8	2.7	-23.6	-0.2	-0.1	0.0	0.0	1.9	-18.2
4.202	Trafo 202	LrT	55.0	1.0	3	240	-58.6	2.7	-23.8	-0.2	0.0	0.0	0.0	1.9	-19.0
4.102	Trafo 102	LrT	55.0	1.0	3	240	-58.6	2.7	-23.8	-0.3	0.0	0.0	0.0	1.9	-19.0
4.201	Trafo 201	LrT	55.0	1.0	3	246	-58.8	2.7	-23.8	-0.3	0.0	0.0	0.0	1.9	-19.3
4.002	Trafo 002	LrT	55.0	1.0	3	240	-58.6	2.7	-23.8	-0.3	-0.3	0.0	0.0	1.9	-19.3
4.101	Trafo 101	LrT	55.0	1.0	3	245	-58.8	2.7	-23.9	-0.3	0.0	0.0	0.0	1.9	-19.3
4.216	Trafo 216	LrT	55.0	1.0	3	249	-58.9	2.7	-25.9	-0.3	0.0	1.7	0.0	1.9	-19.7
4.116	Trafo 116	LrT	55.0	1.0	3	248	-58.9	2.7	-25.9	-0.3	0.0	1.7	0.0	1.9	-19.7
4.215	Trafo 215	LrT	55.0	1.0	3	249	-58.9	2.7	-25.7	-0.3	0.0	1.5	0.0	1.9	-19.8
4.115	Trafo 115	LrT	55.0	1.0	3	248	-58.9	2.7	-25.7	-0.3	0.0	1.4	0.0	1.9	-19.8
4.016	Trafo 016	LrT	55.0	1.0	3	248	-58.9	2.7	-25.9	-0.3	-0.5	1.7	0.0	1.9	-20.3
4.015	Trafo 015	LrT	55.0	1.0	3	248	-58.9	2.7	-25.7	-0.3	-0.6	1.5	0.0	1.9	-20.4
4.217	Trafo 217	LrT	55.0	1.0	3	250	-58.9	2.7	-26.0	-0.3	0.0	0.0	0.0	1.9	-21.6
4.218	Trafo 218	LrT	55.0	1.0	3	250	-59.0	2.7	-26.0	-0.3	0.0	0.0	0.0	1.9	-21.6
4.117	Trafo 117	LrT	55.0	1.0	3	249	-58.9	2.7	-26.1	-0.3	0.0	0.0	0.0	1.9	-21.7
4.118	Trafo 118	LrT	55.0	1.0	3	250	-59.0	2.7	-26.1	-0.3	0.0	0.0	0.0	1.9	-21.7
4.017	Trafo 017	LrT	55.0	1.0	3	250	-58.9	2.7	-26.1	-0.3	-0.5	0.0	0.0	1.9	-22.2
4.018	Trafo 018	LrT	55.0	1.0	3	250	-59.0	2.7	-26.1	-0.3	-0.5	0.0	0.0	1.9	-22.2
9.103	Parkplatz 1: Abfahrt Pkw	LrT	64.7	-4.3	0	328	-61.3	2.3	-25.7	-1.6	-1.3	0.0	0.0	4.0	-23.1
9.101	Parkplatz 1: Zufahrt Pkw	LrT	64.1	-4.3	0	327	-61.3	2.3	-25.7	-1.5	-1.3	0.0	0.0	4.0	-23.7

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
lo 2 - Mühlheimer Straße 151 2.OG LAT,t 47 dB(A) LAT,tmax 73 dB(A)															
3.001	Landlord Generator; Container	LrT	110.0	-12.0	0	87	-49.8	2.7	-11.0	-0.2	0.0	0.6	0.0	0.0	40.3
10.003	Anlieferverkehr: Entladung Lkw	LrT	92.0	-12.0	0	75	-48.5	2.5	-0.5	-0.6	0.0	1.6	0.0	0.0	34.4
5.128	AIR-COOLED CHILLER 28	LrT	100.0	-2.0	0	120	-52.6	2.7	-18.2	-0.5	0.0	1.3	0.0	0.0	30.7
9.303	Parkplatz 3: Abfahrt Pkw	LrT	74.6	2.6	0	80	-49.1	2.4	-0.5	-0.6	0.0	1.3	0.0	0.0	30.7
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrT	91.9	-12.0	0	104	-51.4	2.5	-1.3	-0.5	0.0	1.5	0.0	0.0	30.7
5.134	AIR-COOLED CHILLER 34	LrT	100.0	-2.0	0	108	-51.7	2.7	-18.8	-0.5	0.0	0.2	0.0	0.0	30.0
5.159	AIR-COOLED CHILLER 59	LrT	100.0	-2.0	0	86	-49.7	2.7	-21.1	-0.4	0.0	0.4	0.0	0.0	30.0
5.132	AIR-COOLED CHILLER 32	LrT	100.0	-2.0	0	111	-51.9	2.7	-18.6	-0.5	0.0	0.3	0.0	0.0	30.0
5.133	AIR-COOLED CHILLER 33	LrT	100.0	-2.0	0	110	-51.8	2.7	-18.7	-0.5	0.0	0.2	0.0	0.0	30.0
5.168	AIR-COOLED CHILLER 68	LrT	100.0	-2.0	0	112	-52.0	2.7	-19.8	-0.5	0.0	1.4	0.0	0.0	29.8
5.158	AIR-COOLED CHILLER 58	LrT	100.0	-2.0	0	84	-49.5	2.7	-21.2	-0.4	0.0	0.1	0.0	0.0	29.8
5.155	AIR-COOLED CHILLER 55	LrT	100.0	-2.0	0	81	-49.1	2.7	-21.8	-0.3	0.0	0.3	0.0	0.0	29.7
5.131	AIR-COOLED CHILLER 31	LrT	100.0	-2.0	0	113	-52.1	2.7	-18.5	-0.5	0.0	0.0	0.0	0.0	29.7
5.130	AIR-COOLED CHILLER 30	LrT	100.0	-2.0	0	115	-52.2	2.7	-18.4	-0.5	0.0	0.1	0.0	0.0	29.6
5.129	AIR-COOLED CHILLER 29	LrT	100.0	-2.0	0	117	-52.4	2.7	-18.3	-0.5	0.0	0.1	0.0	0.0	29.6
5.160	AIR-COOLED CHILLER 60	LrT	100.0	-2.0	0	88	-49.9	2.7	-21.0	-0.4	0.0	0.1	0.0	0.0	29.5
5.166	AIR-COOLED CHILLER 66	LrT	100.0	-2.0	0	105	-51.4	2.7	-20.1	-0.4	0.0	0.8	0.0	0.0	29.5
5.167	AIR-COOLED CHILLER 67	LrT	100.0	-2.0	0	109	-51.7	2.7	-20.0	-0.5	0.0	0.8	0.0	0.0	29.4
5.161	AIR-COOLED CHILLER 61	LrT	100.0	-2.0	0	90	-50.1	2.7	-20.9	-0.4	0.0	0.0	0.0	0.0	29.3
5.162	AIR-COOLED CHILLER 62	LrT	100.0	-2.0	0	93	-50.3	2.7	-20.7	-0.4	0.0	0.0	0.0	0.0	29.2
5.163	AIR-COOLED CHILLER 63	LrT	100.0	-2.0	0	96	-50.6	2.7	-20.6	-0.4	0.0	0.0	0.0	0.0	29.1
5.164	AIR-COOLED CHILLER 64	LrT	100.0	-2.0	0	99	-50.9	2.7	-20.5	-0.4	0.0	0.0	0.0	0.0	29.0
9.302	Parkplatz 3	LrT	67.0	5.6	0	66	-47.4	2.4	0.0	-0.7	0.0	2.0	0.0	0.0	28.9
5.165	AIR-COOLED CHILLER 65	LrT	100.0	-2.0	0	102	-51.1	2.7	-20.3	-0.4	0.0	0.0	0.0	0.0	28.8
5.157	AIR-COOLED CHILLER 57	LrT	100.0	-2.0	0	83	-49.3	2.7	-22.6	-0.4	0.0	0.2	0.0	0.0	28.6
5.102	AIR-COOLED CHILLER 02	LrT	100.0	-2.0	0	145	-54.2	2.7	-21.0	-0.6	0.0	3.7	0.0	0.0	28.6
5.156	AIR-COOLED CHILLER 56	LrT	100.0	-2.0	0	82	-49.2	2.7	-22.6	-0.4	0.0	0.0	0.0	0.0	28.5
5.101	AIR-COOLED CHILLER 01	LrT	100.0	-2.0	0	147	-54.3	2.7	-20.9	-0.6	0.0	3.1	0.0	0.0	27.9
5.154	AIR-COOLED CHILLER 54	LrT	100.0	-2.0	0	131	-53.3	2.7	-22.6	-0.6	0.0	3.5	0.0	0.0	27.7
5.153	AIR-COOLED CHILLER 53	LrT	100.0	-2.0	0	128	-53.1	2.7	-22.8	-0.6	0.0	3.4	0.0	0.0	27.7
5.151	AIR-COOLED CHILLER 51	LrT	100.0	-2.0	0	122	-52.7	2.7	-23.0	-0.5	0.0	3.2	0.0	0.0	27.6
9.301	Parkplatz 3: Zufahrt Pkw	LrT	76.9	2.6	0	131	-53.3	2.3	-2.5	-0.8	-0.1	2.0	0.0	0.0	27.2
3.002	Landlord Generator: Kamin	LrT	90.0	-12.0	0	121	-52.7	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	27.0
5.104	AIR-COOLED CHILLER 04	LrT	100.0	-2.0	0	142	-54.0	2.7	-21.2	-0.6	0.0	1.1	0.0	0.0	26.1
10.002	Anlieferverkehr: Rangieren Lkw	LrT	84.0	-12.0	0	80	-49.0	2.5	-0.3	-0.8	0.0	1.7	0.0	0.0	26.0
5.103	AIR-COOLED CHILLER 03	LrT	100.0	-2.0	0	143	-54.1	2.7	-21.1	-0.6	0.0	0.9	0.0	0.0	25.9
5.127	AIR-COOLED CHILLER 27	LrT	100.0	-2.0	0	156	-54.9	2.7	-24.0	-0.7	0.0	4.6	0.0	0.0	25.7
5.126	AIR-COOLED CHILLER 26	LrT	100.0	-2.0	0	154	-54.7	2.7	-24.1	-0.7	0.0	4.5	0.0	0.0	25.7
5.144	AIR-COOLED CHILLER 44	LrT	100.0	-2.0	0	108	-51.7	2.7	-24.4	-0.5	0.0	1.5	0.0	0.0	25.6
5.105	AIR-COOLED CHILLER 05	LrT	100.0	-2.0	0	140	-53.9	2.7	-21.2	-0.6	0.0	0.5	0.0	0.0	25.4
5.122	AIR-COOLED CHILLER 22	LrT	100.0	-2.0	0	145	-54.2	2.7	-24.3	-0.7	0.0	3.9	0.0	0.0	25.4
5.147	AIR-COOLED CHILLER 47	LrT	100.0	-2.0	0	113	-52.1	2.7	-23.4	-0.5	0.0	0.3	0.0	0.0	25.0
5.148	AIR-COOLED CHILLER 48	LrT	100.0	-2.0	0	115	-52.2	2.7	-23.3	-0.5	0.0	0.3	0.0	0.0	25.0
5.149	AIR-COOLED CHILLER 49	LrT	100.0	-2.0	0	117	-52.4	2.7	-23.2	-0.5	0.0	0.3	0.0	0.0	24.9
5.146	AIR-COOLED CHILLER 46	LrT	100.0	-2.0	0	111	-51.9	2.7	-23.5	-0.5	0.0	0.1	0.0	0.0	24.9
5.143	AIR-COOLED CHILLER 43	LrT	100.0	-2.0	0	107	-51.6	2.7	-24.4	-0.5	0.0	0.6	0.0	0.0	24.7
5.150	AIR-COOLED CHILLER 50	LrT	100.0	-2.0	0	120	-52.6	2.7	-23.1	-0.5	0.0	0.1	0.0	0.0	24.7
5.152	AIR-COOLED CHILLER 52	LrT	100.0	-2.0	0	125	-52.9	2.7	-22.9	-0.5	0.0	0.2	0.0	0.0	24.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
5.116	AIR-COOLED CHILLER 16	LrT	100.0	-2.0	0	137	-53.7	2.7	-25.2	-0.7	0.0	3.4	0.0	0.0	24.5
5.142	AIR-COOLED CHILLER 42	LrT	100.0	-2.0	0	106	-51.5	2.7	-24.5	-0.5	0.0	0.0	0.0	0.0	24.2
5.145	AIR-COOLED CHILLER 45	LrT	100.0	-2.0	0	110	-51.8	2.7	-24.3	-0.5	0.0	0.1	0.0	0.0	24.1
5.139	AIR-COOLED CHILLER 39	LrT	100.0	-2.0	0	105	-51.4	2.7	-25.8	-0.6	0.0	1.2	0.0	0.0	24.0
5.140	AIR-COOLED CHILLER 40	LrT	100.0	-2.0	0	105	-51.4	2.7	-25.8	-0.6	0.0	1.2	0.0	0.0	24.0
5.138	AIR-COOLED CHILLER 38	LrT	100.0	-2.0	0	105	-51.4	2.7	-24.9	-0.5	0.0	0.1	0.0	0.0	24.0
5.141	AIR-COOLED CHILLER 41	LrT	100.0	-2.0	0	106	-51.5	2.7	-25.5	-0.6	0.0	0.7	0.0	0.0	23.9
5.137	AIR-COOLED CHILLER 37	LrT	100.0	-2.0	0	106	-51.5	2.7	-25.0	-0.5	0.0	0.1	0.0	0.0	23.7
5.136	AIR-COOLED CHILLER 36	LrT	100.0	-2.0	0	106	-51.5	2.7	-25.0	-0.6	0.0	0.1	0.0	0.0	23.7
5.135	AIR-COOLED CHILLER 35	LrT	100.0	-2.0	0	107	-51.6	2.7	-25.0	-0.6	0.0	0.1	0.0	0.0	23.6
5.123	AIR-COOLED CHILLER 23	LrT	100.0	-2.0	0	147	-54.3	2.7	-24.3	-0.7	0.0	2.1	0.0	0.0	23.5
5.124	AIR-COOLED CHILLER 24	LrT	100.0	-2.0	0	149	-54.5	2.7	-24.3	-0.7	0.0	2.1	0.0	0.0	23.4
7.013	AHU FoH	LrT	84.3	0.0	0	61	-46.7	2.7	-18.5	-0.1	0.0	1.7	0.0	0.0	23.4
5.115	AIR-COOLED CHILLER 15	LrT	100.0	-2.0	0	136	-53.7	2.7	-24.9	-0.7	0.0	1.6	0.0	0.0	23.0
5.125	AIR-COOLED CHILLER 25	LrT	100.0	-2.0	0	151	-54.6	2.7	-24.2	-0.7	0.0	1.6	0.0	0.0	22.9
5.113	AIR-COOLED CHILLER 13	LrT	100.0	-2.0	0	135	-53.6	2.7	-26.1	-0.8	0.0	2.3	0.0	0.0	22.6
5.112	AIR-COOLED CHILLER 12	LrT	100.0	-2.0	0	135	-53.6	2.7	-26.1	-0.8	0.0	2.3	0.0	0.0	22.5
5.107	AIR-COOLED CHILLER 07	LrT	100.0	-2.0	0	138	-53.8	2.7	-25.5	-0.7	0.0	1.7	0.0	0.0	22.4
5.106	AIR-COOLED CHILLER 06	LrT	100.0	-2.0	0	139	-53.8	2.7	-25.5	-0.7	0.0	1.7	0.0	0.0	22.4
5.120	AIR-COOLED CHILLER 20	LrT	100.0	-2.0	0	142	-54.0	2.7	-24.4	-0.7	0.0	0.4	0.0	0.0	22.0
5.121	AIR-COOLED CHILLER 21	LrT	100.0	-2.0	0	143	-54.1	2.7	-24.4	-0.7	0.0	0.4	0.0	0.0	22.0
8.015	Condenser General Office Area no. 1	LrT	86.0	0.0	0	94	-50.4	2.7	-19.1	-0.2	0.0	3.0	0.0	0.0	22.0
5.111	AIR-COOLED CHILLER 11	LrT	100.0	-2.0	0	135	-53.6	2.7	-25.4	-0.7	0.0	0.6	0.0	0.0	21.5
5.117	AIR-COOLED CHILLER 17	LrT	100.0	-2.0	0	138	-53.8	2.7	-25.2	-0.7	0.0	0.5	0.0	0.0	21.5
5.118	AIR-COOLED CHILLER 18	LrT	100.0	-2.0	0	139	-53.8	2.7	-25.1	-0.7	0.0	0.5	0.0	0.0	21.5
8.016	Condenser General Office Area no. 2	LrT	86.0	0.0	0	91	-50.2	2.7	-19.2	-0.2	0.0	2.4	0.0	0.0	21.5
5.119	AIR-COOLED CHILLER 19	LrT	100.0	-2.0	0	140	-53.9	2.7	-25.1	-0.7	0.0	0.5	0.0	0.0	21.5
5.110	AIR-COOLED CHILLER 10	LrT	100.0	-2.0	0	136	-53.6	2.7	-25.5	-0.7	0.0	0.6	0.0	0.0	21.4
5.108	AIR-COOLED CHILLER 08	LrT	100.0	-2.0	0	137	-53.7	2.7	-25.5	-0.7	0.0	0.6	0.0	0.0	21.3
5.109	AIR-COOLED CHILLER 09	LrT	100.0	-2.0	0	136	-53.7	2.7	-25.6	-0.7	0.0	0.6	0.0	0.0	21.3
11.001	Trafostation A140 MVA	LrT	72.0	0.0	0	139	-53.9	2.6	0.0	-0.2	0.0	0.0	0.0	0.0	20.6
5.114	AIR-COOLED CHILLER 14	LrT	100.0	-2.0	0	136	-53.6	2.7	-26.1	-0.8	0.0	0.3	0.0	0.0	20.6
8.017	Condenser General Office Area no. 3	LrT	86.0	0.0	0	90	-50.1	2.7	-20.8	-0.2	0.0	2.8	0.0	0.0	20.5
11.002	Trafostation B140 MVA	LrT	72.0	0.0	0	149	-54.4	2.6	0.0	-0.2	0.0	0.0	0.0	0.0	20.0
8.014	Condenser FOC SOC VRF	LrT	79.0	1.0	0	57	-46.1	2.7	-20.9	-0.1	0.0	2.3	0.0	0.0	18.0
4.301	Landlord Trafo	LrT	73.0	0.0	3	76	-48.6	2.7	-12.9	-0.1	0.0	0.5	0.0	0.0	17.6
7.005	AHU05 (SO-F)	LrT	78.0	0.0	0	101	-51.1	2.7	-16.8	-0.2	0.0	2.6	0.0	0.0	15.2
3.004	Landlord Generator; Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
7.006	AHU06 (SO-F)	LrT	78.0	0.0	0	94	-50.5	2.7	-17.1	-0.2	0.0	0.9	0.0	0.0	13.8
7.007	AHU07 (SO-F)	LrT	78.0	0.0	0	91	-50.2	2.7	-17.5	-0.2	0.0	0.5	0.0	0.0	13.3
8.013	Condenser AHU FoH	LrT	73.0	0.0	0	57	-46.1	2.7	-18.2	-0.1	0.0	1.9	0.0	0.0	13.2
7.008	AHU08 (SO-F)	LrT	78.0	0.0	0	93	-50.3	2.7	-17.5	-0.2	0.0	0.5	0.0	0.0	13.2
7.009	AHU09 (SW-F)	LrT	78.0	0.0	0	139	-53.9	2.7	-23.5	-0.4	0.0	8.0	0.0	0.0	10.9
8.011	Condenser AHU 11 (SW-F)	LrT	72.0	1.0	0	149	-54.5	2.7	-13.8	-0.2	0.0	3.3	0.0	0.0	10.6
7.010	AHU10 (SW-F)	LrT	78.0	0.0	0	142	-54.0	2.7	-23.7	-0.4	0.0	7.7	0.0	0.0	10.3
6.128	AIR-COOLED CHILLER Pump 28	LrT	76.0	0.0	0	114	-52.1	2.7	-17.0	-0.4	0.0	0.8	0.0	0.0	10.0
11.004	Pumps/Transformer/Switchroom/Piping	LrT	72.0	0.0	0	172	-55.7	2.4	-8.0	-0.2	-0.5	0.0	0.0	0.0	10.0
8.010	Condenser AHU 10 (SW-F)	LrT	72.0	1.0	0	147	-54.3	2.7	-15.6	-0.1	0.0	4.3	0.0	0.0	10.0
6.134	AIR-COOLED CHILLER Pump 34	LrT	76.0	0.0	0	101	-51.1	2.7	-17.5	-0.4	0.0	0.1	0.0	0.0	9.9

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.133	AIR-COOLED CHILLER Pump 33	LrT	76.0	0.0	0	103	-51.2	2.7	-17.4	-0.4	0.0	0.2	0.0	0.0	9.9
6.135	AIR-COOLED CHILLER Pump 35	LrT	76.0	0.0	0	100	-51.0	2.7	-17.5	-0.4	0.0	0.0	0.0	0.0	9.9
6.132	AIR-COOLED CHILLER Pump 32	LrT	76.0	0.0	0	104	-51.4	2.7	-17.3	-0.4	0.0	0.1	0.0	0.0	9.8
6.131	AIR-COOLED CHILLER Pump 31	LrT	76.0	0.0	0	106	-51.5	2.7	-17.3	-0.4	0.0	0.0	0.0	0.0	9.6
7.004	AHU04 (NW-F)	LrT	78.0	0.0	0	168	-55.5	2.7	-18.9	-0.3	0.0	3.6	0.0	0.0	9.5
8.012	Condenser AHU 12 (SW-F)	LrT	72.0	1.0	0	152	-54.6	2.7	-19.5	-0.1	0.0	8.0	0.0	0.0	9.4
6.130	AIR-COOLED CHILLER Pump 30	LrT	76.0	0.0	0	109	-51.7	2.7	-17.2	-0.4	0.0	0.0	0.0	0.0	9.4
7.003	AHU03 (NW-F)	LrT	78.0	0.0	0	163	-55.3	2.7	-19.1	-0.3	0.0	3.4	0.0	0.0	9.4
6.129	AIR-COOLED CHILLER Pump 29	LrT	76.0	0.0	0	111	-51.9	2.7	-17.1	-0.4	0.0	0.0	0.0	0.0	9.3
7.002	AHU02 (NW-F)	LrT	78.0	0.0	0	160	-55.1	2.7	-19.2	-0.3	0.0	2.5	0.0	0.0	8.6
6.168	AIR-COOLED CHILLER Pump 68	LrT	76.0	0.0	0	120	-52.6	2.7	-20.1	-0.4	0.0	2.8	0.0	0.0	8.5
6.167	AIR-COOLED CHILLER Pump 67	LrT	76.0	0.0	0	117	-52.4	2.7	-20.2	-0.4	0.0	2.7	0.0	0.0	8.4
6.166	AIR-COOLED CHILLER Pump 66	LrT	76.0	0.0	0	114	-52.1	2.7	-20.3	-0.4	0.0	2.5	0.0	0.0	8.4
6.101	AIR-COOLED CHILLER Pump 01	LrT	76.0	0.0	0	147	-54.4	2.7	-19.8	-0.5	0.0	4.1	0.0	0.0	8.1
8.007	Condenser AHU 07 (SO-F)	LrT	72.0	1.0	0	85	-49.6	2.7	-18.0	-0.1	0.0	0.0	0.0	0.0	8.1
7.001	AHU01 (NW-F)	LrT	78.0	0.0	0	157	-54.9	2.7	-20.9	-0.3	0.0	3.4	0.0	0.0	8.0
8.008	Condenser AHU 08 (SO-F)	LrT	72.0	1.0	0	88	-49.8	2.7	-18.0	-0.1	0.0	0.1	0.0	0.0	7.9
8.006	Condenser AHU 06 (SO-F)	LrT	72.0	1.0	0	99	-50.9	2.7	-18.1	-0.1	0.0	1.1	0.0	0.0	7.7
9.102	Parkplatz 1	LrT	67.0	-1.2	0	208	-57.4	2.3	-0.5	-1.6	-1.0	0.1	0.0	0.0	7.6
8.005	Condenser AHU 05 (SO-F)	LrT	72.0	1.0	0	101	-51.1	2.7	-18.2	-0.1	0.0	1.1	0.0	0.0	7.5
6.152	AIR-COOLED CHILLER Pump 52	LrT	76.0	0.0	0	118	-52.4	2.7	-21.1	-0.4	0.0	2.6	0.0	0.0	7.4
6.158	AIR-COOLED CHILLER Pump 58	LrT	76.0	0.0	0	94	-50.4	2.7	-21.1	-0.4	0.0	0.5	0.0	0.0	7.4
6.153	AIR-COOLED CHILLER Pump 53	LrT	76.0	0.0	0	121	-52.6	2.7	-21.0	-0.4	0.0	2.7	0.0	0.0	7.4
6.103	AIR-COOLED CHILLER Pump 03	LrT	76.0	0.0	0	143	-54.1	2.7	-19.9	-0.5	0.0	2.7	0.0	0.0	6.9
8.003	Condenser AHU 03 (NW-F)	LrT	72.0	1.0	0	167	-55.4	2.7	-16.2	-0.2	0.0	2.9	0.0	0.0	6.8
6.159	AIR-COOLED CHILLER Pump 59	LrT	76.0	0.0	0	95	-50.6	2.7	-21.0	-0.4	0.0	0.0	0.0	0.0	6.8
8.004	Condenser AHU 04 (NW-F)	LrT	72.0	1.0	0	171	-55.7	2.7	-16.1	-0.2	0.0	2.8	0.0	0.0	6.7
6.160	AIR-COOLED CHILLER Pump 60	LrT	76.0	0.0	0	97	-50.8	2.7	-21.0	-0.4	0.0	0.0	0.0	0.0	6.6
6.102	AIR-COOLED CHILLER Pump 02	LrT	76.0	0.0	0	145	-54.2	2.7	-19.9	-0.5	0.0	2.5	0.0	0.0	6.6
8.002	Condenser AHU 02 (NW-F)	LrT	72.0	1.0	0	163	-55.3	2.7	-16.3	-0.2	0.0	2.6	0.0	0.0	6.6
6.161	AIR-COOLED CHILLER Pump 61	LrT	76.0	0.0	0	99	-50.9	2.7	-20.9	-0.4	0.0	0.0	0.0	0.0	6.5
8.001	Condenser AHU 01 (NW-F)	LrT	72.0	1.0	0	160	-55.1	2.7	-16.7	-0.1	0.0	2.8	0.0	0.0	6.5
6.162	AIR-COOLED CHILLER Pump 62	LrT	76.0	0.0	0	102	-51.2	2.7	-20.8	-0.4	0.0	0.0	0.0	0.0	6.4
6.164	AIR-COOLED CHILLER Pump 64	LrT	76.0	0.0	0	107	-51.6	2.7	-20.6	-0.4	0.0	0.2	0.0	0.0	6.3
6.163	AIR-COOLED CHILLER Pump 63	LrT	76.0	0.0	0	105	-51.4	2.7	-20.7	-0.4	0.0	0.0	0.0	0.0	6.3
6.165	AIR-COOLED CHILLER Pump 65	LrT	76.0	0.0	0	110	-51.9	2.7	-20.4	-0.4	0.0	0.2	0.0	0.0	6.2
6.157	AIR-COOLED CHILLER Pump 57	LrT	76.0	0.0	0	92	-50.3	2.7	-22.2	-0.4	0.0	0.3	0.0	0.0	6.1
6.156	AIR-COOLED CHILLER Pump 56	LrT	76.0	0.0	0	91	-50.2	2.7	-22.3	-0.4	0.0	0.3	0.0	0.0	6.1
6.155	AIR-COOLED CHILLER Pump 55	LrT	76.0	0.0	0	90	-50.1	2.7	-22.1	-0.4	0.0	0.0	0.0	0.0	6.1
8.009	Condenser AHU 09 (SW-F)	LrT	72.0	1.0	0	144	-54.2	2.7	-15.6	-0.1	0.0	0.2	0.0	0.0	6.0
7.011	AHU11 (SW-F)	LrT	78.0	0.0	0	145	-54.2	2.7	-26.6	-0.7	0.0	6.5	0.0	0.0	5.8
6.145	AIR-COOLED CHILLER Pump 45	LrT	76.0	0.0	0	102	-51.1	2.7	-21.7	-0.4	0.0	0.3	0.0	0.0	5.8
6.144	AIR-COOLED CHILLER Pump 44	LrT	76.0	0.0	0	100	-51.0	2.7	-22.7	-0.4	0.0	0.9	0.0	0.0	5.5
6.146	AIR-COOLED CHILLER Pump 46	LrT	76.0	0.0	0	103	-51.3	2.7	-21.7	-0.4	0.0	0.0	0.0	0.0	5.4
6.147	AIR-COOLED CHILLER Pump 47	LrT	76.0	0.0	0	105	-51.4	2.7	-21.6	-0.4	0.0	0.0	0.0	0.0	5.3
6.149	AIR-COOLED CHILLER Pump 49	LrT	76.0	0.0	0	110	-51.8	2.7	-21.4	-0.4	0.0	0.2	0.0	0.0	5.3
6.148	AIR-COOLED CHILLER Pump 48	LrT	76.0	0.0	0	107	-51.6	2.7	-21.5	-0.4	0.0	0.0	0.0	0.0	5.2
6.150	AIR-COOLED CHILLER Pump 50	LrT	76.0	0.0	0	112	-52.0	2.7	-21.3	-0.4	0.0	0.2	0.0	0.0	5.2
9.201	Parkplatz 2: Zufahrt Pkw	LrT	71.1	-0.3	0	193	-56.7	2.3	-9.1	-1.6	-1.1	0.5	0.0	0.0	5.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.143	AIR-COOLED CHILLER Pump 43	LrT	76.0	0.0	0	99	-50.9	2.7	-22.8	-0.4	0.0	0.4	0.0	0.0	5.0
6.142	AIR-COOLED CHILLER Pump 42	LrT	76.0	0.0	0	98	-50.8	2.7	-22.6	-0.4	0.0	0.1	0.0	0.0	5.0
6.105	AIR-COOLED CHILLER Pump 05	LrT	76.0	0.0	0	140	-53.9	2.7	-20.1	-0.5	0.0	0.6	0.0	0.0	4.9
6.151	AIR-COOLED CHILLER Pump 51	LrT	76.0	0.0	0	115	-52.2	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	4.9
6.104	AIR-COOLED CHILLER Pump 04	LrT	76.0	0.0	0	142	-54.0	2.7	-20.0	-0.5	0.0	0.5	0.0	0.0	4.7
6.106	AIR-COOLED CHILLER Pump 06	LrT	76.0	0.0	0	139	-53.8	2.7	-20.1	-0.5	0.0	0.3	0.0	0.0	4.6
6.154	AIR-COOLED CHILLER Pump 54	LrT	76.0	0.0	0	124	-52.9	2.7	-20.9	-0.4	0.0	0.1	0.0	0.0	4.6
6.127	AIR-COOLED CHILLER Pump 27	LrT	76.0	0.0	0	154	-54.8	2.7	-22.7	-0.6	0.0	3.7	0.0	0.0	4.4
6.123	AIR-COOLED CHILLER Pump 23	LrT	76.0	0.0	0	145	-54.2	2.7	-22.9	-0.6	0.0	2.9	0.0	0.0	3.9
6.122	AIR-COOLED CHILLER Pump 22	LrT	76.0	0.0	0	143	-54.1	2.7	-22.9	-0.6	0.0	2.6	0.0	0.0	3.7
6.138	AIR-COOLED CHILLER Pump 38	LrT	76.0	0.0	0	97	-50.8	2.7	-23.9	-0.5	0.0	0.0	0.0	0.0	3.6
6.137	AIR-COOLED CHILLER Pump 37	LrT	76.0	0.0	0	98	-50.8	2.7	-24.0	-0.5	0.0	0.0	0.0	0.0	3.4
6.136	AIR-COOLED CHILLER Pump 36	LrT	76.0	0.0	0	99	-50.9	2.7	-23.9	-0.5	0.0	0.0	0.0	0.0	3.4
6.141	AIR-COOLED CHILLER Pump 41	LrT	76.0	0.0	0	97	-50.8	2.7	-24.8	-0.6	0.0	0.6	0.0	0.0	3.2
6.140	AIR-COOLED CHILLER Pump 40	LrT	76.0	0.0	0	97	-50.7	2.7	-25.3	-0.6	0.0	1.1	0.0	0.0	3.1
6.139	AIR-COOLED CHILLER Pump 39	LrT	76.0	0.0	0	97	-50.7	2.7	-25.3	-0.6	0.0	1.1	0.0	0.0	3.1
11.003	Wärmeübergangstation	LrT	72.0	0.0	0	159	-55.0	2.4	-15.9	-0.2	-0.4	0.1	0.0	0.0	3.0
6.116	AIR-COOLED CHILLER Pump 16	LrT	76.0	0.0	0	136	-53.6	2.7	-23.4	-0.6	0.0	1.4	0.0	0.0	2.5
6.124	AIR-COOLED CHILLER Pump 24	LrT	76.0	0.0	0	147	-54.4	2.7	-22.8	-0.6	0.0	1.2	0.0	0.0	2.2
6.126	AIR-COOLED CHILLER Pump 26	LrT	76.0	0.0	0	152	-54.6	2.7	-22.7	-0.6	0.0	1.3	0.0	0.0	2.1
6.117	AIR-COOLED CHILLER Pump 17	LrT	76.0	0.0	0	136	-53.7	2.7	-23.8	-0.6	0.0	1.5	0.0	0.0	2.0
6.125	AIR-COOLED CHILLER Pump 25	LrT	76.0	0.0	0	150	-54.5	2.7	-22.8	-0.6	0.0	1.0	0.0	0.0	1.8
7.012	AHU12 (SW-F)	LrT	78.0	0.0	0	147	-54.4	2.7	-26.5	-0.6	0.0	2.4	0.0	0.0	1.6
6.113	AIR-COOLED CHILLER Pump 13	LrT	76.0	0.0	0	134	-53.6	2.7	-25.0	-0.8	0.0	2.2	0.0	0.0	1.5
6.114	AIR-COOLED CHILLER Pump 14	LrT	76.0	0.0	0	135	-53.6	2.7	-25.0	-0.8	0.0	2.2	0.0	0.0	1.5
6.108	AIR-COOLED CHILLER Pump 08	LrT	76.0	0.0	0	136	-53.7	2.7	-24.5	-0.7	0.0	1.6	0.0	0.0	1.5
9.203	Parkplatz 2: Abfahrt Pkw	LrT	71.0	-0.3	0	195	-56.8	2.3	-14.2	-1.0	-1.0	1.5	0.0	0.0	1.5
6.107	AIR-COOLED CHILLER Pump 07	LrT	76.0	0.0	0	137	-53.8	2.7	-24.5	-0.7	0.0	1.6	0.0	0.0	1.4
6.121	AIR-COOLED CHILLER Pump 21	LrT	76.0	0.0	0	142	-54.0	2.7	-23.0	-0.6	0.0	0.2	0.0	0.0	1.4
6.112	AIR-COOLED CHILLER Pump 12	LrT	76.0	0.0	0	134	-53.6	2.7	-25.0	-0.8	0.0	1.9	0.0	0.0	1.3
6.118	AIR-COOLED CHILLER Pump 18	LrT	76.0	0.0	0	137	-53.8	2.7	-23.8	-0.6	0.0	0.2	0.0	0.0	0.8
4.112	Trafo 112	LrT	55.0	1.0	3	149	-54.5	2.7	-25.2	-0.2	0.0	18.8	0.0	0.0	0.7
6.119	AIR-COOLED CHILLER Pump 19	LrT	76.0	0.0	0	139	-53.8	2.7	-23.8	-0.6	0.0	0.2	0.0	0.0	0.7
6.120	AIR-COOLED CHILLER Pump 20	LrT	76.0	0.0	0	140	-53.9	2.7	-23.7	-0.6	0.0	0.3	0.0	0.0	0.7
4.111	Trafo 111	LrT	55.0	1.0	3	153	-54.7	2.7	-25.3	-0.2	0.0	19.0	0.0	0.0	0.6
9.101	Parkplatz 1: Zufahrt Pkw	LrT	64.1	-4.3	0	216	-57.7	2.3	-1.4	-1.6	-1.1	0.1	0.0	0.0	0.5
6.111	AIR-COOLED CHILLER Pump 11	LrT	76.0	0.0	0	135	-53.6	2.7	-24.4	-0.7	0.0	0.3	0.0	0.0	0.4
4.110	Trafo 110	LrT	55.0	1.0	3	170	-55.6	2.7	-25.6	-0.2	0.0	20.0	0.0	0.0	0.3
6.110	AIR-COOLED CHILLER Pump 10	LrT	76.0	0.0	0	135	-53.6	2.7	-24.5	-0.7	0.0	0.3	0.0	0.0	0.2
4.109	Trafo 109	LrT	55.0	1.0	3	174	-55.8	2.7	-25.7	-0.2	0.0	20.2	0.0	0.0	0.2
6.109	AIR-COOLED CHILLER Pump 09	LrT	76.0	0.0	0	136	-53.6	2.7	-24.5	-0.7	0.0	0.4	0.0	0.0	0.2
4.012	Trafo 012	LrT	55.0	1.0	3	149	-54.5	2.7	-25.2	-0.2	0.0	18.1	0.0	0.0	0.0
4.011	Trafo 011	LrT	55.0	1.0	3	153	-54.7	2.7	-25.3	-0.2	0.0	18.3	0.0	0.0	-0.2
6.115	AIR-COOLED CHILLER Pump 15	LrT	76.0	0.0	0	135	-53.6	2.7	-24.9	-0.7	0.0	0.2	0.0	0.0	-0.3
4.010	Trafo 010	LrT	55.0	1.0	3	170	-55.6	2.7	-25.6	-0.2	0.0	19.4	0.0	0.0	-0.4
4.009	Trafo 009	LrT	55.0	1.0	3	175	-55.8	2.7	-25.7	-0.2	-0.1	19.6	0.0	0.0	-0.5
9.103	Parkplatz 1: Abfahrt Pkw	LrT	64.7	-4.3	0	217	-57.7	2.3	-6.0	-1.3	-1.1	0.6	0.0	0.0	-2.8
4.215	Trafo 215	LrT	55.0	1.0	3	124	-52.9	2.7	-17.2	-0.1	0.0	0.0	0.0	0.0	-8.5
4.214	Trafo 214	LrT	55.0	1.0	3	122	-52.7	2.7	-17.4	-0.1	0.0	0.1	0.0	0.0	-8.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
4.115	Trafo 115	LrT	55.0	1.0	3	124	-52.9	2.7	-17.3	-0.1	0.0	0.0	0.0	0.0	-8.5
4.015	Trafo 015	LrT	55.0	1.0	3	124	-52.9	2.7	-17.3	-0.1	0.0	0.0	0.0	0.0	-8.6
4.114	Trafo 114	LrT	55.0	1.0	3	122	-52.7	2.7	-18.0	-0.1	0.0	0.1	0.0	0.0	-9.1
4.014	Trafo 014	LrT	55.0	1.0	3	122	-52.7	2.6	-18.0	-0.1	0.0	0.1	0.0	0.0	-9.2
4.216	Trafo 216	LrT	55.0	1.0	3	128	-53.2	2.7	-18.3	-0.1	0.0	0.0	0.0	0.0	-9.9
4.116	Trafo 116	LrT	55.0	1.0	3	128	-53.1	2.7	-18.4	-0.1	0.0	0.0	0.0	0.0	-10.0
4.016	Trafo 016	LrT	55.0	1.0	3	128	-53.1	2.7	-18.4	-0.1	0.0	0.0	0.0	0.0	-10.0
4.213	Trafo 213	LrT	55.0	1.0	3	125	-53.0	2.7	-19.0	-0.1	0.0	0.0	0.0	0.0	-10.3
4.113	Trafo 113	LrT	55.0	1.0	3	125	-52.9	2.7	-19.6	-0.1	0.0	0.0	0.0	0.0	-10.9
4.013	Trafo 013	LrT	55.0	1.0	3	125	-52.9	2.6	-19.6	-0.1	0.0	0.0	0.0	0.0	-11.0
9.202	Parkplatz 2	LrT	67.0	2.7	0	193	-56.7	2.3	-26.3	-1.2	-0.8	0.7	0.0	0.0	-12.3
4.217	Trafo 217	LrT	55.0	1.0	3	146	-54.3	2.7	-20.6	-0.1	0.0	0.0	0.0	0.0	-13.3
4.117	Trafo 117	LrT	55.0	1.0	3	146	-54.3	2.7	-20.6	-0.1	0.0	0.0	0.0	0.0	-13.3
4.017	Trafo 017	LrT	55.0	1.0	3	146	-54.3	2.7	-20.6	-0.1	0.0	0.0	0.0	0.0	-13.3
4.218	Trafo 218	LrT	55.0	1.0	3	151	-54.5	2.7	-20.9	-0.2	0.0	0.0	0.0	0.0	-13.9
4.118	Trafo 118	LrT	55.0	1.0	3	150	-54.5	2.7	-20.9	-0.2	0.0	0.0	0.0	0.0	-13.9
4.018	Trafo 018	LrT	55.0	1.0	3	150	-54.5	2.7	-20.9	-0.2	0.0	0.0	0.0	0.0	-13.9
4.212	Trafo 212	LrT	55.0	1.0	3	149	-54.5	2.7	-24.1	-0.2	0.0	0.0	0.0	0.0	-17.0
4.211	Trafo 211	LrT	55.0	1.0	3	153	-54.7	2.7	-24.3	-0.2	0.0	0.0	0.0	0.0	-17.4
4.210	Trafo 210	LrT	55.0	1.0	3	170	-55.6	2.7	-24.2	-0.2	0.0	0.0	0.0	0.0	-18.2
4.209	Trafo 209	LrT	55.0	1.0	3	175	-55.8	2.7	-24.6	-0.2	0.0	0.1	0.0	0.0	-18.9
4.201	Trafo 201	LrT	55.0	1.0	3	181	-56.2	2.7	-25.9	-0.2	0.0	0.8	0.0	0.0	-19.8
4.202	Trafo 202	LrT	55.0	1.0	3	179	-56.1	2.7	-26.1	-0.2	0.0	0.9	0.0	0.0	-19.8
4.101	Trafo 101	LrT	55.0	1.0	3	181	-56.2	2.7	-26.1	-0.2	0.0	0.8	0.0	0.0	-19.9
4.102	Trafo 102	LrT	55.0	1.0	3	179	-56.1	2.7	-26.3	-0.2	0.0	0.8	0.0	0.0	-20.0
4.002	Trafo 002	LrT	55.0	1.0	3	179	-56.1	2.7	-26.3	-0.2	0.0	0.8	0.0	0.0	-20.1
4.206	Trafo 206	LrT	55.0	1.0	3	168	-55.5	2.7	-26.7	-0.2	0.0	0.0	0.0	0.0	-20.7
4.205	Trafo 205	LrT	55.0	1.0	3	168	-55.5	2.7	-26.7	-0.2	0.0	0.0	0.0	0.0	-20.7
4.203	Trafo 203	LrT	55.0	1.0	3	173	-55.7	2.7	-26.5	-0.2	0.0	0.0	0.0	0.0	-20.7
4.204	Trafo 204	LrT	55.0	1.0	3	171	-55.7	2.7	-26.6	-0.2	0.0	0.0	0.0	0.0	-20.8
4.106	Trafo 106	LrT	55.0	1.0	3	167	-55.5	2.7	-26.9	-0.2	0.0	0.0	0.0	0.0	-20.8
4.207	Trafo 207	LrT	55.0	1.0	3	170	-55.6	2.7	-26.7	-0.2	0.0	0.0	0.0	0.0	-20.8
4.105	Trafo 105	LrT	55.0	1.0	3	168	-55.5	2.7	-26.8	-0.2	0.0	0.0	0.0	0.0	-20.8
4.006	Trafo 006	LrT	55.0	1.0	3	167	-55.5	2.7	-26.9	-0.2	0.0	0.0	0.0	0.0	-20.8
4.005	Trafo 005	LrT	55.0	1.0	3	168	-55.5	2.7	-26.8	-0.2	0.0	0.0	0.0	0.0	-20.8
4.208	Trafo 208	LrT	55.0	1.0	3	171	-55.6	2.7	-26.7	-0.2	0.0	0.0	0.0	0.0	-20.9
4.104	Trafo 104	LrT	55.0	1.0	3	171	-55.7	2.7	-26.7	-0.2	0.0	0.0	0.0	0.0	-20.9
4.004	Trafo 004	LrT	55.0	1.0	3	171	-55.7	2.7	-26.7	-0.2	0.0	0.0	0.0	0.0	-20.9
4.103	Trafo 103	LrT	55.0	1.0	3	172	-55.7	2.7	-26.7	-0.2	0.0	0.0	0.0	0.0	-20.9
4.003	Trafo 003	LrT	55.0	1.0	3	172	-55.7	2.7	-26.7	-0.2	0.0	0.0	0.0	0.0	-20.9
4.107	Trafo 107	LrT	55.0	1.0	3	170	-55.6	2.7	-26.9	-0.2	0.0	0.0	0.0	0.0	-20.9
4.007	Trafo 007	LrT	55.0	1.0	3	170	-55.6	2.7	-26.9	-0.2	0.0	0.0	0.0	0.0	-20.9
4.108	Trafo 108	LrT	55.0	1.0	3	171	-55.6	2.7	-26.8	-0.2	0.0	0.0	0.0	0.0	-21.0
4.008	Trafo 008	LrT	55.0	1.0	3	171	-55.6	2.7	-26.8	-0.2	0.0	0.0	0.0	0.0	-21.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Ag	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
lo 3 - Baugrenze B-Plan Nr.653 3.OG LAT,i 41 dB(A) LAT,tmax 71 dB(A)															
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrT	91.9	-12.0	0	129	-53.2	2.5	-0.6	-0.7	-0.1	0.7	0.0	0.0	28.5
9.303	Parkplatz 3: Abfahrt Pkw	LrT	74.6	2.6	0	112	-52.0	2.4	-0.3	-0.9	-0.1	0.7	0.0	0.0	27.0
9.301	Parkplatz 3: Zufahrt Pkw	LrT	76.9	2.6	0	144	-54.2	2.4	-1.0	-0.8	-0.1	0.6	0.0	0.0	26.5
5.102	AIR-COOLED CHILLER 02	LrT	100.0	-2.0	0	162	-55.2	2.7	-19.2	-0.6	0.0	0.0	0.0	0.0	25.7
5.103	AIR-COOLED CHILLER 03	LrT	100.0	-2.0	0	167	-55.4	2.7	-19.0	-0.6	0.0	0.0	0.0	0.0	25.7
5.129	AIR-COOLED CHILLER 29	LrT	100.0	-2.0	0	165	-55.4	2.7	-19.1	-0.6	0.0	0.0	0.0	0.0	25.6
5.104	AIR-COOLED CHILLER 04	LrT	100.0	-2.0	0	172	-55.7	2.7	-18.9	-0.6	0.0	0.0	0.0	0.0	25.5
5.105	AIR-COOLED CHILLER 05	LrT	100.0	-2.0	0	177	-56.0	2.7	-18.9	-0.7	0.0	0.0	0.0	0.0	25.2
5.101	AIR-COOLED CHILLER 01	LrT	100.0	-2.0	0	157	-54.9	2.7	-20.3	-0.6	0.0	0.0	0.0	0.0	24.9
3.004	Landlord Generator: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
5.128	AIR-COOLED CHILLER 28	LrT	100.0	-2.0	0	160	-55.1	2.7	-20.2	-0.6	0.0	0.0	0.0	0.0	24.8
11.004	Pumps/Transformer/Switchroom/Piping	LrT	72.0	0.0	0	94	-50.4	2.4	0.0	-0.1	0.0	0.8	0.0	0.0	24.7
5.134	AIR-COOLED CHILLER 34	LrT	100.0	-2.0	0	191	-56.6	2.7	-18.9	-0.7	0.0	0.0	0.0	0.0	24.5
5.135	AIR-COOLED CHILLER 35	LrT	100.0	-2.0	0	196	-56.8	2.7	-19.0	-0.7	0.0	0.3	0.0	0.0	24.4
5.139	AIR-COOLED CHILLER 39	LrT	100.0	-2.0	0	217	-57.7	2.7	-18.2	-0.8	0.0	0.2	0.0	0.0	24.3
5.136	AIR-COOLED CHILLER 36	LrT	100.0	-2.0	0	201	-57.1	2.7	-19.0	-0.7	0.0	0.3	0.0	0.0	24.1
5.137	AIR-COOLED CHILLER 37	LrT	100.0	-2.0	0	206	-57.3	2.7	-19.1	-0.8	0.0	0.3	0.0	0.0	23.9
11.003	Wärmeübergangstation	LrT	72.0	0.0	0	112	-52.0	2.4	0.0	-0.1	0.0	1.5	0.0	0.0	23.8
5.140	AIR-COOLED CHILLER 40	LrT	100.0	-2.0	0	222	-57.9	2.7	-18.2	-0.9	0.0	0.0	0.0	0.0	23.7
11.001	Trafostation A140 MVA	LrT	72.0	0.0	0	115	-52.2	2.6	0.0	-0.1	0.0	1.3	0.0	0.0	23.6
5.138	AIR-COOLED CHILLER 38	LrT	100.0	-2.0	0	212	-57.5	2.7	-19.2	-0.8	0.0	0.3	0.0	0.0	23.6
5.141	AIR-COOLED CHILLER 41	LrT	100.0	-2.0	0	227	-58.1	2.7	-18.3	-0.9	0.0	0.0	0.0	0.0	23.4
9.201	Parkplatz 2: Zufahrt Pkw	LrT	71.1	-0.3	0	84	-49.5	2.4	0.0	-0.8	0.0	0.4	0.0	0.0	23.3
9.203	Parkplatz 2: Abfahrt Pkw	LrT	71.0	-0.3	0	85	-49.6	2.4	0.0	-0.8	0.0	0.5	0.0	0.0	23.2
5.142	AIR-COOLED CHILLER 42	LrT	100.0	-2.0	0	232	-58.3	2.7	-18.4	-0.9	0.0	0.0	0.0	0.0	23.1
11.002	Trafostation B140 MVA	LrT	72.0	0.0	0	108	-51.7	2.6	0.0	-0.1	0.0	0.1	0.0	0.0	22.9
5.143	AIR-COOLED CHILLER 43	LrT	100.0	-2.0	0	237	-58.5	2.7	-18.4	-0.9	0.0	0.0	0.0	0.0	22.8
5.144	AIR-COOLED CHILLER 44	LrT	100.0	-2.0	0	242	-58.7	2.7	-18.5	-1.0	0.0	0.0	0.0	0.0	22.6
5.153	AIR-COOLED CHILLER 53	LrT	100.0	-2.0	0	289	-60.2	2.7	-18.8	-1.1	0.0	1.9	0.0	0.0	22.5
5.154	AIR-COOLED CHILLER 54	LrT	100.0	-2.0	0	294	-60.4	2.7	-18.8	-1.1	0.0	2.0	0.0	0.0	22.5
5.145	AIR-COOLED CHILLER 45	LrT	100.0	-2.0	0	248	-58.9	2.7	-18.6	-1.0	0.0	0.0	0.0	0.0	22.3
5.146	AIR-COOLED CHILLER 46	LrT	100.0	-2.0	0	253	-59.0	2.7	-18.6	-1.0	0.0	0.0	0.0	0.0	22.1
5.151	AIR-COOLED CHILLER 51	LrT	100.0	-2.0	0	279	-59.9	2.7	-18.7	-1.1	0.0	1.0	0.0	0.0	22.0
5.147	AIR-COOLED CHILLER 47	LrT	100.0	-2.0	0	258	-59.2	2.7	-18.6	-1.0	0.0	0.2	0.0	0.0	22.0
5.152	AIR-COOLED CHILLER 52	LrT	100.0	-2.0	0	284	-60.1	2.7	-18.8	-1.1	0.0	1.1	0.0	0.0	21.9
5.148	AIR-COOLED CHILLER 48	LrT	100.0	-2.0	0	263	-59.4	2.7	-18.7	-1.0	0.0	0.2	0.0	0.0	21.8
5.149	AIR-COOLED CHILLER 49	LrT	100.0	-2.0	0	268	-59.6	2.7	-18.7	-1.1	0.0	0.2	0.0	0.0	21.6
5.126	AIR-COOLED CHILLER 26	LrT	100.0	-2.0	0	287	-60.1	2.7	-19.3	-1.0	0.0	1.3	0.0	0.0	21.5
5.127	AIR-COOLED CHILLER 27	LrT	100.0	-2.0	0	292	-60.3	2.7	-19.3	-1.0	0.0	1.4	0.0	0.0	21.5
5.119	AIR-COOLED CHILLER 19	LrT	100.0	-2.0	0	250	-59.0	2.7	-19.4	-0.9	0.0	0.0	0.0	0.0	21.4
5.150	AIR-COOLED CHILLER 50	LrT	100.0	-2.0	0	273	-59.7	2.7	-18.7	-1.1	0.0	0.2	0.0	0.0	21.4
5.120	AIR-COOLED CHILLER 20	LrT	100.0	-2.0	0	256	-59.1	2.7	-19.4	-0.9	0.0	0.0	0.0	0.0	21.2
5.163	AIR-COOLED CHILLER 63	LrT	100.0	-2.0	0	273	-59.7	2.7	-21.9	-1.1	0.0	3.2	0.0	0.0	21.2
5.162	AIR-COOLED CHILLER 62	LrT	100.0	-2.0	0	268	-59.5	2.7	-22.0	-1.1	0.0	3.1	0.0	0.0	21.2
9.102	Parkplatz 1	LrT	67.0	-1.2	0	60	-46.5	2.4	0.0	-0.6	0.0	0.2	0.0	0.0	21.2
5.164	AIR-COOLED CHILLER 64	LrT	100.0	-2.0	0	278	-59.9	2.7	-21.8	-1.1	0.0	3.2	0.0	0.0	21.2
5.121	AIR-COOLED CHILLER 21	LrT	100.0	-2.0	0	261	-59.3	2.7	-19.4	-0.9	0.0	0.1	0.0	0.0	21.1
5.124	AIR-COOLED CHILLER 24	LrT	100.0	-2.0	0	276	-59.8	2.7	-19.3	-1.0	0.0	0.6	0.0	0.0	21.1

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
5.161	AIR-COOLED CHILLER 61	LrT	100.0	-2.0	0	263	-59.4	2.7	-22.1	-1.0	0.0	2.9	0.0	0.0	21.1
5.125	AIR-COOLED CHILLER 25	LrT	100.0	-2.0	0	282	-60.0	2.7	-19.3	-1.0	0.0	0.6	0.0	0.0	21.0
5.122	AIR-COOLED CHILLER 22	LrT	100.0	-2.0	0	266	-59.5	2.7	-19.4	-1.0	0.0	0.1	0.0	0.0	21.0
5.160	AIR-COOLED CHILLER 60	LrT	100.0	-2.0	0	258	-59.2	2.7	-22.7	-1.0	0.0	3.1	0.0	0.0	20.8
5.123	AIR-COOLED CHILLER 23	LrT	100.0	-2.0	0	271	-59.7	2.7	-19.4	-1.0	0.0	0.1	0.0	0.0	20.8
5.166	AIR-COOLED CHILLER 66	LrT	100.0	-2.0	0	288	-60.2	2.7	-19.1	-1.0	0.0	0.0	0.0	0.0	20.4
3.001	Landlord Generator; Container	LrT	110.0	-12.0	0	283	-60.0	2.7	-20.0	-0.5	0.0	0.0	0.0	0.0	20.1
5.168	AIR-COOLED CHILLER 68	LrT	100.0	-2.0	0	298	-60.5	2.7	-26.7	-1.6	0.0	7.7	0.0	0.0	19.7
5.159	AIR-COOLED CHILLER 59	LrT	100.0	-2.0	0	253	-59.0	2.7	-22.2	-1.0	0.0	0.0	0.0	0.0	18.5
5.158	AIR-COOLED CHILLER 58	LrT	100.0	-2.0	0	247	-58.9	2.7	-22.5	-1.0	0.0	0.0	0.0	0.0	18.4
5.157	AIR-COOLED CHILLER 57	LrT	100.0	-2.0	0	242	-58.7	2.7	-23.0	-1.0	0.0	0.0	0.0	0.0	18.1
9.202	Parkplatz 2	LrT	67.0	2.7	0	149	-54.5	2.3	0.0	-1.3	-0.6	2.1	0.0	0.0	17.8
5.165	AIR-COOLED CHILLER 65	LrT	100.0	-2.0	0	283	-60.0	2.7	-21.8	-1.1	0.0	0.0	0.0	0.0	17.8
5.156	AIR-COOLED CHILLER 56	LrT	100.0	-2.0	0	237	-58.5	2.7	-23.6	-1.0	0.0	0.0	0.0	0.0	17.6
5.130	AIR-COOLED CHILLER 30	LrT	100.0	-2.0	0	171	-55.6	2.7	-27.2	-1.1	0.0	0.0	0.0	0.0	16.7
5.131	AIR-COOLED CHILLER 31	LrT	100.0	-2.0	0	176	-55.9	2.7	-27.2	-1.1	0.0	0.0	0.0	0.0	16.5
10.003	Anlieferverkehr: Entladung Lkw	LrT	92.0	-12.0	0	197	-56.9	2.4	-14.8	-0.6	-0.7	7.1	0.0	0.0	16.5
5.133	AIR-COOLED CHILLER 33	LrT	100.0	-2.0	0	186	-56.4	2.7	-26.9	-1.1	0.0	0.0	0.0	0.0	16.2
9.103	Parkplatz 1: Abfahrt Pkw	LrT	64.7	-4.3	0	57	-46.2	2.4	0.0	-0.6	0.0	0.1	0.0	0.0	16.2
5.132	AIR-COOLED CHILLER 32	LrT	100.0	-2.0	0	181	-56.1	2.7	-27.2	-1.2	0.0	0.0	0.0	0.0	16.2
9.101	Parkplatz 1: Zufahrt Pkw	LrT	64.1	-4.3	0	54	-45.6	2.4	0.0	-0.6	0.0	0.0	0.0	0.0	16.1
5.106	AIR-COOLED CHILLER 06	LrT	100.0	-2.0	0	183	-56.2	2.7	-27.2	-1.2	0.0	0.0	0.0	0.0	16.0
5.155	AIR-COOLED CHILLER 55	LrT	100.0	-2.0	0	232	-58.3	2.7	-25.4	-1.1	0.0	0.0	0.0	0.0	15.9
5.107	AIR-COOLED CHILLER 07	LrT	100.0	-2.0	0	188	-56.5	2.7	-27.2	-1.2	0.0	0.0	0.0	0.0	15.8
5.108	AIR-COOLED CHILLER 08	LrT	100.0	-2.0	0	193	-56.7	2.7	-27.2	-1.2	0.0	0.0	0.0	0.0	15.6
5.109	AIR-COOLED CHILLER 09	LrT	100.0	-2.0	0	198	-56.9	2.7	-27.1	-1.2	0.0	0.0	0.0	0.0	15.4
5.110	AIR-COOLED CHILLER 10	LrT	100.0	-2.0	0	203	-57.2	2.7	-27.1	-1.3	0.0	0.0	0.0	0.0	15.2
5.111	AIR-COOLED CHILLER 11	LrT	100.0	-2.0	0	209	-57.4	2.7	-27.0	-1.3	0.0	0.0	0.0	0.0	15.0
5.167	AIR-COOLED CHILLER 67	LrT	100.0	-2.0	0	293	-60.3	2.7	-26.4	-1.5	0.0	2.3	0.0	0.0	14.8
5.112	AIR-COOLED CHILLER 12	LrT	100.0	-2.0	0	214	-57.6	2.7	-27.0	-1.3	0.0	0.0	0.0	0.0	14.8
5.113	AIR-COOLED CHILLER 13	LrT	100.0	-2.0	0	219	-57.8	2.7	-27.0	-1.3	0.0	0.0	0.0	0.0	14.6
5.114	AIR-COOLED CHILLER 14	LrT	100.0	-2.0	0	224	-58.0	2.7	-27.0	-1.3	0.0	0.0	0.0	0.0	14.4
5.115	AIR-COOLED CHILLER 15	LrT	100.0	-2.0	0	230	-58.2	2.7	-26.9	-1.3	0.0	0.0	0.0	0.0	14.2
5.116	AIR-COOLED CHILLER 16	LrT	100.0	-2.0	0	235	-58.4	2.7	-26.9	-1.4	0.0	0.0	0.0	0.0	14.1
5.117	AIR-COOLED CHILLER 17	LrT	100.0	-2.0	0	240	-58.6	2.7	-26.8	-1.4	0.0	0.0	0.0	0.0	13.9
5.118	AIR-COOLED CHILLER 18	LrT	100.0	-2.0	0	245	-58.8	2.7	-26.7	-1.4	0.0	0.0	0.0	0.0	13.8
10.002	Anlieferverkehr: Rangieren Lkw	LrT	84.0	-12.0	0	185	-56.3	2.5	-7.9	-1.3	-0.6	3.3	0.0	0.0	11.6
8.007	Condenser AHU 07 (SO-F)	LrT	72.0	1.0	0	196	-56.8	2.7	-12.3	-0.2	0.0	4.1	0.0	0.0	10.5
7.011	AHU11 (SW-F)	LrT	78.0	0.0	0	140	-53.9	2.7	-16.2	-0.3	0.0	0.1	0.0	0.0	10.4
7.012	AHU12 (SW-F)	LrT	78.0	0.0	0	140	-53.9	2.7	-16.2	-0.3	0.0	0.1	0.0	0.0	10.4
7.009	AHU09 (SW-F)	LrT	78.0	0.0	0	141	-54.0	2.7	-16.2	-0.3	0.0	0.1	0.0	0.0	10.4
7.010	AHU10 (SW-F)	LrT	78.0	0.0	0	140	-53.9	2.7	-16.2	-0.3	0.0	0.1	0.0	0.0	10.3
7.008	AHU08 (SO-F)	LrT	78.0	0.0	0	189	-56.5	2.7	-14.7	-0.4	0.0	1.1	0.0	0.0	10.3
7.007	AHU07 (SO-F)	LrT	78.0	0.0	0	193	-56.7	2.7	-14.5	-0.4	0.0	1.1	0.0	0.0	10.2
8.017	Condenser General Office Area no. 3	LrT	86.0	0.0	0	295	-60.4	2.7	-21.0	-0.5	0.0	2.6	0.0	0.0	9.3
8.008	Condenser AHU 08 (SO-F)	LrT	72.0	1.0	0	189	-56.5	2.7	-12.3	-0.2	0.0	2.5	0.0	0.0	9.2
7.013	AHU FoH	LrT	84.3	0.0	0	231	-58.3	2.7	-19.9	-0.5	0.0	0.1	0.0	0.0	8.5
8.016	Condenser General Office Area no. 2	LrT	86.0	0.0	0	298	-60.5	2.7	-24.5	-0.6	0.0	5.2	0.0	0.0	8.4
8.015	Condenser General Office Area no. 1	LrT	86.0	0.0	0	301	-60.6	2.7	-23.2	-0.5	0.0	4.0	0.0	0.0	8.3

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
4.118	Trafo 118	LrT	55.0	1.0	3	130	-53.3	2.7	0.0	-0.1	0.0	0.0	0.0	0.0	8.3
4.018	Trafo 018	LrT	55.0	1.0	3	130	-53.3	2.7	0.0	-0.1	0.0	0.0	0.0	0.0	8.2
4.218	Trafo 218	LrT	55.0	1.0	3	131	-53.3	2.7	0.0	-0.1	0.0	0.0	0.0	0.0	8.2
4.117	Trafo 117	LrT	55.0	1.0	3	131	-53.3	2.7	0.0	-0.1	0.0	0.0	0.0	0.0	8.2
4.017	Trafo 017	LrT	55.0	1.0	3	131	-53.3	2.7	0.0	-0.1	0.0	0.0	0.0	0.0	8.2
4.217	Trafo 217	LrT	55.0	1.0	3	132	-53.4	2.7	0.0	-0.1	0.0	0.0	0.0	0.0	8.2
9.302	Parkplatz 3	LrT	67.0	5.6	0	254	-59.1	2.3	-7.1	-1.5	-0.8	1.7	0.0	0.0	8.0
4.116	Trafo 116	LrT	55.0	1.0	3	136	-53.7	2.7	0.0	-0.2	0.0	0.0	0.0	0.0	7.9
4.016	Trafo 016	LrT	55.0	1.0	3	136	-53.7	2.7	0.0	-0.2	0.0	0.0	0.0	0.0	7.9
4.216	Trafo 216	LrT	55.0	1.0	3	137	-53.7	2.7	0.0	-0.2	0.0	0.0	0.0	0.0	7.9
4.115	Trafo 115	LrT	55.0	1.0	3	138	-53.8	2.7	0.0	-0.2	0.0	0.0	0.0	0.0	7.8
4.215	Trafo 215	LrT	55.0	1.0	3	138	-53.8	2.7	0.0	-0.2	0.0	0.0	0.0	0.0	7.7
4.015	Trafo 015	LrT	55.0	1.0	3	138	-53.8	2.7	0.0	-0.2	0.0	0.0	0.0	0.0	7.7
6.129	AIR-COOLED CHILLER Pump 29	LrT	76.0	0.0	0	166	-55.4	2.7	-15.8	-0.6	0.0	0.0	0.0	0.0	7.0
6.130	AIR-COOLED CHILLER Pump 30	LrT	76.0	0.0	0	171	-55.6	2.7	-15.6	-0.6	0.0	0.0	0.0	0.0	6.8
6.131	AIR-COOLED CHILLER Pump 31	LrT	76.0	0.0	0	176	-55.9	2.7	-15.8	-0.6	0.0	0.4	0.0	0.0	6.8
6.132	AIR-COOLED CHILLER Pump 32	LrT	76.0	0.0	0	181	-56.1	2.7	-16.0	-0.7	0.0	0.4	0.0	0.0	6.3
4.301	Landlord Trafo	LrT	73.0	0.0	3	267	-59.5	2.7	-15.3	-0.3	0.0	2.5	0.0	0.0	6.1
6.133	AIR-COOLED CHILLER Pump 33	LrT	76.0	0.0	0	186	-56.4	2.7	-16.6	-0.7	0.0	0.5	0.0	0.0	5.5
6.128	AIR-COOLED CHILLER Pump 28	LrT	76.0	0.0	0	181	-55.1	2.7	-17.6	-0.6	0.0	0.0	0.0	0.0	5.5
6.103	AIR-COOLED CHILLER Pump 03	LrT	76.0	0.0	0	164	-55.3	2.7	-18.1	-0.5	0.0	0.0	0.0	0.0	4.8
6.104	AIR-COOLED CHILLER Pump 04	LrT	76.0	0.0	0	170	-55.6	2.7	-17.9	-0.5	0.0	0.0	0.0	0.0	4.7
6.102	AIR-COOLED CHILLER Pump 02	LrT	76.0	0.0	0	159	-55.0	2.7	-18.6	-0.5	0.0	0.0	0.0	0.0	4.6
8.010	Condenser AHU 10 (SW-F)	LrT	72.0	1.0	0	133	-53.5	2.7	-17.6	-0.1	0.0	0.1	0.0	0.0	4.6
8.011	Condenser AHU 11 (SW-F)	LrT	72.0	1.0	0	133	-53.5	2.7	-17.6	-0.1	0.0	0.1	0.0	0.0	4.6
8.009	Condenser AHU 09 (SW-F)	LrT	72.0	1.0	0	134	-53.5	2.7	-17.6	-0.1	0.0	0.0	0.0	0.0	4.5
6.105	AIR-COOLED CHILLER Pump 05	LrT	76.0	0.0	0	175	-55.8	2.7	-17.8	-0.5	0.0	0.0	0.0	0.0	4.5
8.012	Condenser AHU 12 (SW-F)	LrT	72.0	1.0	0	132	-53.4	2.7	-17.7	-0.1	0.0	0.1	0.0	0.0	4.5
6.134	AIR-COOLED CHILLER Pump 34	LrT	76.0	0.0	0	191	-56.6	2.7	-17.8	-0.6	0.0	0.6	0.0	0.0	4.4
8.014	Condenser FOC SOC VRF	LrT	79.0	1.0	0	230	-58.2	2.7	-20.2	-0.4	0.0	0.5	0.0	0.0	4.3
6.106	AIR-COOLED CHILLER Pump 06	LrT	76.0	0.0	0	180	-56.1	2.7	-17.9	-0.5	0.0	0.0	0.0	0.0	4.2
6.135	AIR-COOLED CHILLER Pump 35	LrT	76.0	0.0	0	196	-56.8	2.7	-17.8	-0.6	0.0	0.6	0.0	0.0	4.1
6.107	AIR-COOLED CHILLER Pump 07	LrT	76.0	0.0	0	185	-56.3	2.7	-17.9	-0.5	0.0	0.0	0.0	0.0	3.9
6.136	AIR-COOLED CHILLER Pump 36	LrT	76.0	0.0	0	201	-57.1	2.7	-17.9	-0.6	0.0	0.6	0.0	0.0	3.8
6.108	AIR-COOLED CHILLER Pump 08	LrT	76.0	0.0	0	190	-56.6	2.7	-18.0	-0.6	0.0	0.0	0.0	0.0	3.6
6.137	AIR-COOLED CHILLER Pump 37	LrT	76.0	0.0	0	206	-57.3	2.7	-17.9	-0.6	0.0	0.7	0.0	0.0	3.6
6.109	AIR-COOLED CHILLER Pump 09	LrT	76.0	0.0	0	196	-56.8	2.7	-18.0	-0.6	0.0	0.0	0.0	0.0	3.3
6.110	AIR-COOLED CHILLER Pump 10	LrT	76.0	0.0	0	201	-57.1	2.7	-18.0	-0.6	0.0	0.0	0.0	0.0	3.0
6.146	AIR-COOLED CHILLER Pump 46	LrT	76.0	0.0	0	252	-59.0	2.7	-18.1	-0.7	0.0	2.0	0.0	0.0	2.9
6.160	AIR-COOLED CHILLER Pump 60	LrT	76.0	0.0	0	258	-59.2	2.7	-18.0	-0.7	0.0	2.1	0.0	0.0	2.8
6.147	AIR-COOLED CHILLER Pump 47	LrT	76.0	0.0	0	258	-59.2	2.7	-18.1	-0.7	0.0	2.1	0.0	0.0	2.8
6.148	AIR-COOLED CHILLER Pump 48	LrT	76.0	0.0	0	263	-59.4	2.7	-18.1	-0.7	0.0	2.2	0.0	0.0	2.8
6.111	AIR-COOLED CHILLER Pump 11	LrT	76.0	0.0	0	206	-57.3	2.7	-18.1	-0.6	0.0	0.0	0.0	0.0	2.8
6.164	AIR-COOLED CHILLER Pump 64	LrT	76.0	0.0	0	278	-59.9	2.7	-18.0	-0.8	0.0	2.7	0.0	0.0	2.7
6.151	AIR-COOLED CHILLER Pump 51	LrT	76.0	0.0	0	278	-59.9	2.7	-17.9	-0.9	0.0	2.7	0.0	0.0	2.7
6.150	AIR-COOLED CHILLER Pump 50	LrT	76.0	0.0	0	273	-59.7	2.7	-17.9	-0.9	0.0	2.5	0.0	0.0	2.7
6.163	AIR-COOLED CHILLER Pump 63	LrT	76.0	0.0	0	273	-59.7	2.7	-18.0	-0.7	0.0	2.5	0.0	0.0	2.7
6.152	AIR-COOLED CHILLER Pump 52	LrT	76.0	0.0	0	283	-60.0	2.7	-18.0	-0.9	0.0	2.9	0.0	0.0	2.7
6.153	AIR-COOLED CHILLER Pump 53	LrT	76.0	0.0	0	289	-60.2	2.7	-18.0	-0.9	0.0	3.0	0.0	0.0	2.7

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.154	AIR-COOLED CHILLER Pump 54	LrT	76.0	0.0	0	294	-60.3	2.7	-18.0	-0.9	0.0	3.2	0.0	0.0	2.6
6.112	AIR-COOLED CHILLER Pump 12	LrT	76.0	0.0	0	211	-57.5	2.7	-18.1	-0.6	0.0	0.0	0.0	0.0	2.5
3.002	Landlord Generator: Kamin	LrT	90.0	-12.0	0	304	-60.7	2.7	-17.0	-0.7	0.0	0.0	0.0	0.0	2.3
6.101	AIR-COOLED CHILLER Pump 01	LrT	76.0	0.0	0	154	-54.7	2.7	-21.2	-0.5	0.0	0.0	0.0	0.0	2.3
6.113	AIR-COOLED CHILLER Pump 13	LrT	76.0	0.0	0	216	-57.7	2.7	-18.1	-0.6	0.0	0.0	0.0	0.0	2.3
6.149	AIR-COOLED CHILLER Pump 49	LrT	76.0	0.0	0	268	-59.6	2.7	-19.4	-0.8	0.0	3.0	0.0	0.0	1.9
6.142	AIR-COOLED CHILLER Pump 42	LrT	76.0	0.0	0	232	-58.3	2.7	-18.1	-0.7	0.0	0.2	0.0	0.0	1.9
6.143	AIR-COOLED CHILLER Pump 43	LrT	76.0	0.0	0	237	-58.5	2.7	-18.1	-0.7	0.0	0.1	0.0	0.0	1.6
8.013	Condenser AHU FoH	LrT	73.0	0.0	0	232	-58.3	2.7	-17.2	-0.2	0.0	1.5	0.0	0.0	1.5
6.144	AIR-COOLED CHILLER Pump 44	LrT	76.0	0.0	0	242	-58.7	2.7	-18.1	-0.7	0.0	0.0	0.0	0.0	1.3
7.006	AHU06 (SO-F)	LrT	78.0	0.0	0	292	-60.3	2.7	-20.9	-0.6	0.0	2.4	0.0	0.0	1.3
7.005	AHU05 (SO-F)	LrT	78.0	0.0	0	301	-60.6	2.7	-20.8	-0.6	0.0	2.4	0.0	0.0	1.1
6.168	AIR-COOLED CHILLER Pump 68	LrT	76.0	0.0	0	299	-60.5	2.7	-18.0	-0.8	0.0	1.7	0.0	0.0	1.1
6.145	AIR-COOLED CHILLER Pump 45	LrT	76.0	0.0	0	247	-58.9	2.7	-18.1	-0.7	0.0	0.0	0.0	0.0	1.1
8.006	Condenser AHU 06 (SO-F)	LrT	72.0	1.0	0	306	-60.7	2.7	-18.1	-0.3	0.0	3.8	0.0	0.0	0.4
8.005	Condenser AHU 05 (SO-F)	LrT	72.0	1.0	0	308	-60.8	2.7	-18.1	-0.3	0.0	3.8	0.0	0.0	0.4
6.165	AIR-COOLED CHILLER Pump 65	LrT	76.0	0.0	0	284	-60.0	2.7	-18.0	-0.8	0.0	0.0	0.0	0.0	-0.1
6.162	AIR-COOLED CHILLER Pump 62	LrT	76.0	0.0	0	268	-59.6	2.7	-25.2	-1.3	0.0	7.2	0.0	0.0	-0.1
6.161	AIR-COOLED CHILLER Pump 61	LrT	76.0	0.0	0	263	-59.4	2.7	-25.3	-1.3	0.0	7.0	0.0	0.0	-0.2
6.166	AIR-COOLED CHILLER Pump 66	LrT	76.0	0.0	0	289	-60.2	2.7	-18.0	-0.8	0.0	0.0	0.0	0.0	-0.3
6.167	AIR-COOLED CHILLER Pump 67	LrT	76.0	0.0	0	294	-60.4	2.7	-18.0	-0.8	0.0	0.1	0.0	0.0	-0.3
6.159	AIR-COOLED CHILLER Pump 59	LrT	76.0	0.0	0	253	-59.0	2.7	-25.7	-1.3	0.0	6.9	0.0	0.0	-0.4
4.101	Trafo 101	LrT	55.0	1.0	3	146	-54.3	2.7	-8.5	-0.2	0.0	0.0	0.0	0.0	-1.3
4.201	Trafo 201	LrT	55.0	1.0	3	146	-54.3	2.7	-8.5	-0.2	0.0	0.0	0.0	0.0	-1.3
7.004	AHU04 (NW-F)	LrT	78.0	0.0	0	286	-60.1	2.7	-24.7	-0.8	0.0	2.8	0.0	0.0	-2.1
4.202	Trafo 202	LrT	55.0	1.0	3	152	-54.6	2.7	-9.2	-0.2	0.0	0.0	0.0	0.0	-2.3
4.102	Trafo 102	LrT	55.0	1.0	3	152	-54.6	2.7	-9.3	-0.2	0.0	0.0	0.0	0.0	-2.3
4.002	Trafo 002	LrT	55.0	1.0	3	152	-54.6	2.7	-9.3	-0.2	0.0	0.0	0.0	0.0	-2.3
6.139	AIR-COOLED CHILLER Pump 39	LrT	76.0	0.0	0	216	-57.7	2.7	-25.6	-1.2	0.0	3.2	0.0	0.0	-2.6
6.138	AIR-COOLED CHILLER Pump 38	LrT	76.0	0.0	0	211	-57.5	2.7	-26.2	-1.3	0.0	3.6	0.0	0.0	-2.7
7.003	AHU03 (NW-F)	LrT	78.0	0.0	0	276	-59.8	2.7	-27.1	-1.1	0.0	4.6	0.0	0.0	-2.8
6.140	AIR-COOLED CHILLER Pump 40	LrT	76.0	0.0	0	222	-57.9	2.7	-25.8	-1.2	0.0	3.3	0.0	0.0	-2.9
6.157	AIR-COOLED CHILLER Pump 57	LrT	76.0	0.0	0	243	-58.7	2.7	-22.1	-0.9	0.0	0.0	0.0	0.0	-3.0
6.156	AIR-COOLED CHILLER Pump 56	LrT	76.0	0.0	0	237	-58.5	2.7	-22.6	-0.9	0.0	0.0	0.0	0.0	-3.3
6.155	AIR-COOLED CHILLER Pump 55	LrT	76.0	0.0	0	232	-58.3	2.7	-23.7	-0.9	0.0	0.0	0.0	0.0	-4.3
8.003	Condenser AHU 03 (NW-F)	LrT	72.0	1.0	0	277	-59.8	2.7	-20.6	-0.2	0.0	0.0	0.0	0.0	-4.9
6.141	AIR-COOLED CHILLER Pump 41	LrT	76.0	0.0	0	227	-58.1	2.7	-25.7	-1.2	0.0	1.3	0.0	0.0	-4.9
8.002	Condenser AHU 02 (NW-F)	LrT	72.0	1.0	0	266	-59.5	2.7	-21.3	-0.2	0.0	0.0	0.0	0.0	-5.3
6.127	AIR-COOLED CHILLER Pump 27	LrT	76.0	0.0	0	290	-60.2	2.7	-25.4	-1.4	0.0	2.7	0.0	0.0	-5.6
6.126	AIR-COOLED CHILLER Pump 26	LrT	76.0	0.0	0	284	-60.1	2.7	-25.5	-1.4	0.0	2.2	0.0	0.0	-6.1
6.125	AIR-COOLED CHILLER Pump 25	LrT	76.0	0.0	0	279	-59.9	2.7	-25.7	-1.4	0.0	2.1	0.0	0.0	-6.2
7.001	AHU01 (NW-F)	LrT	78.0	0.0	0	257	-59.2	2.7	-26.8	-1.0	0.0	0.0	0.0	0.0	-6.3
6.114	AIR-COOLED CHILLER Pump 14	LrT	76.0	0.0	0	222	-57.9	2.7	-26.0	-1.3	0.0	0.0	0.0	0.0	-6.4
6.158	AIR-COOLED CHILLER Pump 58	LrT	76.0	0.0	0	248	-58.9	2.7	-25.1	-1.2	0.0	0.0	0.0	0.0	-6.5
8.004	Condenser AHU 04 (NW-F)	LrT	72.0	1.0	0	287	-60.2	2.7	-24.9	-0.3	0.0	3.1	0.0	0.0	-6.5
6.115	AIR-COOLED CHILLER Pump 15	LrT	76.0	0.0	0	227	-58.1	2.7	-25.9	-1.3	0.0	0.0	0.0	0.0	-6.7
6.116	AIR-COOLED CHILLER Pump 16	LrT	76.0	0.0	0	232	-58.3	2.7	-25.9	-1.3	0.0	0.0	0.0	0.0	-6.9
6.120	AIR-COOLED CHILLER Pump 20	LrT	76.0	0.0	0	253	-59.1	2.7	-25.8	-1.3	0.0	0.5	0.0	0.0	-7.0
6.117	AIR-COOLED CHILLER Pump 17	LrT	76.0	0.0	0	237	-58.5	2.7	-25.9	-1.3	0.0	0.0	0.0	0.0	-7.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.121	AIR-COOLED CHILLER Pump 21	LrT	76.0	0.0	0	258	-59.2	2.7	-25.7	-1.3	0.0	0.5	0.0	0.0	-7.1
7.002	AHU02 (NW-F)	LrT	78.0	0.0	0	267	-59.5	2.7	-27.2	-1.1	0.0	0.0	0.0	0.0	-7.2
6.118	AIR-COOLED CHILLER Pump 18	LrT	76.0	0.0	0	243	-58.7	2.7	-25.9	-1.3	0.0	0.0	0.0	0.0	-7.2
6.122	AIR-COOLED CHILLER Pump 22	LrT	76.0	0.0	0	264	-59.4	2.7	-25.7	-1.4	0.0	0.6	0.0	0.0	-7.2
6.123	AIR-COOLED CHILLER Pump 23	LrT	76.0	0.0	0	269	-59.6	2.7	-25.6	-1.4	0.0	0.6	0.0	0.0	-7.3
6.119	AIR-COOLED CHILLER Pump 19	LrT	76.0	0.0	0	248	-58.9	2.7	-25.8	-1.3	0.0	0.0	0.0	0.0	-7.3
6.124	AIR-COOLED CHILLER Pump 24	LrT	76.0	0.0	0	274	-59.7	2.7	-25.5	-1.4	0.0	0.6	0.0	0.0	-7.3
8.001	Condenser AHU 01 (NW-F)	LrT	72.0	1.0	0	256	-59.1	2.7	-24.1	-0.2	0.0	0.0	0.0	0.0	-7.8
4.203	Trafo 203	LrT	55.0	1.0	3	174	-55.8	2.7	-14.9	-0.2	0.0	0.0	0.0	0.0	-9.1
4.103	Trafo 103	LrT	55.0	1.0	3	173	-55.8	2.7	-14.9	-0.2	0.0	0.0	0.0	0.0	-9.1
4.003	Trafo 003	LrT	55.0	1.0	3	173	-55.8	2.7	-14.9	-0.2	0.0	0.0	0.0	0.0	-9.2
4.204	Trafo 204	LrT	55.0	1.0	3	179	-56.1	2.7	-15.2	-0.2	0.0	0.0	0.0	0.0	-9.8
4.104	Trafo 104	LrT	55.0	1.0	3	179	-56.0	2.7	-15.2	-0.2	0.0	0.0	0.0	0.0	-9.8
4.004	Trafo 004	LrT	55.0	1.0	3	179	-56.0	2.7	-15.3	-0.2	0.0	0.0	0.0	0.0	-9.8
4.205	Trafo 205	LrT	55.0	1.0	3	201	-57.1	2.7	-16.4	-0.2	0.0	0.0	0.0	0.0	-12.0
4.105	Trafo 105	LrT	55.0	1.0	3	201	-57.0	2.7	-16.4	-0.2	0.0	0.0	0.0	0.0	-12.0
4.005	Trafo 005	LrT	55.0	1.0	3	201	-57.0	2.7	-16.4	-0.2	-0.1	0.0	0.0	0.0	-12.1
4.106	Trafo 106	LrT	55.0	1.0	3	206	-57.3	2.7	-16.6	-0.2	0.0	0.0	0.0	0.0	-12.4
4.206	Trafo 206	LrT	55.0	1.0	3	207	-57.3	2.7	-16.7	-0.2	0.0	0.0	0.0	0.0	-12.5
4.006	Trafo 006	LrT	55.0	1.0	3	206	-57.3	2.7	-16.7	-0.2	-0.2	0.0	0.0	0.0	-12.6
4.207	Trafo 207	LrT	55.0	1.0	3	244	-58.7	2.7	-17.5	-0.2	0.0	0.0	0.0	0.0	-14.8
4.107	Trafo 107	LrT	55.0	1.0	3	244	-58.7	2.7	-17.5	-0.2	0.0	0.0	0.0	0.0	-14.8
4.208	Trafo 208	LrT	55.0	1.0	3	249	-58.9	2.7	-17.6	-0.3	0.0	0.0	0.0	0.0	-15.1
4.108	Trafo 108	LrT	55.0	1.0	3	249	-58.9	2.7	-17.6	-0.3	0.0	0.0	0.0	0.0	-15.1
4.007	Trafo 007	LrT	55.0	1.0	3	244	-58.7	2.7	-17.5	-0.2	-0.6	0.0	0.0	0.0	-15.4
4.008	Trafo 008	LrT	55.0	1.0	3	249	-58.9	2.7	-17.6	-0.3	-0.6	0.0	0.0	0.0	-15.7
4.209	Trafo 209	LrT	55.0	1.0	3	317	-61.0	2.7	-22.9	-0.3	0.0	0.0	0.0	0.0	-22.6
4.214	Trafo 214	LrT	55.0	1.0	3	326	-61.2	2.7	-23.5	-0.3	-0.1	0.0	0.0	0.0	-23.5
4.211	Trafo 211	LrT	55.0	1.0	3	318	-61.0	2.7	-24.0	-0.3	0.0	0.0	0.0	0.0	-23.6
4.212	Trafo 212	LrT	55.0	1.0	3	318	-61.0	2.7	-24.0	-0.3	0.0	0.0	0.0	0.0	-23.7
4.213	Trafo 213	LrT	55.0	1.0	3	324	-61.2	2.7	-23.8	-0.3	-0.1	0.0	0.0	0.0	-23.8
4.109	Trafo 109	LrT	55.0	1.0	3	316	-61.0	2.7	-24.2	-0.3	-0.5	0.0	0.0	0.0	-24.3
4.210	Trafo 210	LrT	55.0	1.0	3	317	-61.0	2.7	-24.8	-0.3	0.0	0.0	0.0	0.0	-24.5
4.009	Trafo 009	LrT	55.0	1.0	3	316	-61.0	2.7	-24.2	-0.3	-1.0	0.0	0.0	0.0	-24.9
4.110	Trafo 110	LrT	55.0	1.0	3	316	-61.0	2.7	-24.9	-0.3	-0.5	0.0	0.0	0.0	-25.0
4.114	Trafo 114	LrT	55.0	1.0	3	325	-61.2	2.7	-24.9	-0.3	-0.7	0.0	0.0	0.0	-25.5
4.010	Trafo 010	LrT	55.0	1.0	3	316	-61.0	2.7	-24.9	-0.3	-1.0	0.0	0.0	0.0	-25.6
4.113	Trafo 113	LrT	55.0	1.0	3	324	-61.2	2.7	-25.3	-0.3	-0.7	0.0	0.0	0.0	-25.8
4.111	Trafo 111	LrT	55.0	1.0	3	317	-61.0	2.7	-25.8	-0.3	-0.6	0.0	0.0	0.0	-26.0
4.014	Trafo 014	LrT	55.0	1.0	3	325	-61.2	2.6	-24.9	-0.3	-1.2	0.0	0.0	0.0	-26.1
4.112	Trafo 112	LrT	55.0	1.0	3	318	-61.0	2.7	-25.9	-0.3	-0.6	0.0	0.0	0.0	-26.1
4.013	Trafo 013	LrT	55.0	1.0	3	324	-61.2	2.6	-25.3	-0.3	-1.2	0.0	0.0	0.0	-26.5
4.011	Trafo 011	LrT	55.0	1.0	3	317	-61.0	2.7	-25.8	-0.3	-1.1	0.0	0.0	0.0	-26.6
4.012	Trafo 012	LrT	55.0	1.0	3	318	-61.0	2.7	-25.9	-0.3	-1.1	0.0	0.0	0.0	-26.7

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
Io 4 - Kettelerstraße 99 3.OG LAT,1 45 dB(A) LAT,max 58 dB(A)															
3.004	Landlord Generator: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
5.102	AIR-COOLED CHILLER 02	LrT	100.0	-2.0	0	254	-59.1	2.7	-11.6	-1.2	0.0	0.0	0.0	0.0	28.9
5.164	AIR-COOLED CHILLER 64	LrT	100.0	-2.0	0	364	-62.2	2.7	-11.3	-1.5	0.0	3.2	0.0	0.0	28.8
5.111	AIR-COOLED CHILLER 11	LrT	100.0	-2.0	0	281	-60.0	2.7	-10.7	-1.3	0.0	0.0	0.0	0.0	28.8
5.106	AIR-COOLED CHILLER 06	LrT	100.0	-2.0	0	265	-59.5	2.7	-11.3	-1.2	0.0	0.0	0.0	0.0	28.7
5.107	AIR-COOLED CHILLER 07	LrT	100.0	-2.0	0	268	-59.6	2.7	-11.2	-1.2	0.0	0.0	0.0	0.0	28.7
5.127	AIR-COOLED CHILLER 27	LrT	100.0	-2.0	0	340	-61.6	2.7	-9.4	-1.7	0.0	0.6	0.0	0.0	28.7
5.154	AIR-COOLED CHILLER 54	LrT	100.0	-2.0	0	360	-62.1	2.7	-9.1	-1.8	0.0	1.0	0.0	0.0	28.6
5.112	AIR-COOLED CHILLER 12	LrT	100.0	-2.0	0	284	-60.1	2.7	-10.7	-1.3	0.0	0.0	0.0	0.0	28.6
5.113	AIR-COOLED CHILLER 13	LrT	100.0	-2.0	0	288	-60.2	2.7	-10.6	-1.4	0.0	0.0	0.0	0.0	28.6
5.125	AIR-COOLED CHILLER 25	LrT	100.0	-2.0	0	332	-61.4	2.7	-9.5	-1.6	0.0	0.4	0.0	0.0	28.5
5.126	AIR-COOLED CHILLER 26	LrT	100.0	-2.0	0	336	-61.5	2.7	-9.4	-1.7	0.0	0.4	0.0	0.0	28.5
5.139	AIR-COOLED CHILLER 39	LrT	100.0	-2.0	0	308	-60.8	2.7	-10.6	-1.4	0.0	0.6	0.0	0.0	28.4
5.120	AIR-COOLED CHILLER 20	LrT	100.0	-2.0	0	313	-60.9	2.7	-10.0	-1.5	0.0	0.0	0.0	0.0	28.3
5.121	AIR-COOLED CHILLER 21	LrT	100.0	-2.0	0	317	-61.0	2.7	-9.9	-1.5	0.0	0.0	0.0	0.0	28.3
5.122	AIR-COOLED CHILLER 22	LrT	100.0	-2.0	0	321	-61.1	2.7	-9.8	-1.6	0.0	0.0	0.0	0.0	28.2
5.153	AIR-COOLED CHILLER 53	LrT	100.0	-2.0	0	357	-62.0	2.7	-9.3	-1.8	0.0	0.6	0.0	0.0	28.2
5.124	AIR-COOLED CHILLER 24	LrT	100.0	-2.0	0	328	-61.3	2.7	-9.5	-1.6	0.0	0.0	0.0	0.0	28.2
5.142	AIR-COOLED CHILLER 42	LrT	100.0	-2.0	0	318	-61.0	2.7	-12.5	-1.4	0.0	2.4	0.0	0.0	28.2
5.123	AIR-COOLED CHILLER 23	LrT	100.0	-2.0	0	324	-61.2	2.7	-9.7	-1.6	0.0	0.0	0.0	0.0	28.2
5.132	AIR-COOLED CHILLER 32	LrT	100.0	-2.0	0	288	-60.2	2.7	-11.4	-1.3	0.0	0.2	0.0	0.0	28.0
5.165	AIR-COOLED CHILLER 65	LrT	100.0	-2.0	0	368	-62.3	2.7	-12.6	-1.5	0.0	3.7	0.0	0.0	28.0
5.143	AIR-COOLED CHILLER 43	LrT	100.0	-2.0	0	321	-61.1	2.7	-10.2	-1.5	0.0	0.0	0.0	0.0	27.8
5.137	AIR-COOLED CHILLER 37	LrT	100.0	-2.0	0	302	-60.6	2.7	-10.9	-1.4	0.0	0.0	0.0	0.0	27.8
5.138	AIR-COOLED CHILLER 38	LrT	100.0	-2.0	0	305	-60.7	2.7	-10.8	-1.4	0.0	0.0	0.0	0.0	27.8
5.150	AIR-COOLED CHILLER 50	LrT	100.0	-2.0	0	346	-61.8	2.7	-12.6	-1.4	0.0	2.8	0.0	0.0	27.8
5.144	AIR-COOLED CHILLER 44	LrT	100.0	-2.0	0	325	-61.2	2.7	-10.2	-1.5	0.0	0.0	0.0	0.0	27.8
5.145	AIR-COOLED CHILLER 45	LrT	100.0	-2.0	0	328	-61.3	2.7	-10.1	-1.6	0.0	0.0	0.0	0.0	27.8
5.161	AIR-COOLED CHILLER 61	LrT	100.0	-2.0	0	354	-62.0	2.7	-10.4	-1.6	0.0	0.5	0.0	0.0	27.1
5.163	AIR-COOLED CHILLER 63	LrT	100.0	-2.0	0	361	-62.1	2.7	-10.3	-1.7	0.0	0.2	0.0	0.0	26.8
5.152	AIR-COOLED CHILLER 52	LrT	100.0	-2.0	0	353	-61.9	2.7	-11.4	-1.6	0.0	1.0	0.0	0.0	26.7
5.162	AIR-COOLED CHILLER 62	LrT	100.0	-2.0	0	358	-62.1	2.7	-10.4	-1.7	0.0	0.0	0.0	0.0	26.6
5.136	AIR-COOLED CHILLER 36	LrT	100.0	-2.0	0	299	-60.5	2.7	-13.0	-1.3	0.0	0.7	0.0	0.0	26.6
5.167	AIR-COOLED CHILLER 67	LrT	100.0	-2.0	0	375	-62.5	2.7	-11.1	-1.7	0.0	0.9	0.0	0.0	26.3
5.160	AIR-COOLED CHILLER 60	LrT	100.0	-2.0	0	351	-61.9	2.7	-11.8	-1.5	0.0	0.9	0.0	0.0	26.3
5.108	AIR-COOLED CHILLER 08	LrT	100.0	-2.0	0	272	-59.7	2.7	-14.0	-1.0	0.0	0.0	0.0	0.0	26.0
5.131	AIR-COOLED CHILLER 31	LrT	100.0	-2.0	0	286	-60.1	2.7	-13.9	-1.1	0.0	0.4	0.0	0.0	26.0
5.140	AIR-COOLED CHILLER 40	LrT	100.0	-2.0	0	312	-60.9	2.7	-13.9	-1.2	0.0	1.1	0.0	0.0	25.8
5.149	AIR-COOLED CHILLER 49	LrT	100.0	-2.0	0	342	-61.7	2.7	-11.8	-1.5	0.0	0.0	0.0	0.0	25.8
5.166	AIR-COOLED CHILLER 66	LrT	100.0	-2.0	0	371	-62.4	2.7	-25.3	-1.6	0.0	14.4	0.0	0.0	25.8
5.135	AIR-COOLED CHILLER 35	LrT	100.0	-2.0	0	297	-60.4	2.7	-14.5	-1.2	0.0	1.1	0.0	0.0	25.8
5.168	AIR-COOLED CHILLER 68	LrT	100.0	-2.0	0	379	-62.6	2.7	-11.0	-1.5	0.0	0.2	0.0	0.0	25.7
5.133	AIR-COOLED CHILLER 33	LrT	100.0	-2.0	0	291	-60.3	2.7	-13.6	-1.1	0.0	0.0	0.0	0.0	25.7
5.157	AIR-COOLED CHILLER 57	LrT	100.0	-2.0	0	341	-61.7	2.7	-12.3	-1.3	0.0	0.1	0.0	0.0	25.6
5.146	AIR-COOLED CHILLER 46	LrT	100.0	-2.0	0	331	-61.4	2.7	-12.5	-1.3	0.0	0.0	0.0	0.0	25.5
5.117	AIR-COOLED CHILLER 17	LrT	100.0	-2.0	0	302	-60.6	2.7	-14.0	-1.1	0.0	0.0	0.0	0.0	25.0
5.151	AIR-COOLED CHILLER 51	LrT	100.0	-2.0	0	349	-61.9	2.7	-26.2	-1.7	0.0	13.9	0.0	0.0	24.9
5.105	AIR-COOLED CHILLER 05	LrT	100.0	-2.0	0	263	-59.4	2.7	-15.4	-1.1	0.0	0.0	0.0	0.0	24.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
5.148	AIR-COOLED CHILLER 48	LrT	100.0	-2.0	0	338	-61.6	2.7	-13.0	-1.4	0.0	0.0	0.0	0.0	24.8
5.141	AIR-COOLED CHILLER 41	LrT	100.0	-2.0	0	315	-61.0	2.7	-26.5	-1.6	0.0	13.0	0.0	0.0	24.7
5.114	AIR-COOLED CHILLER 14	LrT	100.0	-2.0	0	291	-60.3	2.7	-14.7	-1.1	0.0	0.0	0.0	0.0	24.6
5.103	AIR-COOLED CHILLER 03	LrT	100.0	-2.0	0	257	-59.2	2.7	-16.1	-1.0	0.0	0.1	0.0	0.0	24.6
5.116	AIR-COOLED CHILLER 16	LrT	100.0	-2.0	0	298	-60.5	2.7	-14.5	-1.2	0.0	0.0	0.0	0.0	24.5
5.119	AIR-COOLED CHILLER 19	LrT	100.0	-2.0	0	309	-60.8	2.7	-14.2	-1.3	0.0	0.0	0.0	0.0	24.4
5.110	AIR-COOLED CHILLER 10	LrT	100.0	-2.0	0	278	-59.9	2.7	-15.5	-1.1	0.0	0.0	0.0	0.0	24.2
5.101	AIR-COOLED CHILLER 01	LrT	100.0	-2.0	0	251	-59.0	2.7	-16.6	-1.0	0.0	0.0	0.0	0.0	24.1
5.128	AIR-COOLED CHILLER 28	LrT	100.0	-2.0	0	278	-59.9	2.7	-17.2	-1.1	0.0	0.0	0.0	0.0	22.5
3.001	Landlord Generator: Container	LrT	110.0	-12.0	0	378	-62.5	2.7	-14.9	-0.8	0.0	0.0	0.0	0.0	22.5
5.129	AIR-COOLED CHILLER 29	LrT	100.0	-2.0	0	281	-60.0	2.7	-18.4	-1.1	0.0	0.8	0.0	0.0	22.0
5.134	AIR-COOLED CHILLER 34	LrT	100.0	-2.0	0	294	-60.4	2.7	-26.0	-1.4	0.0	7.2	0.0	0.0	20.1
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrT	91.9	-12.0	0	269	-59.6	2.5	-2.1	-1.6	-0.7	0.7	0.0	0.0	18.9
5.156	AIR-COOLED CHILLER 56	LrT	100.0	-2.0	0	338	-61.6	2.7	-19.1	-1.3	0.0	0.0	0.0	0.0	18.7
8.015	Condenser General Office Area no. 1	LrT	86.0	0.0	0	395	-62.9	2.7	-9.4	-0.9	-0.1	2.7	0.0	0.0	18.0
8.017	Condenser General Office Area no. 3	LrT	86.0	0.0	0	389	-62.8	2.7	-9.5	-0.9	-0.1	2.6	0.0	0.0	17.9
9.301	Parkplatz 3: Zufahrt Pkw	LrT	76.9	2.6	0	275	-59.8	2.3	-2.6	-1.8	-0.8	0.8	0.0	0.0	17.6
9.303	Parkplatz 3: Abfahrt Pkw	LrT	74.6	2.6	0	262	-59.4	2.3	-1.5	-1.8	-0.7	0.4	0.0	0.0	16.6
5.159	AIR-COOLED CHILLER 59	LrT	100.0	-2.0	0	348	-61.8	2.7	-24.4	-1.4	0.0	2.6	0.0	0.0	15.7
8.016	Condenser General Office Area no. 2	LrT	86.0	0.0	0	393	-62.9	2.7	-9.4	-0.9	-0.1	0.2	0.0	0.0	15.5
5.158	AIR-COOLED CHILLER 58	LrT	100.0	-2.0	0	345	-61.7	2.7	-24.5	-1.4	0.0	2.4	0.0	0.0	15.4
5.155	AIR-COOLED CHILLER 55	LrT	100.0	-2.0	0	335	-61.5	2.7	-22.7	-1.3	0.0	0.0	0.0	0.0	15.2
11.004	Pumps/Transformer/Switchroom/Piping	LrT	72.0	0.0	0	237	-58.5	2.3	0.0	-0.3	-0.6	0.0	0.0	0.0	15.0
3.002	Landlord Generator: Kamin	LrT	90.0	-12.0	0	382	-62.6	2.7	-1.3	-1.8	0.0	0.0	0.0	0.0	14.9
11.003	Wärmeübergangstation	LrT	72.0	0.0	0	243	-58.7	2.3	0.0	-0.3	-0.6	0.0	0.0	0.0	14.7
11.002	Trafostation B140 MVA	LrT	72.0	0.0	0	264	-59.4	2.6	0.0	-0.3	-0.6	0.0	0.0	0.0	14.4
11.001	Trafostation A140 MVA	LrT	72.0	0.0	0	279	-59.9	2.6	0.0	-0.3	-0.6	0.0	0.0	0.0	13.8
5.104	AIR-COOLED CHILLER 04	LrT	100.0	-2.0	0	260	-59.3	2.7	-27.1	-1.5	0.0	0.0	0.0	0.0	12.8
5.147	AIR-COOLED CHILLER 47	LrT	100.0	-2.0	0	335	-61.5	2.7	-25.3	-1.5	0.0	0.0	0.0	0.0	12.4
5.109	AIR-COOLED CHILLER 09	LrT	100.0	-2.0	0	275	-59.8	2.7	-27.1	-1.6	0.0	0.0	0.0	0.0	12.2
5.130	AIR-COOLED CHILLER 30	LrT	100.0	-2.0	0	283	-60.0	2.7	-27.1	-1.6	0.0	0.0	0.0	0.0	12.0
9.203	Parkplatz 2: Abfahrt Pkw	LrT	71.0	-0.3	0	208	-57.3	2.3	-1.9	-1.6	-0.6	0.2	0.0	0.0	11.8
5.115	AIR-COOLED CHILLER 15	LrT	100.0	-2.0	0	295	-60.4	2.7	-27.0	-1.7	0.0	0.0	0.0	0.0	11.7
9.201	Parkplatz 2: Zufahrt Pkw	LrT	71.1	-0.3	0	212	-57.5	2.3	-2.0	-1.7	-0.7	0.1	0.0	0.0	11.4
7.013	AHU FoH	LrT	84.3	0.0	0	347	-61.8	2.7	-23.1	-0.7	0.0	9.4	0.0	0.0	10.8
5.118	AIR-COOLED CHILLER 18	LrT	100.0	-2.0	0	306	-60.7	2.7	-27.4	-1.8	0.0	0.0	0.0	0.0	10.8
7.006	AHU06 (SO-F)	LrT	78.0	0.0	0	384	-62.7	2.7	-9.8	-1.1	-0.1	3.2	0.0	0.0	10.3
8.014	Condenser FOC SOC VRF	LrT	79.0	1.0	0	349	-61.8	2.7	-18.4	-0.6	0.0	8.1	0.0	0.0	10.0
7.009	AHU09 (SW-F)	LrT	78.0	0.0	0	259	-59.2	2.7	-12.8	-0.6	0.0	1.8	0.0	0.0	9.9
7.010	AHU10 (SW-F)	LrT	78.0	0.0	0	256	-59.1	2.7	-12.9	-0.5	0.0	1.8	0.0	0.0	9.9
7.011	AHU11 (SW-F)	LrT	78.0	0.0	0	253	-59.1	2.7	-14.3	-0.5	0.0	2.3	0.0	0.0	9.1
7.012	AHU12 (SW-F)	LrT	78.0	0.0	0	250	-59.0	2.7	-15.3	-0.4	0.0	2.7	0.0	0.0	8.7
7.007	AHU07 (SO-F)	LrT	78.0	0.0	0	308	-60.8	2.7	-11.2	-0.8	0.0	0.2	0.0	0.0	8.2
9.102	Parkplatz 1	LrT	67.0	-1.2	0	215	-57.6	2.3	0.0	-1.7	-0.6	0.0	0.0	0.0	8.2
7.001	AHU01 (NW-F)	LrT	78.0	0.0	0	302	-60.6	2.7	-11.7	-0.7	0.0	0.1	0.0	0.0	7.8
6.140	AIR-COOLED CHILLER Pump 40	LrT	76.0	0.0	0	317	-61.0	2.7	-11.0	-1.4	0.0	1.9	0.0	0.0	7.2
7.004	AHU04 (NW-F)	LrT	78.0	0.0	0	325	-61.2	2.7	-14.8	-0.6	0.0	2.9	0.0	0.0	7.0
6.102	AIR-COOLED CHILLER Pump 02	LrT	76.0	0.0	0	253	-59.1	2.7	-11.5	-1.1	0.0	0.0	0.0	0.0	7.0
6.106	AIR-COOLED CHILLER Pump 06	LrT	76.0	0.0	0	265	-59.4	2.7	-11.2	-1.2	0.0	0.0	0.0	0.0	6.9

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.107	AIR-COOLED CHILLER Pump 07	LrT	76.0	0.0	0	268	-59.5	2.7	-11.1	-1.2	0.0	0.0	0.0	0.0	6.9
6.108	AIR-COOLED CHILLER Pump 08	LrT	76.0	0.0	0	271	-59.6	2.7	-11.0	-1.2	0.0	0.0	0.0	0.0	6.8
6.112	AIR-COOLED CHILLER Pump 12	LrT	76.0	0.0	0	283	-60.0	2.7	-10.7	-1.3	0.0	0.0	0.0	0.0	6.7
6.113	AIR-COOLED CHILLER Pump 13	LrT	76.0	0.0	0	287	-60.1	2.7	-10.6	-1.4	0.0	0.0	0.0	0.0	6.6
6.121	AIR-COOLED CHILLER Pump 21	LrT	76.0	0.0	0	316	-61.0	2.7	-9.4	-1.7	0.0	0.0	0.0	0.0	6.6
6.127	AIR-COOLED CHILLER Pump 27	LrT	76.0	0.0	0	339	-61.6	2.7	-9.4	-1.8	0.0	0.5	0.0	0.0	6.5
6.141	AIR-COOLED CHILLER Pump 41	LrT	76.0	0.0	0	320	-61.1	2.7	-12.8	-1.1	0.0	2.5	0.0	0.0	6.3
6.122	AIR-COOLED CHILLER Pump 22	LrT	76.0	0.0	0	319	-61.1	2.7	-9.8	-1.6	0.0	0.0	0.0	0.0	6.2
6.126	AIR-COOLED CHILLER Pump 26	LrT	76.0	0.0	0	335	-61.5	2.7	-9.5	-1.7	0.0	0.2	0.0	0.0	6.2
6.154	AIR-COOLED CHILLER Pump 54	LrT	76.0	0.0	0	365	-62.2	2.7	-11.3	-1.6	0.0	2.5	0.0	0.0	6.2
6.123	AIR-COOLED CHILLER Pump 23	LrT	76.0	0.0	0	323	-61.2	2.7	-9.7	-1.6	0.0	0.0	0.0	0.0	6.2
4.301	Landlord Trafo	LrT	73.0	0.0	3	367	-62.3	2.7	-18.9	-0.4	0.0	9.0	0.0	0.0	6.1
6.138	AIR-COOLED CHILLER Pump 38	LrT	76.0	0.0	0	311	-60.8	2.7	-11.2	-1.4	0.0	0.8	0.0	0.0	6.1
6.139	AIR-COOLED CHILLER Pump 39	LrT	76.0	0.0	0	314	-60.9	2.7	-11.1	-1.4	0.0	0.8	0.0	0.0	6.1
6.124	AIR-COOLED CHILLER Pump 24	LrT	76.0	0.0	0	327	-61.3	2.7	-9.6	-1.7	0.0	0.0	0.0	0.0	6.1
6.125	AIR-COOLED CHILLER Pump 25	LrT	76.0	0.0	0	331	-61.4	2.7	-9.6	-1.7	0.0	0.0	0.0	0.0	6.1
6.166	AIR-COOLED CHILLER Pump 66	LrT	76.0	0.0	0	366	-62.3	2.7	-11.6	-1.3	0.0	2.5	0.0	0.0	6.0
6.133	AIR-COOLED CHILLER Pump 33	LrT	76.0	0.0	0	297	-60.4	2.7	-11.7	-1.3	0.0	0.7	0.0	0.0	6.0
6.134	AIR-COOLED CHILLER Pump 34	LrT	76.0	0.0	0	300	-60.5	2.7	-12.2	-1.1	0.0	0.9	0.0	0.0	5.8
6.150	AIR-COOLED CHILLER Pump 50	LrT	76.0	0.0	0	350	-61.9	2.7	-11.6	-1.5	0.0	2.0	0.0	0.0	5.7
7.008	AHU08 (SO-F)	LrT	78.0	0.0	0	306	-60.7	2.7	-15.4	-0.5	0.0	1.4	0.0	0.0	5.5
8.007	Condenser AHU 07 (SO-F)	LrT	72.0	1.0	0	314	-60.9	2.7	-11.5	-0.3	0.0	2.4	0.0	0.0	5.4
6.145	AIR-COOLED CHILLER Pump 45	LrT	76.0	0.0	0	333	-61.4	2.7	-10.5	-1.5	0.0	0.0	0.0	0.0	5.2
6.146	AIR-COOLED CHILLER Pump 46	LrT	76.0	0.0	0	337	-61.5	2.7	-10.4	-1.6	0.0	0.0	0.0	0.0	5.2
6.147	AIR-COOLED CHILLER Pump 47	LrT	76.0	0.0	0	340	-61.6	2.7	-10.3	-1.6	0.0	0.0	0.0	0.0	5.2
6.130	AIR-COOLED CHILLER Pump 30	LrT	76.0	0.0	0	289	-60.2	2.7	-12.8	-1.2	0.0	0.7	0.0	0.0	5.2
6.161	AIR-COOLED CHILLER Pump 61	LrT	76.0	0.0	0	349	-61.8	2.7	-10.4	-1.6	0.0	0.1	0.0	0.0	5.0
6.159	AIR-COOLED CHILLER Pump 59	LrT	76.0	0.0	0	342	-61.7	2.7	-10.5	-1.6	0.0	0.0	0.0	0.0	5.0
6.160	AIR-COOLED CHILLER Pump 60	LrT	76.0	0.0	0	345	-61.8	2.7	-10.5	-1.6	0.0	0.0	0.0	0.0	4.9
7.003	AHU03 (NW-F)	LrT	78.0	0.0	0	317	-61.0	2.7	-14.9	-0.6	0.0	0.7	0.0	0.0	4.9
6.155	AIR-COOLED CHILLER Pump 55	LrT	76.0	0.0	0	329	-61.3	2.7	-11.5	-1.2	0.0	0.0	0.0	0.0	4.6
6.151	AIR-COOLED CHILLER Pump 51	LrT	76.0	0.0	0	354	-62.0	2.7	-11.1	-1.3	0.0	0.2	0.0	0.0	4.5
6.103	AIR-COOLED CHILLER Pump 03	LrT	76.0	0.0	0	256	-59.2	2.7	-14.3	-0.8	0.0	0.0	0.0	0.0	4.5
6.135	AIR-COOLED CHILLER Pump 35	LrT	76.0	0.0	0	302	-60.6	2.7	-14.0	-1.0	0.0	1.3	0.0	0.0	4.4
8.006	Condenser AHU 06 (SO-F)	LrT	72.0	1.0	0	396	-63.0	2.7	-10.6	-0.4	-0.1	2.8	0.0	0.0	4.3
6.162	AIR-COOLED CHILLER Pump 62	LrT	76.0	0.0	0	352	-61.9	2.7	-11.6	-1.3	0.0	0.1	0.0	0.0	4.0
6.137	AIR-COOLED CHILLER Pump 37	LrT	76.0	0.0	0	308	-60.8	2.7	-12.8	-1.2	0.0	0.1	0.0	0.0	4.0
6.144	AIR-COOLED CHILLER Pump 44	LrT	76.0	0.0	0	330	-61.4	2.7	-12.2	-1.3	0.0	0.0	0.0	0.0	3.8
6.165	AIR-COOLED CHILLER Pump 65	LrT	76.0	0.0	0	363	-62.2	2.7	-11.4	-1.5	0.0	0.2	0.0	0.0	3.8
4.101	Trafo 101	LrT	55.0	1.0	3	216	-57.7	2.7	0.0	-0.2	0.0	0.0	0.0	0.0	3.8
4.201	Trafo 201	LrT	55.0	1.0	3	216	-57.7	2.7	0.0	-0.2	0.0	0.0	0.0	0.0	3.8
6.158	AIR-COOLED CHILLER Pump 58	LrT	76.0	0.0	0	339	-61.6	2.7	-12.0	-1.4	0.0	0.0	0.0	0.0	3.7
4.102	Trafo 102	LrT	55.0	1.0	3	219	-57.8	2.7	0.0	-0.2	0.0	0.0	0.0	0.0	3.7
4.202	Trafo 202	LrT	55.0	1.0	3	219	-57.8	2.7	0.0	-0.2	0.0	0.0	0.0	0.0	3.6
6.132	AIR-COOLED CHILLER Pump 32	LrT	76.0	0.0	0	294	-60.4	2.7	-13.9	-1.0	0.0	0.1	0.0	0.0	3.6
9.103	Parkplatz 1: Abfahrt Pkw	LrT	64.7	-4.3	0	200	-57.0	2.3	0.0	-1.6	-0.6	0.0	0.0	0.0	3.6
6.109	AIR-COOLED CHILLER Pump 09	LrT	76.0	0.0	0	274	-59.7	2.7	-14.8	-0.8	0.0	0.0	0.0	0.0	3.4
6.148	AIR-COOLED CHILLER Pump 48	LrT	76.0	0.0	0	343	-61.7	2.7	-12.6	-1.2	0.0	0.0	0.0	0.0	3.2
6.105	AIR-COOLED CHILLER Pump 05	LrT	76.0	0.0	0	262	-59.4	2.7	-15.3	-0.8	0.0	0.0	0.0	0.0	3.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
4.103	Trafo 103	LrT	55.0	1.0	3	232	-58.3	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	3.2
4.203	Trafo 203	LrT	55.0	1.0	3	232	-58.3	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	3.1
6.111	AIR-COOLED CHILLER Pump 11	LrT	76.0	0.0	0	280	-59.9	2.7	-14.6	-1.0	0.0	0.0	0.0	0.0	3.1
6.143	AIR-COOLED CHILLER Pump 43	LrT	76.0	0.0	0	327	-61.3	2.7	-13.3	-1.1	0.0	0.0	0.0	0.0	3.0
4.104	Trafo 104	LrT	55.0	1.0	3	235	-58.4	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	3.0
4.204	Trafo 204	LrT	55.0	1.0	3	235	-58.4	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	3.0
6.114	AIR-COOLED CHILLER Pump 14	LrT	76.0	0.0	0	290	-60.2	2.7	-14.4	-1.1	0.0	0.0	0.0	0.0	3.0
6.152	AIR-COOLED CHILLER Pump 52	LrT	76.0	0.0	0	358	-62.1	2.7	-12.4	-1.3	0.0	0.0	0.0	0.0	3.0
6.118	AIR-COOLED CHILLER Pump 18	LrT	76.0	0.0	0	304	-60.7	2.7	-14.2	-1.0	0.0	0.0	0.0	0.0	2.9
6.156	AIR-COOLED CHILLER Pump 56	LrT	76.0	0.0	0	332	-61.4	2.7	-13.3	-1.1	0.0	0.0	0.0	0.0	2.9
6.117	AIR-COOLED CHILLER Pump 17	LrT	76.0	0.0	0	301	-60.6	2.7	-14.2	-1.1	0.0	0.0	0.0	0.0	2.9
6.167	AIR-COOLED CHILLER Pump 67	LrT	76.0	0.0	0	370	-62.4	2.7	-23.3	-1.2	0.0	11.1	0.0	0.0	2.9
6.115	AIR-COOLED CHILLER Pump 15	LrT	76.0	0.0	0	294	-60.4	2.7	-14.6	-0.9	0.0	0.0	0.0	0.0	2.8
6.120	AIR-COOLED CHILLER Pump 20	LrT	76.0	0.0	0	312	-60.9	2.7	-13.9	-1.2	0.0	0.0	0.0	0.0	2.8
4.118	Trafo 118	LrT	55.0	1.0	3	247	-58.9	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	2.6
4.218	Trafo 218	LrT	55.0	1.0	3	247	-58.9	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	2.6
9.101	Parkplatz 1: Zufahrt Pkw	LrT	64.1	-4.3	0	208	-57.3	2.3	0.0	-1.6	-0.6	0.0	0.0	0.0	2.6
4.105	Trafo 105	LrT	55.0	1.0	3	250	-58.9	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	2.5
4.205	Trafo 205	LrT	55.0	1.0	3	250	-58.9	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	2.5
4.117	Trafo 117	LrT	55.0	1.0	3	252	-59.0	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	2.4
4.217	Trafo 217	LrT	55.0	1.0	3	252	-59.0	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	2.4
4.106	Trafo 106	LrT	55.0	1.0	3	253	-59.1	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	2.4
4.206	Trafo 206	LrT	55.0	1.0	3	254	-59.1	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	2.4
4.005	Trafo 005	LrT	55.0	1.0	3	250	-58.9	2.7	0.0	-0.3	-0.3	0.0	0.0	0.0	2.2
7.002	AHU02 (NW-F)	LrT	78.0	0.0	0	310	-60.8	2.7	-18.2	-0.5	0.0	1.0	0.0	0.0	2.1
4.006	Trafo 006	LrT	55.0	1.0	3	253	-59.1	2.7	0.0	-0.3	-0.3	0.0	0.0	0.0	2.0
6.149	AIR-COOLED CHILLER Pump 49	LrT	76.0	0.0	0	347	-61.8	2.7	-24.9	-1.4	0.0	11.4	0.0	0.0	2.0
4.017	Trafo 017	LrT	55.0	1.0	3	252	-59.0	2.7	0.0	-0.3	-0.4	0.0	0.0	0.0	2.0
6.129	AIR-COOLED CHILLER Pump 29	LrT	76.0	0.0	0	287	-60.2	2.7	-15.7	-1.0	0.0	0.0	0.0	0.0	1.8
4.216	Trafo 216	LrT	55.0	1.0	3	273	-59.7	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	1.7
4.116	Trafo 116	LrT	55.0	1.0	3	273	-59.7	2.7	0.0	-0.3	-0.1	0.0	0.0	0.0	1.6
4.215	Trafo 215	LrT	55.0	1.0	3	278	-59.9	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	1.5
4.207	Trafo 207	LrT	55.0	1.0	3	281	-60.0	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	1.4
4.115	Trafo 115	LrT	55.0	1.0	3	278	-59.9	2.7	0.0	-0.3	-0.1	0.0	0.0	0.0	1.4
4.107	Trafo 107	LrT	55.0	1.0	3	281	-60.0	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	1.4
8.005	Condenser AHU 05 (SO-F)	LrT	72.0	1.0	0	398	-63.0	2.7	-18.0	-0.3	-0.2	7.2	0.0	0.0	1.4
4.208	Trafo 208	LrT	55.0	1.0	3	285	-60.1	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	1.3
4.108	Trafo 108	LrT	55.0	1.0	3	285	-60.1	2.7	0.0	-0.3	-0.1	0.0	0.0	0.0	1.2
4.016	Trafo 016	LrT	55.0	1.0	3	273	-59.7	2.7	0.0	-0.3	-0.5	0.0	0.0	0.0	1.1
8.010	Condenser AHU 10 (SW-F)	LrT	72.0	1.0	0	252	-59.0	2.7	-15.4	-0.2	0.0	0.0	0.0	0.0	1.0
8.011	Condenser AHU 11 (SW-F)	LrT	72.0	1.0	0	249	-58.9	2.7	-15.5	-0.2	0.0	0.0	0.0	0.0	1.0
8.009	Condenser AHU 09 (SW-F)	LrT	72.0	1.0	0	255	-59.1	2.7	-15.4	-0.2	0.0	0.0	0.0	0.0	0.9
4.015	Trafo 015	LrT	55.0	1.0	3	278	-59.9	2.7	0.0	-0.3	-0.6	0.0	0.0	0.0	0.9
4.007	Trafo 007	LrT	55.0	1.0	3	281	-60.0	2.7	0.0	-0.3	-0.5	0.0	0.0	0.0	0.9
4.008	Trafo 008	LrT	55.0	1.0	3	285	-60.1	2.7	0.0	-0.3	-0.5	0.0	0.0	0.0	0.8
8.013	Condenser AHU FoH	LrT	73.0	0.0	0	350	-61.9	2.7	-19.0	-0.3	0.0	5.8	0.0	0.0	0.3
6.101	AIR-COOLED CHILLER Pump 01	LrT	76.0	0.0	0	251	-59.0	2.7	-18.9	-0.7	0.0	0.0	0.0	0.0	0.1
8.012	Condenser AHU 12 (SW-F)	LrT	72.0	1.0	0	247	-58.8	2.7	-17.0	-0.2	0.0	0.0	0.0	0.0	-0.4
9.202	Parkplatz 2	LrT	67.0	2.7	0	206	-57.3	2.3	-18.9	-0.8	-0.6	5.2	0.0	0.0	-0.4

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.136	AIR-COOLED CHILLER Pump 36	LrT	76.0	0.0	0	305	-60.7	2.7	-24.5	-1.3	0.0	6.2	0.0	0.0	-1.6
4.002	Trafo 002	LrT	55.0	1.0	3	219	-57.8	2.7	-5.4	-0.3	0.0	0.0	0.0	0.0	-1.8
8.003	Condenser AHU 03 (NW-F)	LrT	72.0	1.0	0	315	-61.0	2.7	-17.1	-0.3	0.0	0.3	0.0	0.0	-2.3
8.004	Condenser AHU 04 (NW-F)	LrT	72.0	1.0	0	324	-61.2	2.7	-17.0	-0.3	0.0	0.3	0.0	0.0	-2.5
4.018	Trafo 018	LrT	55.0	1.0	3	247	-58.9	2.7	-4.7	-0.3	-0.3	0.0	0.0	0.0	-2.6
4.003	Trafo 003	LrT	55.0	1.0	3	232	-58.3	2.7	-5.6	-0.3	-0.1	0.0	0.0	0.0	-2.6
4.004	Trafo 004	LrT	55.0	1.0	3	235	-58.4	2.7	-5.6	-0.3	-0.2	0.0	0.0	0.0	-2.8
6.168	AIR-COOLED CHILLER Pump 68	LrT	76.0	0.0	0	374	-62.4	2.7	-23.2	-1.2	0.0	5.1	0.0	0.0	-3.1
7.005	AHU05 (SO-F)	LrT	78.0	0.0	0	390	-62.8	2.7	-21.5	-0.7	-0.1	1.4	0.0	0.0	-3.1
6.153	AIR-COOLED CHILLER Pump 53	LrT	76.0	0.0	0	361	-62.2	2.7	-24.4	-1.3	0.0	5.9	0.0	0.0	-3.3
6.131	AIR-COOLED CHILLER Pump 31	LrT	76.0	0.0	0	292	-60.3	2.7	-25.2	-1.3	0.0	4.7	0.0	0.0	-3.4
8.001	Condenser AHU 01 (NW-F)	LrT	72.0	1.0	0	299	-60.5	2.7	-19.6	-0.2	0.0	0.2	0.0	0.0	-4.4
8.002	Condenser AHU 02 (NW-F)	LrT	72.0	1.0	0	307	-60.7	2.7	-19.6	-0.2	0.0	0.2	0.0	0.0	-4.6
6.164	AIR-COOLED CHILLER Pump 64	LrT	76.0	0.0	0	359	-62.1	2.7	-23.6	-1.2	0.0	3.5	0.0	0.0	-4.7
6.163	AIR-COOLED CHILLER Pump 63	LrT	76.0	0.0	0	356	-62.0	2.7	-23.5	-1.2	0.0	2.9	0.0	0.0	-5.1
10.003	Anlieferverkehr: Entladung Lkw	LrT	92.0	-12.0	0	322	-61.2	2.4	-24.9	-1.3	-1.0	0.5	0.0	0.0	-5.6
6.128	AIR-COOLED CHILLER Pump 28	LrT	76.0	0.0	0	285	-60.1	2.7	-26.9	-1.8	0.0	3.3	0.0	0.0	-6.7
8.008	Condenser AHU 08 (SO-F)	LrT	72.0	1.0	0	310	-60.8	2.7	-24.7	-0.3	0.0	2.6	0.0	0.0	-7.5
6.157	AIR-COOLED CHILLER Pump 57	LrT	76.0	0.0	0	335	-61.5	2.7	-23.9	-1.2	0.0	0.3	0.0	0.0	-7.6
6.142	AIR-COOLED CHILLER Pump 42	LrT	76.0	0.0	0	323	-61.2	2.7	-24.4	-1.3	0.0	0.0	0.0	0.0	-8.1
6.104	AIR-COOLED CHILLER Pump 04	LrT	76.0	0.0	0	259	-59.3	2.7	-26.6	-1.6	0.0	0.0	0.0	0.0	-8.7
6.110	AIR-COOLED CHILLER Pump 10	LrT	76.0	0.0	0	277	-59.8	2.7	-26.6	-1.7	0.0	0.0	0.0	0.0	-9.4
6.116	AIR-COOLED CHILLER Pump 16	LrT	76.0	0.0	0	297	-60.5	2.7	-26.3	-1.7	0.0	0.0	0.0	0.0	-9.7
6.119	AIR-COOLED CHILLER Pump 19	LrT	76.0	0.0	0	308	-60.8	2.7	-26.6	-1.8	0.0	0.0	0.0	0.0	-10.5
10.002	Anlieferverkehr: Rangieren Lkw	LrT	84.0	-12.0	0	317	-61.0	2.5	-24.1	-1.3	-1.0	0.2	0.0	0.0	-12.8
4.209	Trafo 209	LrT	55.0	1.0	3	356	-62.0	2.7	-14.4	-0.4	-0.1	0.0	0.0	0.0	-15.1
9.302	Parkplatz 3	LrT	67.0	5.6	0	370	-62.3	2.3	-25.9	-1.8	-1.1	0.6	0.0	0.0	-15.6
4.109	Trafo 109	LrT	55.0	1.0	3	355	-62.0	2.7	-15.2	-0.4	-0.4	0.0	0.0	0.0	-16.3
4.009	Trafo 009	LrT	55.0	1.0	3	355	-62.0	2.7	-15.4	-0.4	-0.8	0.0	0.0	0.0	-16.8
4.210	Trafo 210	LrT	55.0	1.0	3	359	-62.1	2.7	-17.2	-0.4	-0.1	0.0	0.0	0.0	-18.0
4.110	Trafo 110	LrT	55.0	1.0	3	359	-62.1	2.7	-17.8	-0.4	-0.5	0.0	0.0	0.0	-19.0
4.010	Trafo 010	LrT	55.0	1.0	3	359	-62.1	2.7	-17.8	-0.4	-0.8	0.0	0.0	0.0	-19.4
4.211	Trafo 211	LrT	55.0	1.0	3	373	-62.4	2.7	-20.6	-0.4	-0.2	1.0	0.0	0.0	-20.8
4.111	Trafo 111	LrT	55.0	1.0	3	373	-62.4	2.7	-21.4	-0.4	-0.6	0.6	0.0	0.0	-22.5
4.011	Trafo 011	LrT	55.0	1.0	3	373	-62.4	2.7	-21.5	-0.4	-0.9	0.6	0.0	0.0	-22.9
4.212	Trafo 212	LrT	55.0	1.0	3	376	-62.5	2.7	-21.9	-0.4	-0.2	0.0	0.0	0.0	-23.3
4.112	Trafo 112	LrT	55.0	1.0	3	376	-62.5	2.7	-21.9	-0.4	-0.6	0.0	0.0	0.0	-23.7
4.012	Trafo 012	LrT	55.0	1.0	3	376	-62.5	2.7	-21.9	-0.4	-0.9	0.0	0.0	0.0	-24.0
4.213	Trafo 213	LrT	55.0	1.0	3	402	-63.1	2.7	-23.5	-0.4	-0.4	0.0	0.0	0.0	-25.6
4.214	Trafo 214	LrT	55.0	1.0	3	406	-63.2	2.7	-25.5	-0.4	-0.4	0.0	0.0	0.0	-27.8
4.113	Trafo 113	LrT	55.0	1.0	3	402	-63.1	2.7	-25.4	-0.4	-0.7	0.0	0.0	0.0	-27.9
4.114	Trafo 114	LrT	55.0	1.0	3	406	-63.2	2.7	-25.5	-0.4	-0.7	0.0	0.0	0.0	-28.1
4.013	Trafo 013	LrT	55.0	1.0	3	402	-63.1	2.6	-25.4	-0.4	-1.0	0.0	0.0	0.0	-28.3
4.014	Trafo 014	LrT	55.0	1.0	3	406	-63.2	2.6	-25.5	-0.4	-1.0	0.0	0.0	0.0	-28.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Ag	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
Io 5 - Kleingartensiedlung EG LAT,i 42 dB(A) LAT,max 63 dB(A)															
3.004	Landlord Generator: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
5.127	AIR-COOLED CHILLER 27	LrT	100.0	-2.0	0	195	-56.8	2.7	-15.1	-0.8	0.0	0.4	0.0	0.0	28.4
5.121	AIR-COOLED CHILLER 21	LrT	100.0	-2.0	0	187	-56.5	2.7	-15.4	-0.8	0.0	0.0	0.0	0.0	28.1
5.122	AIR-COOLED CHILLER 22	LrT	100.0	-2.0	0	188	-56.5	2.7	-15.3	-0.8	0.0	0.0	0.0	0.0	28.1
5.123	AIR-COOLED CHILLER 23	LrT	100.0	-2.0	0	190	-56.5	2.7	-15.3	-0.8	0.0	0.0	0.0	0.0	28.1
5.124	AIR-COOLED CHILLER 24	LrT	100.0	-2.0	0	191	-56.6	2.7	-15.2	-0.8	0.0	0.0	0.0	0.0	28.1
5.125	AIR-COOLED CHILLER 25	LrT	100.0	-2.0	0	192	-56.7	2.7	-15.2	-0.8	0.0	0.0	0.0	0.0	28.0
5.126	AIR-COOLED CHILLER 26	LrT	100.0	-2.0	0	194	-56.7	2.7	-15.1	-0.8	0.0	0.0	0.0	0.0	28.0
5.114	AIR-COOLED CHILLER 14	LrT	100.0	-2.0	0	185	-56.3	2.7	-18.8	-0.7	0.0	0.0	0.0	0.0	24.8
5.111	AIR-COOLED CHILLER 11	LrT	100.0	-2.0	0	186	-56.4	2.7	-19.5	-0.8	0.0	0.6	0.0	0.0	24.6
5.117	AIR-COOLED CHILLER 17	LrT	100.0	-2.0	0	185	-56.3	2.7	-19.4	-0.8	0.0	0.0	0.0	0.0	24.2
5.104	AIR-COOLED CHILLER 04	LrT	100.0	-2.0	0	193	-56.7	2.7	-19.1	-0.8	0.0	0.0	0.0	0.0	24.1
5.110	AIR-COOLED CHILLER 10	LrT	100.0	-2.0	0	186	-56.4	2.7	-19.5	-0.8	0.0	0.0	0.0	0.0	24.0
5.118	AIR-COOLED CHILLER 18	LrT	100.0	-2.0	0	185	-56.4	2.7	-19.6	-0.8	0.0	0.0	0.0	0.0	24.0
5.119	AIR-COOLED CHILLER 19	LrT	100.0	-2.0	0	186	-56.4	2.7	-19.5	-0.8	0.0	0.0	0.0	0.0	24.0
5.109	AIR-COOLED CHILLER 09	LrT	100.0	-2.0	0	187	-56.4	2.7	-19.5	-0.8	0.0	0.0	0.0	0.0	24.0
5.120	AIR-COOLED CHILLER 20	LrT	100.0	-2.0	0	187	-56.4	2.7	-19.5	-0.8	0.0	0.0	0.0	0.0	24.0
5.108	AIR-COOLED CHILLER 08	LrT	100.0	-2.0	0	188	-56.5	2.7	-19.5	-0.8	0.0	0.0	0.0	0.0	24.0
5.105	AIR-COOLED CHILLER 05	LrT	100.0	-2.0	0	192	-56.6	2.7	-19.3	-0.8	0.0	0.0	0.0	0.0	23.9
5.103	AIR-COOLED CHILLER 03	LrT	100.0	-2.0	0	195	-56.8	2.7	-19.2	-0.8	0.0	0.0	0.0	0.0	23.9
5.113	AIR-COOLED CHILLER 13	LrT	100.0	-2.0	0	185	-56.3	2.7	-21.9	-0.8	0.0	1.9	0.0	0.0	23.7
5.153	AIR-COOLED CHILLER 53	LrT	100.0	-2.0	0	223	-57.9	2.7	-18.7	-0.9	0.0	0.4	0.0	0.0	23.6
5.154	AIR-COOLED CHILLER 54	LrT	100.0	-2.0	0	224	-58.0	2.7	-18.7	-0.9	0.0	0.3	0.0	0.0	23.4
5.152	AIR-COOLED CHILLER 52	LrT	100.0	-2.0	0	221	-57.9	2.7	-18.8	-0.9	0.0	0.1	0.0	0.0	23.2
9.301	Parkplatz 3: Zufahrt Pkw	LrT	76.9	2.6	0	191	-56.6	3.7	-2.6	-1.3	-1.3	1.9	0.0	0.0	23.2
5.150	AIR-COOLED CHILLER 50	LrT	100.0	-2.0	0	219	-57.8	2.7	-18.9	-0.8	0.0	0.0	0.0	0.0	23.2
5.149	AIR-COOLED CHILLER 49	LrT	100.0	-2.0	0	218	-57.8	2.7	-18.9	-0.8	0.0	0.0	0.0	0.0	23.2
5.151	AIR-COOLED CHILLER 51	LrT	100.0	-2.0	0	220	-57.8	2.7	-18.8	-0.8	0.0	0.0	0.0	0.0	23.2
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrT	91.9	-12.0	0	205	-57.2	3.7	-3.9	-1.2	-1.3	2.1	0.0	0.0	22.0
5.128	AIR-COOLED CHILLER 28	LrT	100.0	-2.0	0	227	-58.1	2.7	-21.0	-0.9	0.0	1.3	0.0	0.0	22.0
5.102	AIR-COOLED CHILLER 02	LrT	100.0	-2.0	0	197	-56.9	2.7	-21.2	-0.8	0.0	0.0	0.0	0.0	21.8
5.167	AIR-COOLED CHILLER 67	LrT	100.0	-2.0	0	247	-58.9	2.7	-20.1	-0.9	0.0	0.9	0.0	0.0	21.8
5.116	AIR-COOLED CHILLER 16	LrT	100.0	-2.0	0	185	-56.3	2.7	-21.9	-0.8	0.0	0.0	0.0	0.0	21.7
5.115	AIR-COOLED CHILLER 15	LrT	100.0	-2.0	0	185	-56.3	2.7	-21.9	-0.8	0.0	0.0	0.0	0.0	21.7
5.107	AIR-COOLED CHILLER 07	LrT	100.0	-2.0	0	189	-56.5	2.7	-21.7	-0.8	0.0	0.0	0.0	0.0	21.7
5.106	AIR-COOLED CHILLER 06	LrT	100.0	-2.0	0	190	-56.6	2.7	-21.7	-0.8	0.0	0.0	0.0	0.0	21.7
5.165	AIR-COOLED CHILLER 65	LrT	100.0	-2.0	0	245	-58.8	2.7	-20.1	-0.9	0.0	0.8	0.0	0.0	21.7
5.166	AIR-COOLED CHILLER 66	LrT	100.0	-2.0	0	246	-58.8	2.7	-20.1	-0.9	0.0	0.8	0.0	0.0	21.6
5.168	AIR-COOLED CHILLER 68	LrT	100.0	-2.0	0	249	-58.9	2.7	-20.0	-0.9	0.0	0.8	0.0	0.0	21.6
5.130	AIR-COOLED CHILLER 30	LrT	100.0	-2.0	0	224	-58.0	2.7	-21.1	-0.9	0.0	0.9	0.0	0.0	21.6
5.140	AIR-COOLED CHILLER 40	LrT	100.0	-2.0	0	215	-57.6	2.7	-22.8	-0.9	0.0	2.0	0.0	0.0	21.4
5.141	AIR-COOLED CHILLER 41	LrT	100.0	-2.0	0	215	-57.6	2.7	-20.9	-0.9	0.0	0.0	0.0	0.0	21.3
5.129	AIR-COOLED CHILLER 29	LrT	100.0	-2.0	0	225	-58.0	2.7	-20.9	-0.9	0.0	0.4	0.0	0.0	21.2
5.137	AIR-COOLED CHILLER 37	LrT	100.0	-2.0	0	216	-57.7	2.7	-21.3	-0.9	0.0	0.4	0.0	0.0	21.2
5.136	AIR-COOLED CHILLER 36	LrT	100.0	-2.0	0	217	-57.7	2.7	-21.3	-0.9	0.0	0.4	0.0	0.0	21.2
5.135	AIR-COOLED CHILLER 35	LrT	100.0	-2.0	0	218	-57.8	2.7	-21.3	-0.9	0.0	0.4	0.0	0.0	21.2
5.134	AIR-COOLED CHILLER 34	LrT	100.0	-2.0	0	219	-57.8	2.7	-21.2	-0.9	0.0	0.4	0.0	0.0	21.2
5.164	AIR-COOLED CHILLER 64	LrT	100.0	-2.0	0	244	-58.7	2.7	-20.2	-0.9	0.0	0.3	0.0	0.0	21.1

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
5.144	AIR-COOLED CHILLER 44	LrT	100.0	-2.0	0	215	-57.7	2.7	-21.4	-0.9	0.0	0.1	0.0	0.0	20.9
5.145	AIR-COOLED CHILLER 45	LrT	100.0	-2.0	0	216	-57.7	2.7	-21.4	-0.9	0.0	0.0	0.0	0.0	20.8
5.146	AIR-COOLED CHILLER 46	LrT	100.0	-2.0	0	216	-57.7	2.7	-21.3	-0.9	0.0	0.0	0.0	0.0	20.8
5.147	AIR-COOLED CHILLER 47	LrT	100.0	-2.0	0	217	-57.7	2.7	-21.3	-0.9	0.0	0.0	0.0	0.0	20.8
5.148	AIR-COOLED CHILLER 48	LrT	100.0	-2.0	0	217	-57.7	2.7	-21.3	-0.9	0.0	0.0	0.0	0.0	20.8
5.138	AIR-COOLED CHILLER 38	LrT	100.0	-2.0	0	216	-57.7	2.7	-22.7	-0.9	0.0	0.6	0.0	0.0	20.0
5.133	AIR-COOLED CHILLER 33	LrT	100.0	-2.0	0	220	-57.8	2.7	-22.5	-0.9	0.0	0.5	0.0	0.0	19.9
3.001	Landlord Generator: Container	LrT	110.0	-12.0	0	261	-59.3	2.6	-21.0	-0.5	0.0	0.0	0.0	0.0	19.7
5.142	AIR-COOLED CHILLER 42	LrT	100.0	-2.0	0	215	-57.6	2.7	-22.8	-0.9	0.0	0.1	0.0	0.0	19.5
5.159	AIR-COOLED CHILLER 59	LrT	100.0	-2.0	0	241	-58.6	2.7	-22.1	-1.0	0.0	0.4	0.0	0.0	19.4
5.143	AIR-COOLED CHILLER 43	LrT	100.0	-2.0	0	215	-57.6	2.7	-22.8	-0.9	0.0	0.0	0.0	0.0	19.4
5.131	AIR-COOLED CHILLER 31	LrT	100.0	-2.0	0	222	-57.9	2.7	-22.5	-0.9	0.0	0.0	0.0	0.0	19.4
5.155	AIR-COOLED CHILLER 55	LrT	100.0	-2.0	0	240	-58.6	2.7	-22.2	-1.0	0.0	0.4	0.0	0.0	19.4
5.160	AIR-COOLED CHILLER 60	LrT	100.0	-2.0	0	241	-58.6	2.7	-22.2	-1.0	0.0	0.4	0.0	0.0	19.3
5.161	AIR-COOLED CHILLER 61	LrT	100.0	-2.0	0	242	-58.7	2.7	-22.2	-1.0	0.0	0.4	0.0	0.0	19.3
5.162	AIR-COOLED CHILLER 62	LrT	100.0	-2.0	0	242	-58.7	2.7	-22.1	-1.0	0.0	0.4	0.0	0.0	19.3
5.163	AIR-COOLED CHILLER 63	LrT	100.0	-2.0	0	243	-58.7	2.7	-22.1	-1.0	0.0	0.4	0.0	0.0	19.3
3.002	Landlord Generator: Kamin	LrT	90.0	-12.0	0	251	-59.0	2.6	-0.8	-2.0	0.0	0.0	0.0	0.0	18.8
5.158	AIR-COOLED CHILLER 58	LrT	100.0	-2.0	0	241	-58.6	2.7	-23.3	-1.0	0.0	0.9	0.0	0.0	18.7
5.156	AIR-COOLED CHILLER 56	LrT	100.0	-2.0	0	240	-58.6	2.7	-23.3	-1.0	0.0	0.9	0.0	0.0	18.7
5.139	AIR-COOLED CHILLER 39	LrT	100.0	-2.0	0	215	-57.7	2.7	-27.4	-1.4	0.0	4.5	0.0	0.0	18.7
5.112	AIR-COOLED CHILLER 12	LrT	100.0	-2.0	0	185	-56.4	2.7	-27.4	-1.2	0.0	2.7	0.0	0.0	18.4
5.132	AIR-COOLED CHILLER 32	LrT	100.0	-2.0	0	221	-57.9	2.7	-27.2	-1.4	0.0	2.5	0.0	0.0	16.8
5.101	AIR-COOLED CHILLER 01	LrT	100.0	-2.0	0	198	-56.9	2.7	-27.3	-1.3	0.0	0.0	0.0	0.0	15.1
8.017	Condenser General Office Area no. 3	LrT	86.0	0.0	0	267	-59.5	2.6	-16.1	-0.5	0.0	2.6	0.0	0.0	15.1
8.016	Condenser General Office Area no. 2	LrT	86.0	0.0	0	270	-59.6	2.6	-16.1	-0.5	0.0	2.6	0.0	0.0	14.9
8.015	Condenser General Office Area no. 1	LrT	86.0	0.0	0	271	-59.7	2.6	-16.0	-0.5	0.0	2.5	0.0	0.0	14.9
5.157	AIR-COOLED CHILLER 57	LrT	100.0	-2.0	0	240	-58.6	2.7	-27.0	-1.4	0.0	0.0	0.0	0.0	13.6
9.202	Parkplatz 2	LrT	67.0	2.7	0	160	-55.1	3.5	-4.8	-1.3	-1.3	1.9	0.0	0.0	12.6
9.201	Parkplatz 2: Zufahrt Pkw	LrT	71.1	-0.3	0	203	-57.2	3.8	-17.2	-0.6	-1.4	11.2	0.0	0.0	9.5
9.203	Parkplatz 2: Abfahrt Pkw	LrT	71.0	-0.3	0	202	-57.1	3.8	-16.6	-0.6	-1.4	10.5	0.0	0.0	9.3
4.301	Landlord Trafo	LrT	73.0	0.0	3	258	-59.2	2.2	-13.4	-0.3	0.0	2.5	0.0	0.0	7.8
8.011	Condenser AHU 11 (SW-F)	LrT	72.0	1.0	0	217	-57.7	2.5	-13.3	-0.2	0.0	3.5	0.0	0.0	7.7
7.002	AHU02 (NW-F)	LrT	78.0	0.0	0	172	-55.7	2.6	-17.8	-0.4	0.0	0.6	0.0	0.0	7.3
8.010	Condenser AHU 10 (SW-F)	LrT	72.0	1.0	0	220	-57.8	2.5	-13.4	-0.2	0.0	3.3	0.0	0.0	7.3
7.003	AHU03 (NW-F)	LrT	78.0	0.0	0	174	-55.8	2.6	-17.8	-0.4	0.0	0.6	0.0	0.0	7.2
7.004	AHU04 (NW-F)	LrT	78.0	0.0	0	177	-56.0	2.6	-17.6	-0.4	0.0	0.6	0.0	0.0	7.2
8.009	Condenser AHU 09 (SW-F)	LrT	72.0	1.0	0	222	-57.9	2.5	-13.5	-0.2	0.0	3.3	0.0	0.0	7.2
7.007	AHU07 (SO-F)	LrT	78.0	0.0	0	236	-58.5	2.6	-17.0	-0.5	0.0	2.4	0.0	0.0	7.0
7.006	AHU06 (SO-F)	LrT	78.0	0.0	0	261	-59.3	2.6	-16.4	-0.5	0.0	2.4	0.0	0.0	6.7
7.005	AHU05 (SO-F)	LrT	78.0	0.0	0	263	-59.4	2.6	-16.4	-0.5	0.0	2.2	0.0	0.0	6.5
4.107	Trafo 107	LrT	55.0	1.0	3	151	-54.5	2.3	0.0	-0.2	0.0	0.0	0.0	0.0	6.5
6.122	AIR-COOLED CHILLER Pump 22	LrT	76.0	0.0	0	189	-56.5	2.6	-14.9	-0.7	0.0	0.0	0.0	0.0	6.5
6.123	AIR-COOLED CHILLER Pump 23	LrT	76.0	0.0	0	190	-56.6	2.6	-14.9	-0.7	0.0	0.0	0.0	0.0	6.5
4.108	Trafo 108	LrT	55.0	1.0	3	151	-54.6	2.3	0.0	-0.2	0.0	0.0	0.0	0.0	6.5
6.124	AIR-COOLED CHILLER Pump 24	LrT	76.0	0.0	0	191	-56.6	2.6	-14.9	-0.7	0.0	0.0	0.0	0.0	6.5
4.207	Trafo 207	LrT	55.0	1.0	3	151	-54.6	2.3	0.0	-0.2	0.0	0.0	0.0	0.0	6.5
4.106	Trafo 106	LrT	55.0	1.0	3	152	-54.6	2.3	0.0	-0.2	0.0	0.0	0.0	0.0	6.5
6.125	AIR-COOLED CHILLER Pump 25	LrT	76.0	0.0	0	192	-56.7	2.6	-14.8	-0.7	0.0	0.0	0.0	0.0	6.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
4.208	Trafo 208	LrT	55.0	1.0	3	152	-54.6	2.3	0.0	-0.2	0.0	0.0	0.0	0.0	6.4
6.126	AIR-COOLED CHILLER Pump 26	LrT	76.0	0.0	0	194	-56.7	2.6	-14.8	-0.7	0.0	0.0	0.0	0.0	6.4
4.206	Trafo 206	LrT	55.0	1.0	3	153	-54.7	2.3	0.0	-0.2	0.0	0.0	0.0	0.0	6.4
4.105	Trafo 105	LrT	55.0	1.0	3	153	-54.7	2.3	0.0	-0.2	0.0	0.0	0.0	0.0	6.4
6.127	AIR-COOLED CHILLER Pump 27	LrT	76.0	0.0	0	195	-56.8	2.6	-14.7	-0.7	0.0	0.0	0.0	0.0	6.4
4.205	Trafo 205	LrT	55.0	1.0	3	154	-54.7	2.3	0.0	-0.2	0.0	0.0	0.0	0.0	6.4
11.004	Pumps/Transformer/Switchroom/Piping	LrT	72.0	0.0	0	237	-58.5	2.7	-8.6	-0.2	-1.2	0.0	0.0	0.0	6.2
4.104	Trafo 104	LrT	55.0	1.0	3	158	-55.0	2.2	0.0	-0.2	0.0	0.0	0.0	0.0	6.1
4.007	Trafo 007	LrT	55.0	1.0	3	150	-54.5	2.2	0.0	-0.2	-0.5	0.0	0.0	0.0	6.1
4.006	Trafo 006	LrT	55.0	1.0	3	151	-54.6	2.2	0.0	-0.2	-0.5	0.0	0.0	0.0	6.0
4.204	Trafo 204	LrT	55.0	1.0	3	159	-55.0	2.2	0.0	-0.2	0.0	0.0	0.0	0.0	6.0
7.012	AHU12 (SW-F)	LrT	78.0	0.0	0	212	-57.5	2.6	-22.6	-0.5	0.0	6.0	0.0	0.0	6.0
4.008	Trafo 008	LrT	55.0	1.0	3	151	-54.5	2.2	0.0	-0.2	-0.5	0.0	0.0	0.0	6.0
4.005	Trafo 005	LrT	55.0	1.0	3	152	-54.6	2.2	0.0	-0.2	-0.5	0.0	0.0	0.0	6.0
4.103	Trafo 103	LrT	55.0	1.0	3	160	-55.1	2.2	0.0	-0.2	0.0	0.0	0.0	0.0	6.0
4.203	Trafo 203	LrT	55.0	1.0	3	161	-55.1	2.2	0.0	-0.2	0.0	0.0	0.0	0.0	5.9
4.004	Trafo 004	LrT	55.0	1.0	3	158	-55.0	2.2	0.0	-0.2	-0.5	0.0	0.0	0.0	5.6
4.003	Trafo 003	LrT	55.0	1.0	3	160	-55.1	2.2	0.0	-0.2	-0.5	0.0	0.0	0.0	5.6
4.102	Trafo 102	LrT	55.0	1.0	3	169	-55.6	2.2	0.0	-0.2	0.0	0.0	0.0	0.0	5.5
4.202	Trafo 202	LrT	55.0	1.0	3	170	-55.6	2.2	0.0	-0.2	0.0	0.0	0.0	0.0	5.4
7.011	AHU11 (SW-F)	LrT	78.0	0.0	0	214	-57.6	2.6	-22.7	-0.5	0.0	5.6	0.0	0.0	5.4
4.101	Trafo 101	LrT	55.0	1.0	3	172	-55.7	2.2	0.0	-0.2	0.0	0.0	0.0	0.0	5.3
4.201	Trafo 201	LrT	55.0	1.0	3	173	-55.7	2.2	0.0	-0.2	0.0	0.0	0.0	0.0	5.3
7.013	AHU FoH	LrT	84.3	0.0	0	258	-59.2	2.6	-24.6	-0.7	0.0	2.7	0.0	0.0	5.1
4.002	Trafo 002	LrT	55.0	1.0	3	169	-55.5	2.2	0.0	-0.2	-0.5	0.0	0.0	0.0	5.0
7.008	AHU08 (SO-F)	LrT	78.0	0.0	0	237	-58.5	2.6	-21.7	-0.5	0.0	4.9	0.0	0.0	4.9
8.007	Condenser AHU 07 (SO-F)	LrT	72.0	1.0	0	242	-58.7	2.5	-14.2	-0.2	0.0	2.5	0.0	0.0	4.8
8.006	Condenser AHU 06 (SO-F)	LrT	72.0	1.0	0	270	-59.6	2.5	-13.6	-0.3	0.0	2.5	0.0	0.0	4.4
8.005	Condenser AHU 05 (SO-F)	LrT	72.0	1.0	0	271	-59.6	2.5	-13.6	-0.3	0.0	2.5	0.0	0.0	4.4
8.012	Condenser AHU 12 (SW-F)	LrT	72.0	1.0	0	214	-57.6	2.5	-13.4	-0.2	0.0	0.0	0.0	0.0	4.3
7.001	AHU01 (NW-F)	LrT	78.0	0.0	0	170	-55.6	2.6	-21.3	-0.3	0.0	0.9	0.0	0.0	4.2
9.303	Parkplatz 3: Abfahrt Pkw	LrT	74.6	2.6	0	242	-58.7	4.0	-19.9	-0.7	-1.5	3.5	0.0	0.0	3.8
6.114	AIR-COOLED CHILLER Pump 14	LrT	76.0	0.0	0	186	-56.4	2.6	-18.1	-0.6	0.0	0.0	0.0	0.0	3.6
6.168	AIR-COOLED CHILLER Pump 68	LrT	76.0	0.0	0	240	-58.6	2.6	-18.5	-0.7	0.0	2.5	0.0	0.0	3.4
6.111	AIR-COOLED CHILLER Pump 11	LrT	76.0	0.0	0	187	-56.4	2.6	-18.6	-0.6	0.0	0.0	0.0	0.0	3.0
6.118	AIR-COOLED CHILLER Pump 18	LrT	76.0	0.0	0	186	-56.4	2.6	-18.8	-0.6	0.0	0.0	0.0	0.0	2.8
6.110	AIR-COOLED CHILLER Pump 10	LrT	76.0	0.0	0	188	-56.5	2.6	-18.7	-0.6	0.0	0.0	0.0	0.0	2.8
6.119	AIR-COOLED CHILLER Pump 19	LrT	76.0	0.0	0	187	-56.4	2.6	-18.8	-0.6	0.0	0.0	0.0	0.0	2.8
6.120	AIR-COOLED CHILLER Pump 20	LrT	76.0	0.0	0	187	-56.4	2.6	-18.8	-0.6	0.0	0.0	0.0	0.0	2.8
6.121	AIR-COOLED CHILLER Pump 21	LrT	76.0	0.0	0	188	-56.5	2.6	-18.7	-0.6	0.0	0.0	0.0	0.0	2.8
6.104	AIR-COOLED CHILLER Pump 04	LrT	76.0	0.0	0	195	-56.8	2.6	-18.4	-0.7	0.0	0.0	0.0	0.0	2.8
6.109	AIR-COOLED CHILLER Pump 09	LrT	76.0	0.0	0	189	-56.5	2.6	-18.7	-0.6	0.0	0.0	0.0	0.0	2.8
6.105	AIR-COOLED CHILLER Pump 05	LrT	76.0	0.0	0	193	-56.7	2.6	-18.6	-0.7	0.0	0.0	0.0	0.0	2.7
6.103	AIR-COOLED CHILLER Pump 03	LrT	76.0	0.0	0	197	-56.9	2.6	-18.5	-0.7	0.0	0.0	0.0	0.0	2.6
8.004	Condenser AHU 04 (NW-F)	LrT	72.0	1.0	0	175	-55.8	2.5	-17.8	-0.2	0.0	0.7	0.0	0.0	2.4
8.002	Condenser AHU 02 (NW-F)	LrT	72.0	1.0	0	169	-55.5	2.5	-18.0	-0.2	0.0	0.4	0.0	0.0	2.3
8.003	Condenser AHU 03 (NW-F)	LrT	72.0	1.0	0	171	-55.7	2.5	-18.0	-0.2	0.0	0.4	0.0	0.0	2.1
6.153	AIR-COOLED CHILLER Pump 53	LrT	76.0	0.0	0	230	-58.2	2.6	-18.2	-0.7	0.0	0.4	0.0	0.0	1.9
6.154	AIR-COOLED CHILLER Pump 54	LrT	76.0	0.0	0	231	-58.3	2.6	-18.1	-0.7	0.0	0.3	0.0	0.0	1.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.152	AIR-COOLED CHILLER Pump 52	LrT	76.0	0.0	0	229	-58.2	2.6	-18.2	-0.7	0.0	0.1	0.0	0.0	1.6
6.150	AIR-COOLED CHILLER Pump 50	LrT	76.0	0.0	0	227	-58.1	2.6	-18.3	-0.7	0.0	0.0	0.0	0.0	1.6
6.151	AIR-COOLED CHILLER Pump 51	LrT	76.0	0.0	0	228	-58.1	2.6	-18.3	-0.7	0.0	0.0	0.0	0.0	1.6
6.166	AIR-COOLED CHILLER Pump 66	LrT	76.0	0.0	0	238	-58.5	2.6	-18.6	-0.7	0.0	0.4	0.0	0.0	1.3
7.010	AHU10 (SW-F)	LrT	78.0	0.0	0	217	-57.7	2.6	-22.8	-0.5	0.0	1.7	0.0	0.0	1.3
6.112	AIR-COOLED CHILLER Pump 12	LrT	76.0	0.0	0	186	-56.4	2.6	-21.0	-0.6	0.0	0.6	0.0	0.0	1.2
8.008	Condenser AHU 08 (SO-F)	LrT	72.0	1.0	0	243	-58.7	2.5	-18.0	-0.2	0.0	2.5	0.0	0.0	1.1
6.165	AIR-COOLED CHILLER Pump 65	LrT	76.0	0.0	0	236	-58.5	2.6	-18.6	-0.7	0.0	0.1	0.0	0.0	1.0
6.167	AIR-COOLED CHILLER Pump 67	LrT	76.0	0.0	0	239	-58.6	2.6	-18.5	-0.7	0.0	0.1	0.0	0.0	1.0
8.014	Condenser FOC SOC VRF	LrT	79.0	1.0	0	263	-59.4	2.6	-24.3	-0.5	0.0	2.6	0.0	0.0	0.9
6.164	AIR-COOLED CHILLER Pump 64	LrT	76.0	0.0	0	235	-58.4	2.6	-18.6	-0.7	0.0	0.0	0.0	0.0	0.9
6.163	AIR-COOLED CHILLER Pump 63	LrT	76.0	0.0	0	234	-58.4	2.6	-18.7	-0.7	0.0	0.0	0.0	0.0	0.9
6.108	AIR-COOLED CHILLER Pump 08	LrT	76.0	0.0	0	190	-56.5	2.6	-20.9	-0.6	0.0	0.1	0.0	0.0	0.7
6.116	AIR-COOLED CHILLER Pump 16	LrT	76.0	0.0	0	186	-56.4	2.6	-21.0	-0.6	0.0	0.0	0.0	0.0	0.6
6.117	AIR-COOLED CHILLER Pump 17	LrT	76.0	0.0	0	186	-56.4	2.6	-21.0	-0.6	0.0	0.0	0.0	0.0	0.6
6.115	AIR-COOLED CHILLER Pump 15	LrT	76.0	0.0	0	186	-56.4	2.6	-21.0	-0.6	0.0	0.0	0.0	0.0	0.6
6.106	AIR-COOLED CHILLER Pump 06	LrT	76.0	0.0	0	192	-56.7	2.6	-20.8	-0.6	0.0	0.0	0.0	0.0	0.5
6.102	AIR-COOLED CHILLER Pump 02	LrT	76.0	0.0	0	198	-56.9	2.6	-20.7	-0.7	0.0	0.1	0.0	0.0	0.5
6.140	AIR-COOLED CHILLER Pump 40	LrT	76.0	0.0	0	223	-58.0	2.6	-21.9	-0.8	0.0	2.3	0.0	0.0	0.3
8.001	Condenser AHU 01 (NW-F)	LrT	72.0	1.0	0	167	-55.4	2.5	-20.3	-0.1	0.0	0.5	0.0	0.0	0.2
6.129	AIR-COOLED CHILLER Pump 29	LrT	76.0	0.0	0	233	-58.4	2.6	-20.3	-0.8	0.0	0.9	0.0	0.0	0.1
6.101	AIR-COOLED CHILLER Pump 01	LrT	76.0	0.0	0	200	-57.0	2.6	-26.9	-1.5	0.0	6.7	0.0	0.0	0.0
6.128	AIR-COOLED CHILLER Pump 28	LrT	76.0	0.0	0	235	-58.4	2.6	-20.3	-0.8	0.0	0.8	0.0	0.0	-0.1
6.137	AIR-COOLED CHILLER Pump 37	LrT	76.0	0.0	0	225	-58.0	2.6	-20.6	-0.7	0.0	0.6	0.0	0.0	-0.1
6.141	AIR-COOLED CHILLER Pump 41	LrT	76.0	0.0	0	223	-58.0	2.6	-20.2	-0.7	0.0	0.1	0.0	0.0	-0.2
6.136	AIR-COOLED CHILLER Pump 36	LrT	76.0	0.0	0	225	-58.0	2.6	-20.7	-0.7	0.0	0.6	0.0	0.0	-0.2
6.135	AIR-COOLED CHILLER Pump 35	LrT	76.0	0.0	0	226	-58.1	2.6	-20.6	-0.7	0.0	0.6	0.0	0.0	-0.2
6.134	AIR-COOLED CHILLER Pump 34	LrT	76.0	0.0	0	227	-58.1	2.6	-20.6	-0.7	0.0	0.6	0.0	0.0	-0.3
6.130	AIR-COOLED CHILLER Pump 30	LrT	76.0	0.0	0	232	-58.3	2.6	-20.5	-0.7	0.0	0.6	0.0	0.0	-0.3
6.145	AIR-COOLED CHILLER Pump 45	LrT	76.0	0.0	0	223	-58.0	2.6	-20.6	-0.7	0.0	0.0	0.0	0.0	-0.6
6.146	AIR-COOLED CHILLER Pump 46	LrT	76.0	0.0	0	224	-58.0	2.6	-20.7	-0.7	0.0	0.0	0.0	0.0	-0.7
6.147	AIR-COOLED CHILLER Pump 47	LrT	76.0	0.0	0	224	-58.0	2.6	-20.7	-0.7	0.0	0.0	0.0	0.0	-0.7
6.148	AIR-COOLED CHILLER Pump 48	LrT	76.0	0.0	0	225	-58.0	2.6	-20.6	-0.7	0.0	0.0	0.0	0.0	-0.7
6.149	AIR-COOLED CHILLER Pump 49	LrT	76.0	0.0	0	226	-58.1	2.6	-20.6	-0.7	0.0	0.0	0.0	0.0	-0.7
6.138	AIR-COOLED CHILLER Pump 38	LrT	76.0	0.0	0	224	-58.0	2.6	-21.9	-0.8	0.0	1.2	0.0	0.0	-0.8
11.001	Trafostation A140 MVA	LrT	72.0	0.0	0	268	-59.6	2.5	-14.3	-0.3	-1.1	0.0	0.0	0.0	-0.8
7.009	AHU09 (SW-F)	LrT	78.0	0.0	0	220	-57.8	2.6	-26.1	-0.8	0.0	3.3	0.0	0.0	-0.9
6.131	AIR-COOLED CHILLER Pump 31	LrT	76.0	0.0	0	230	-58.2	2.6	-21.7	-0.8	0.0	1.0	0.0	0.0	-1.0
6.158	AIR-COOLED CHILLER Pump 58	LrT	76.0	0.0	0	231	-58.3	2.6	-20.8	-0.8	0.0	0.1	0.0	0.0	-1.2
6.133	AIR-COOLED CHILLER Pump 33	LrT	76.0	0.0	0	228	-58.2	2.6	-21.7	-0.8	0.0	0.8	0.0	0.0	-1.2
6.139	AIR-COOLED CHILLER Pump 39	LrT	76.0	0.0	0	224	-58.0	2.6	-21.9	-0.8	0.0	0.8	0.0	0.0	-1.2
6.159	AIR-COOLED CHILLER Pump 59	LrT	76.0	0.0	0	232	-58.3	2.6	-20.9	-0.8	0.0	0.1	0.0	0.0	-1.3
6.160	AIR-COOLED CHILLER Pump 60	LrT	76.0	0.0	0	232	-58.3	2.6	-20.9	-0.8	0.0	0.1	0.0	0.0	-1.3
6.161	AIR-COOLED CHILLER Pump 61	LrT	76.0	0.0	0	233	-58.3	2.6	-20.9	-0.8	0.0	0.1	0.0	0.0	-1.3
6.162	AIR-COOLED CHILLER Pump 62	LrT	76.0	0.0	0	234	-58.4	2.6	-20.9	-0.8	0.0	0.1	0.0	0.0	-1.3
6.142	AIR-COOLED CHILLER Pump 42	LrT	76.0	0.0	0	223	-58.0	2.6	-21.9	-0.8	0.0	0.1	0.0	0.0	-1.9
6.144	AIR-COOLED CHILLER Pump 44	LrT	76.0	0.0	0	223	-58.0	2.6	-21.9	-0.8	0.0	0.1	0.0	0.0	-1.9
6.157	AIR-COOLED CHILLER Pump 57	LrT	76.0	0.0	0	231	-58.3	2.6	-22.1	-0.8	0.0	0.1	0.0	0.0	-2.4
6.155	AIR-COOLED CHILLER Pump 55	LrT	76.0	0.0	0	231	-58.3	2.6	-22.1	-0.8	0.0	0.1	0.0	0.0	-2.4

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
8.013	Condenser AHU FoH	LrT	73.0	0.0	0	263	-59.4	2.5	-21.4	-0.2	0.0	2.6	0.0	0.0	-2.9
6.113	AIR-COOLED CHILLER Pump 13	LrT	76.0	0.0	0	186	-56.4	2.6	-27.0	-1.5	0.0	3.0	0.0	0.0	-3.2
10.003	Anlieferverkehr: Entladung Lkw	LrT	92.0	-12.0	0	251	-59.0	4.0	-28.3	-1.4	-1.4	0.3	0.0	0.0	-5.9
6.107	AIR-COOLED CHILLER Pump 07	LrT	76.0	0.0	0	191	-56.6	2.6	-26.9	-1.4	0.0	0.2	0.0	0.0	-6.1
6.132	AIR-COOLED CHILLER Pump 32	LrT	76.0	0.0	0	229	-58.2	2.6	-26.2	-1.4	0.0	1.0	0.0	0.0	-6.2
4.209	Trafo 209	LrT	55.0	1.0	3	198	-56.9	2.2	-10.3	-0.2	0.0	0.0	0.0	0.0	-6.2
6.143	AIR-COOLED CHILLER Pump 43	LrT	76.0	0.0	0	223	-58.0	2.6	-26.2	-1.4	0.0	0.1	0.0	0.0	-6.7
4.109	Trafo 109	LrT	55.0	1.0	3	197	-56.9	2.2	-10.6	-0.2	-0.2	0.0	0.0	0.0	-6.7
9.102	Parkplatz 1	LrT	67.0	-1.2	0	244	-58.7	4.0	-16.1	-0.7	-1.4	0.0	0.0	0.0	-7.2
4.009	Trafo 009	LrT	55.0	1.0	3	197	-56.9	2.2	-10.7	-0.2	-0.9	0.0	0.0	0.0	-7.4
6.156	AIR-COOLED CHILLER Pump 56	LrT	76.0	0.0	0	231	-58.3	2.6	-26.5	-1.5	0.0	0.0	0.0	0.0	-7.7
4.210	Trafo 210	LrT	55.0	1.0	3	203	-57.1	2.2	-12.4	-0.2	0.0	0.0	0.0	0.0	-8.5
11.002	Trafostation B140 MVA	LrT	72.0	0.0	0	254	-59.1	2.3	-22.4	-0.3	-1.1	0.0	0.0	0.0	-8.6
4.110	Trafo 110	LrT	55.0	1.0	3	202	-57.1	2.2	-12.9	-0.2	-0.3	0.0	0.0	0.0	-9.2
4.010	Trafo 010	LrT	55.0	1.0	3	202	-57.1	2.2	-12.9	-0.2	-0.9	0.0	0.0	0.0	-9.9
11.003	Wärmeübergangstation	LrT	72.0	0.0	0	227	-58.1	2.7	-25.2	-0.2	-1.2	0.0	0.0	0.0	-10.1
9.103	Parkplatz 1: Abfahrt Pkw	LrT	64.7	-4.3	0	238	-58.5	4.0	-13.7	-0.7	-1.6	0.0	0.0	0.0	-10.2
9.101	Parkplatz 1: Zufahrt Pkw	LrT	64.1	-4.3	0	244	-58.7	4.0	-15.3	-0.7	-1.6	0.0	0.0	0.0	-12.5
4.211	Trafo 211	LrT	55.0	1.0	3	223	-58.0	2.2	-16.1	-0.2	0.0	0.0	0.0	0.0	-13.1
4.212	Trafo 212	LrT	55.0	1.0	3	228	-58.2	2.2	-16.6	-0.2	0.0	0.0	0.0	0.0	-13.7
4.111	Trafo 111	LrT	55.0	1.0	3	223	-57.9	2.2	-16.5	-0.2	-0.5	0.0	0.0	0.0	-14.0
10.002	Anlieferverkehr: Rangieren Lkw	LrT	84.0	-12.0	0	254	-59.1	4.0	-28.3	-1.6	-1.4	0.4	0.0	0.0	-14.0
9.302	Parkplatz 3	LrT	67.0	5.6	0	269	-59.6	4.1	-28.4	-1.6	-1.4	0.4	0.0	0.0	-14.0
4.011	Trafo 011	LrT	55.0	1.0	3	222	-57.9	2.2	-16.6	-0.2	-1.1	0.0	0.0	0.0	-14.6
4.112	Trafo 112	LrT	55.0	1.0	3	228	-58.1	2.2	-17.0	-0.2	-0.5	0.0	0.0	0.0	-14.7
4.012	Trafo 012	LrT	55.0	1.0	3	227	-58.1	2.2	-17.0	-0.2	-1.1	0.0	0.0	0.0	-15.3
4.217	Trafo 217	LrT	55.0	1.0	3	221	-57.9	2.2	-22.0	-0.2	0.0	0.5	0.0	0.0	-18.3
4.218	Trafo 218	LrT	55.0	1.0	3	216	-57.7	2.2	-21.7	-0.2	0.0	0.0	0.0	0.0	-18.4
4.118	Trafo 118	LrT	55.0	1.0	3	215	-57.7	2.2	-21.8	-0.2	-0.3	0.0	0.0	0.0	-18.7
4.117	Trafo 117	LrT	55.0	1.0	3	220	-57.9	2.2	-22.1	-0.2	-0.4	0.5	0.0	0.0	-18.7
4.017	Trafo 017	LrT	55.0	1.0	3	220	-57.8	2.2	-22.1	-0.2	-0.9	0.6	0.0	0.0	-19.3
4.018	Trafo 018	LrT	55.0	1.0	3	215	-57.6	2.2	-21.8	-0.2	-0.9	0.0	0.0	0.0	-19.3
4.216	Trafo 216	LrT	55.0	1.0	3	241	-58.6	2.2	-22.8	-0.2	0.0	0.0	0.0	0.0	-20.5
4.215	Trafo 215	LrT	55.0	1.0	3	246	-58.8	2.2	-23.0	-0.3	-0.1	0.0	0.0	0.0	-20.9
4.213	Trafo 213	LrT	55.0	1.0	3	263	-59.4	2.2	-22.3	-0.3	-0.3	0.0	0.0	0.0	-21.0
4.116	Trafo 116	LrT	55.0	1.0	3	240	-58.6	2.2	-22.9	-0.2	-0.5	0.0	0.0	0.0	-21.0
4.214	Trafo 214	LrT	55.0	1.0	3	268	-59.6	2.2	-22.4	-0.3	-0.3	0.0	0.0	0.0	-21.3
4.115	Trafo 115	LrT	55.0	1.0	3	245	-58.8	2.2	-23.0	-0.3	-0.6	0.0	0.0	0.0	-21.4
4.113	Trafo 113	LrT	55.0	1.0	3	263	-59.4	2.2	-22.3	-0.3	-0.7	0.0	0.0	0.0	-21.5
4.016	Trafo 016	LrT	55.0	1.0	3	240	-58.6	2.2	-22.9	-0.2	-1.0	0.0	0.0	0.0	-21.5
4.114	Trafo 114	LrT	55.0	1.0	3	268	-59.6	2.2	-22.4	-0.3	-0.8	0.0	0.0	0.0	-21.8
4.013	Trafo 013	LrT	55.0	1.0	3	262	-59.4	2.4	-22.4	-0.3	-1.2	0.0	0.0	0.0	-21.8
4.015	Trafo 015	LrT	55.0	1.0	3	245	-58.8	2.2	-23.0	-0.3	-1.0	0.0	0.0	0.0	-21.9
4.014	Trafo 014	LrT	55.0	1.0	3	268	-59.5	2.5	-22.5	-0.3	-1.2	0.0	0.0	0.0	-22.1

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
lo 6 - Eppsteiner Straße 64 2.OG LAT,t47 dB(A) LAT,tmax 55 dB(A)															
5.124	AIR-COOLED CHILLER 24	LrT	100.0	-2.0	0	335	-61.5	2.7	-8.2	-1.8	0.0	0.0	0.0	1.9	31.1
5.123	AIR-COOLED CHILLER 23	LrT	100.0	-2.0	0	338	-61.6	2.7	-8.2	-1.9	0.0	0.0	0.0	1.9	31.0
5.122	AIR-COOLED CHILLER 22	LrT	100.0	-2.0	0	341	-61.6	2.7	-8.2	-1.9	0.0	0.0	0.0	1.9	30.9
5.121	AIR-COOLED CHILLER 21	LrT	100.0	-2.0	0	344	-61.7	2.7	-8.1	-1.9	0.0	0.0	0.0	1.9	30.9
5.120	AIR-COOLED CHILLER 20	LrT	100.0	-2.0	0	347	-61.8	2.7	-8.1	-1.9	0.0	0.0	0.0	1.9	30.8
5.119	AIR-COOLED CHILLER 19	LrT	100.0	-2.0	0	350	-61.9	2.7	-8.1	-1.9	0.0	0.0	0.0	1.9	30.7
5.118	AIR-COOLED CHILLER 18	LrT	100.0	-2.0	0	353	-61.9	2.7	-8.1	-2.0	0.0	0.0	0.0	1.9	30.7
5.127	AIR-COOLED CHILLER 27	LrT	100.0	-2.0	0	327	-61.3	2.7	-9.1	-1.6	0.0	0.0	0.0	1.9	30.6
5.117	AIR-COOLED CHILLER 17	LrT	100.0	-2.0	0	356	-62.0	2.7	-8.0	-2.0	0.0	0.0	0.0	1.9	30.6
5.155	AIR-COOLED CHILLER 55	LrT	100.0	-2.0	0	411	-63.3	2.7	-9.0	-2.0	-0.2	2.2	0.0	1.9	30.3
5.151	AIR-COOLED CHILLER 51	LrT	100.0	-2.0	0	362	-62.2	2.7	-8.2	-1.9	0.0	0.0	0.0	1.9	30.3
5.156	AIR-COOLED CHILLER 56	LrT	100.0	-2.0	0	408	-63.2	2.7	-9.1	-2.0	-0.2	2.1	0.0	1.9	30.2
5.138	AIR-COOLED CHILLER 38	LrT	100.0	-2.0	0	399	-63.0	2.7	-9.0	-2.0	-0.1	1.6	0.0	1.9	30.1
3.004	Landlord Generator: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
5.116	AIR-COOLED CHILLER 16	LrT	100.0	-2.0	0	359	-62.1	2.7	-8.7	-1.9	0.0	0.0	0.0	1.9	30.0
5.152	AIR-COOLED CHILLER 52	LrT	100.0	-2.0	0	359	-62.1	2.7	-8.7	-1.9	0.0	0.0	0.0	1.9	30.0
5.166	AIR-COOLED CHILLER 66	LrT	100.0	-2.0	0	382	-62.6	2.7	-8.4	-2.0	-0.1	0.3	0.0	1.9	29.9
5.125	AIR-COOLED CHILLER 25	LrT	100.0	-2.0	0	333	-61.4	2.7	-10.0	-1.6	0.0	0.0	0.0	1.9	29.7
5.147	AIR-COOLED CHILLER 47	LrT	100.0	-2.0	0	372	-62.4	2.7	-8.7	-1.9	-0.1	0.0	0.0	1.9	29.6
5.146	AIR-COOLED CHILLER 46	LrT	100.0	-2.0	0	375	-62.5	2.7	-8.6	-1.9	-0.1	0.0	0.0	1.9	29.5
5.145	AIR-COOLED CHILLER 45	LrT	100.0	-2.0	0	378	-62.5	2.7	-8.6	-2.0	-0.1	0.0	0.0	1.9	29.5
5.144	AIR-COOLED CHILLER 44	LrT	100.0	-2.0	0	381	-62.6	2.7	-8.5	-2.0	-0.1	0.0	0.0	1.9	29.4
5.143	AIR-COOLED CHILLER 43	LrT	100.0	-2.0	0	384	-62.7	2.7	-8.5	-2.0	-0.1	0.0	0.0	1.9	29.4
5.142	AIR-COOLED CHILLER 42	LrT	100.0	-2.0	0	387	-62.7	2.7	-8.4	-2.0	-0.1	0.0	0.0	1.9	29.3
5.141	AIR-COOLED CHILLER 41	LrT	100.0	-2.0	0	390	-62.8	2.7	-8.4	-2.0	-0.1	0.0	0.0	1.9	29.3
5.140	AIR-COOLED CHILLER 40	LrT	100.0	-2.0	0	393	-62.9	2.7	-8.4	-2.1	-0.1	0.0	0.0	1.9	29.2
5.137	AIR-COOLED CHILLER 37	LrT	100.0	-2.0	0	402	-63.1	2.7	-10.6	-1.7	-0.1	2.0	0.0	1.9	29.2
5.163	AIR-COOLED CHILLER 63	LrT	100.0	-2.0	0	389	-62.8	2.7	-9.2	-1.9	-0.1	0.6	0.0	1.9	29.2
5.133	AIR-COOLED CHILLER 33	LrT	100.0	-2.0	0	416	-63.4	2.7	-11.9	-1.7	-0.2	3.6	0.0	1.9	29.1
5.158	AIR-COOLED CHILLER 58	LrT	100.0	-2.0	0	402	-63.1	2.7	-9.2	-1.9	-0.2	0.9	0.0	1.9	29.1
5.139	AIR-COOLED CHILLER 39	LrT	100.0	-2.0	0	396	-62.9	2.7	-8.5	-2.0	-0.1	0.0	0.0	1.9	29.0
5.115	AIR-COOLED CHILLER 15	LrT	100.0	-2.0	0	362	-62.2	2.7	-9.7	-1.7	0.0	0.0	0.0	1.9	29.0
5.162	AIR-COOLED CHILLER 62	LrT	100.0	-2.0	0	392	-62.9	2.7	-8.8	-2.0	-0.1	0.0	0.0	1.9	28.9
5.148	AIR-COOLED CHILLER 48	LrT	100.0	-2.0	0	370	-62.3	2.7	-9.6	-1.8	0.0	0.0	0.0	1.9	28.9
5.130	AIR-COOLED CHILLER 30	LrT	100.0	-2.0	0	426	-63.6	2.7	-8.7	-2.1	-0.2	0.8	0.0	1.9	28.8
5.157	AIR-COOLED CHILLER 57	LrT	100.0	-2.0	0	405	-63.1	2.7	-9.2	-2.0	-0.2	0.6	0.0	1.9	28.7
5.159	AIR-COOLED CHILLER 59	LrT	100.0	-2.0	0	400	-63.0	2.7	-9.9	-1.8	-0.2	1.0	0.0	1.9	28.7
5.108	AIR-COOLED CHILLER 08	LrT	100.0	-2.0	0	386	-62.7	2.7	-9.3	-1.9	0.0	0.0	0.0	1.9	28.7
5.102	AIR-COOLED CHILLER 02	LrT	100.0	-2.0	0	408	-63.2	2.7	-9.0	-2.0	-0.1	0.4	0.0	1.9	28.7
5.107	AIR-COOLED CHILLER 07	LrT	100.0	-2.0	0	389	-62.8	2.7	-9.4	-1.9	0.0	0.0	0.0	1.9	28.5
5.129	AIR-COOLED CHILLER 29	LrT	100.0	-2.0	0	430	-63.7	2.7	-8.8	-2.1	-0.2	0.5	0.0	1.9	28.3
5.101	AIR-COOLED CHILLER 01	LrT	100.0	-2.0	0	411	-63.3	2.7	-9.0	-2.0	-0.1	0.0	0.0	1.9	28.2
5.160	AIR-COOLED CHILLER 60	LrT	100.0	-2.0	0	397	-63.0	2.7	-10.5	-1.8	-0.2	0.7	0.0	1.9	27.9
5.149	AIR-COOLED CHILLER 49	LrT	100.0	-2.0	0	367	-62.3	2.7	-10.8	-1.6	0.0	0.0	0.0	1.9	27.9
5.128	AIR-COOLED CHILLER 28	LrT	100.0	-2.0	0	433	-63.7	2.7	-8.8	-2.2	-0.2	0.0	0.0	1.9	27.7
5.134	AIR-COOLED CHILLER 34	LrT	100.0	-2.0	0	412	-63.3	2.7	-11.3	-1.8	-0.2	0.9	0.0	1.9	27.0
5.161	AIR-COOLED CHILLER 61	LrT	100.0	-2.0	0	394	-62.9	2.7	-11.9	-1.7	-0.1	0.9	0.0	1.9	26.9
5.106	AIR-COOLED CHILLER 06	LrT	100.0	-2.0	0	393	-62.9	2.7	-11.5	-1.6	-0.1	0.0	0.0	1.9	26.6

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
5.164	AIR-COOLED CHILLER 64	LrT	100.0	-2.0	0	387	-62.7	2.7	-12.9	-1.5	-0.1	1.1	0.0	1.9	26.5
5.150	AIR-COOLED CHILLER 50	LrT	100.0	-2.0	0	364	-62.2	2.7	-12.5	-1.5	0.0	0.1	0.0	1.9	26.4
5.136	AIR-COOLED CHILLER 36	LrT	100.0	-2.0	0	406	-63.2	2.7	-12.4	-1.6	-0.2	1.1	0.0	1.9	26.4
5.131	AIR-COOLED CHILLER 31	LrT	100.0	-2.0	0	422	-63.5	2.7	-11.0	-1.9	-0.2	0.3	0.0	1.9	26.3
5.167	AIR-COOLED CHILLER 67	LrT	100.0	-2.0	0	380	-62.6	2.7	-13.6	-1.5	-0.1	0.0	0.0	1.9	24.9
5.111	AIR-COOLED CHILLER 11	LrT	100.0	-2.0	0	375	-62.5	2.7	-14.0	-1.4	0.0	0.0	0.0	1.9	24.8
5.126	AIR-COOLED CHILLER 26	LrT	100.0	-2.0	0	330	-61.4	2.7	-15.2	-1.3	0.0	0.0	0.0	1.9	24.7
5.114	AIR-COOLED CHILLER 14	LrT	100.0	-2.0	0	365	-62.2	2.7	-14.4	-1.4	0.0	0.0	0.0	1.9	24.6
5.112	AIR-COOLED CHILLER 12	LrT	100.0	-2.0	0	372	-62.4	2.7	-14.1	-1.5	0.0	0.0	0.0	1.9	24.6
5.154	AIR-COOLED CHILLER 54	LrT	100.0	-2.0	0	354	-62.0	2.7	-16.1	-1.4	0.0	1.4	0.0	1.9	24.5
5.109	AIR-COOLED CHILLER 09	LrT	100.0	-2.0	0	382	-62.6	2.7	-13.9	-1.6	0.0	0.0	0.0	1.9	24.5
5.103	AIR-COOLED CHILLER 03	LrT	100.0	-2.0	0	404	-63.1	2.7	-13.4	-1.6	-0.1	0.0	0.0	1.9	24.3
3.001	Landlord Generator; Container	LrT	110.0	-12.0	0	401	-63.1	2.7	-12.7	-0.9	-0.2	0.0	0.0	0.0	23.8
5.135	AIR-COOLED CHILLER 35	LrT	100.0	-2.0	0	409	-63.2	2.7	-25.1	-1.7	-0.2	8.1	0.0	1.9	20.5
5.132	AIR-COOLED CHILLER 32	LrT	100.0	-2.0	0	419	-63.4	2.7	-26.5	-2.0	-0.2	9.2	0.0	1.9	19.7
9.301	Parkplatz 3: Zufahrt Pkw	LrT	76.9	2.6	0	365	-62.2	3.1	-1.4	-2.2	-1.2	1.7	0.0	0.0	17.2
7.013	AHU FoH	LrT	84.3	0.0	0	430	-63.7	2.7	-9.7	-1.2	-0.4	2.6	0.0	1.9	16.6
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrT	91.9	-12.0	0	391	-62.8	3.2	-2.8	-2.1	-1.2	2.0	0.0	0.0	16.2
3.002	Landlord Generator; Kamin	LrT	90.0	-12.0	0	376	-62.5	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.0
8.014	Condenser FOC SOC VRF	LrT	79.0	1.0	0	435	-63.8	2.7	-9.4	-1.0	-0.4	2.5	0.0	1.9	12.5
5.165	AIR-COOLED CHILLER 65	LrT	100.0	-2.0	0	384	-62.7	2.7	-25.7	-1.7	-0.1	0.0	0.0	1.9	12.4
8.017	Condenser General Office Area no. 3	LrT	86.0	0.0	0	401	-63.1	2.7	-17.0	-0.6	-0.3	2.7	0.0	1.9	12.2
5.153	AIR-COOLED CHILLER 53	LrT	100.0	-2.0	0	357	-62.0	2.7	-26.9	-1.9	0.0	0.0	0.0	1.9	11.8
5.113	AIR-COOLED CHILLER 13	LrT	100.0	-2.0	0	369	-62.3	2.7	-27.1	-2.0	0.0	0.0	0.0	1.9	11.2
8.015	Condenser General Office Area no. 1	LrT	86.0	0.0	0	401	-63.0	2.7	-18.7	-0.6	-0.3	3.2	0.0	1.9	11.2
5.168	AIR-COOLED CHILLER 68	LrT	100.0	-2.0	0	377	-62.5	2.7	-27.2	-2.0	-0.1	0.0	0.0	1.9	10.8
5.110	AIR-COOLED CHILLER 10	LrT	100.0	-2.0	0	379	-62.6	2.7	-27.3	-2.1	0.0	0.0	0.0	1.9	10.6
9.202	Parkplatz 2	LrT	67.0	2.7	0	389	-62.8	3.2	-3.0	-2.4	-1.4	4.1	0.0	3.0	10.5
5.104	AIR-COOLED CHILLER 04	LrT	100.0	-2.0	0	400	-63.0	2.7	-26.9	-2.1	-0.1	0.0	0.0	1.9	10.5
4.301	Landlord Trafó	LrT	73.0	0.0	3	409	-63.2	2.7	-8.1	-0.4	-0.3	1.9	0.0	1.9	10.4
5.105	AIR-COOLED CHILLER 05	LrT	100.0	-2.0	0	396	-63.0	2.7	-27.1	-2.1	-0.1	0.0	0.0	1.9	10.4
6.127	AIR-COOLED CHILLER Pump 27	LrT	76.0	0.0	0	330	-61.4	2.7	-7.5	-2.4	0.0	0.0	0.0	1.9	9.4
6.124	AIR-COOLED CHILLER Pump 24	LrT	76.0	0.0	0	337	-61.6	2.7	-8.2	-2.1	0.0	0.0	0.0	1.9	8.8
6.123	AIR-COOLED CHILLER Pump 23	LrT	76.0	0.0	0	340	-61.6	2.7	-8.2	-2.1	0.0	0.0	0.0	1.9	8.7
6.122	AIR-COOLED CHILLER Pump 22	LrT	76.0	0.0	0	343	-61.7	2.7	-8.2	-2.1	0.0	0.0	0.0	1.9	8.6
7.009	AHU09 (SW-F)	LrT	78.0	0.0	0	435	-63.8	2.7	-9.4	-1.2	-0.4	0.8	0.0	1.9	8.6
7.007	AHU07 (SO-F)	LrT	78.0	0.0	0	428	-63.6	2.7	-13.7	-0.8	-0.4	4.4	0.0	1.9	8.6
6.121	AIR-COOLED CHILLER Pump 21	LrT	76.0	0.0	0	346	-61.8	2.7	-8.1	-2.1	0.0	0.0	0.0	1.9	8.6
6.120	AIR-COOLED CHILLER Pump 20	LrT	76.0	0.0	0	349	-61.8	2.7	-8.1	-2.2	0.0	0.0	0.0	1.9	8.5
6.119	AIR-COOLED CHILLER Pump 19	LrT	76.0	0.0	0	352	-61.9	2.7	-8.1	-2.2	0.0	0.0	0.0	1.9	8.4
6.118	AIR-COOLED CHILLER Pump 18	LrT	76.0	0.0	0	355	-62.0	2.7	-8.1	-2.2	0.0	0.0	0.0	1.9	8.3
6.117	AIR-COOLED CHILLER Pump 17	LrT	76.0	0.0	0	358	-62.1	2.7	-8.1	-2.2	0.0	0.0	0.0	1.9	8.2
6.140	AIR-COOLED CHILLER Pump 40	LrT	76.0	0.0	0	400	-63.0	2.7	-8.8	-2.1	-0.2	1.6	0.0	1.9	8.1
6.139	AIR-COOLED CHILLER Pump 39	LrT	76.0	0.0	0	403	-63.1	2.7	-8.7	-2.2	-0.2	1.6	0.0	1.9	8.1
6.125	AIR-COOLED CHILLER Pump 25	LrT	76.0	0.0	0	335	-61.5	2.7	-9.7	-1.7	0.0	0.0	0.0	1.9	7.8
6.150	AIR-COOLED CHILLER Pump 50	LrT	76.0	0.0	0	372	-62.4	2.7	-8.5	-2.1	-0.1	0.0	0.0	1.9	7.6
6.101	AIR-COOLED CHILLER Pump 01	LrT	76.0	0.0	0	414	-63.3	2.7	-9.0	-2.1	-0.1	1.5	0.0	1.9	7.5
6.116	AIR-COOLED CHILLER Pump 16	LrT	76.0	0.0	0	361	-62.1	2.7	-9.1	-1.9	0.0	0.0	0.0	1.9	7.5
6.162	AIR-COOLED CHILLER Pump 62	LrT	76.0	0.0	0	382	-62.6	2.7	-8.3	-2.1	-0.1	0.1	0.0	1.9	7.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.129	AIR-COOLED CHILLER Pump 29	LrT	76.0	0.0	0	437	-63.8	2.7	-8.9	-2.2	-0.3	2.1	0.0	1.9	7.5
6.154	AIR-COOLED CHILLER Pump 54	LrT	76.0	0.0	0	362	-62.2	2.7	-9.2	-1.9	0.0	0.0	0.0	1.9	7.3
6.151	AIR-COOLED CHILLER Pump 51	LrT	76.0	0.0	0	370	-62.3	2.7	-9.0	-2.0	0.0	0.1	0.0	1.9	7.3
7.002	AHU02 (NW-F)	LrT	78.0	0.0	0	326	-61.3	2.7	-15.9	-0.6	0.0	2.4	0.0	1.9	7.3
6.128	AIR-COOLED CHILLER Pump 28	LrT	76.0	0.0	0	440	-63.9	2.7	-9.1	-2.2	-0.3	2.0	0.0	1.9	7.2
7.012	AHU12 (SW-F)	LrT	78.0	0.0	0	429	-63.6	2.7	-27.2	-1.6	-0.4	17.3	0.0	1.9	7.1
6.163	AIR-COOLED CHILLER Pump 63	LrT	76.0	0.0	0	380	-62.6	2.7	-9.0	-2.0	-0.1	0.1	0.0	1.9	7.0
6.138	AIR-COOLED CHILLER Pump 38	LrT	76.0	0.0	0	407	-63.2	2.7	-8.9	-2.1	-0.2	0.7	0.0	1.9	6.9
7.004	AHU04 (NW-F)	LrT	78.0	0.0	0	316	-61.0	2.7	-16.0	-0.6	0.0	1.9	0.0	1.9	6.9
8.007	Condenser AHU 07 (SO-F)	LrT	72.0	1.0	0	431	-63.7	2.7	-8.6	-0.6	-0.4	2.5	0.0	1.9	6.9
6.146	AIR-COOLED CHILLER Pump 46	LrT	76.0	0.0	0	383	-62.7	2.7	-9.1	-2.0	-0.1	0.1	0.0	1.9	6.8
6.147	AIR-COOLED CHILLER Pump 47	LrT	76.0	0.0	0	380	-62.6	2.7	-9.2	-2.0	-0.1	0.0	0.0	1.9	6.8
6.130	AIR-COOLED CHILLER Pump 30	LrT	76.0	0.0	0	433	-63.7	2.7	-10.9	-1.8	-0.2	2.9	0.0	1.9	6.8
7.008	AHU08 (SO-F)	LrT	78.0	0.0	0	430	-63.7	2.7	-23.0	-0.8	-0.4	12.0	0.0	1.9	6.8
8.013	Condenser AHU FoH	LrT	73.0	0.0	0	434	-63.7	2.7	-8.6	-0.6	-0.4	2.5	0.0	1.9	6.8
6.145	AIR-COOLED CHILLER Pump 45	LrT	76.0	0.0	0	386	-62.7	2.7	-9.1	-2.0	-0.1	0.0	0.0	1.9	6.8
6.144	AIR-COOLED CHILLER Pump 44	LrT	76.0	0.0	0	388	-62.8	2.7	-9.0	-2.0	-0.1	0.0	0.0	1.9	6.7
6.143	AIR-COOLED CHILLER Pump 43	LrT	76.0	0.0	0	391	-62.8	2.7	-9.0	-2.1	-0.1	0.0	0.0	1.9	6.6
6.137	AIR-COOLED CHILLER Pump 37	LrT	76.0	0.0	0	410	-63.2	2.7	-9.4	-2.0	-0.2	0.8	0.0	1.9	6.6
6.142	AIR-COOLED CHILLER Pump 42	LrT	76.0	0.0	0	394	-62.9	2.7	-8.9	-2.1	-0.1	0.0	0.0	1.9	6.6
6.141	AIR-COOLED CHILLER Pump 41	LrT	76.0	0.0	0	397	-63.0	2.7	-8.8	-2.1	-0.2	0.0	0.0	1.9	6.5
6.159	AIR-COOLED CHILLER Pump 59	LrT	76.0	0.0	0	390	-62.8	2.7	-9.3	-1.9	-0.1	0.1	0.0	1.9	6.5
6.158	AIR-COOLED CHILLER Pump 58	LrT	76.0	0.0	0	393	-62.9	2.7	-9.3	-2.0	-0.1	0.1	0.0	1.9	6.5
6.157	AIR-COOLED CHILLER Pump 57	LrT	76.0	0.0	0	396	-62.9	2.7	-9.2	-2.0	-0.2	0.1	0.0	1.9	6.5
6.108	AIR-COOLED CHILLER Pump 08	LrT	76.0	0.0	0	388	-62.8	2.7	-9.5	-1.9	-0.1	0.0	0.0	1.9	6.4
6.156	AIR-COOLED CHILLER Pump 56	LrT	76.0	0.0	0	399	-63.0	2.7	-9.2	-2.0	-0.2	0.1	0.0	1.9	6.4
6.107	AIR-COOLED CHILLER Pump 07	LrT	76.0	0.0	0	392	-62.9	2.7	-9.4	-2.0	-0.1	0.0	0.0	1.9	6.4
6.148	AIR-COOLED CHILLER Pump 48	LrT	76.0	0.0	0	377	-62.5	2.7	-10.1	-1.7	-0.1	0.1	0.0	1.9	6.3
6.155	AIR-COOLED CHILLER Pump 55	LrT	76.0	0.0	0	402	-63.1	2.7	-9.1	-2.1	-0.2	0.0	0.0	1.9	6.2
6.103	AIR-COOLED CHILLER Pump 03	LrT	76.0	0.0	0	406	-63.2	2.7	-9.1	-2.1	-0.1	0.1	0.0	1.9	6.2
6.102	AIR-COOLED CHILLER Pump 02	LrT	76.0	0.0	0	410	-63.2	2.7	-9.1	-2.1	-0.1	0.0	0.0	1.9	6.1
6.160	AIR-COOLED CHILLER Pump 60	LrT	76.0	0.0	0	388	-62.8	2.7	-10.1	-1.8	-0.1	0.1	0.0	1.9	6.0
6.136	AIR-COOLED CHILLER Pump 36	LrT	76.0	0.0	0	413	-63.3	2.7	-11.1	-1.5	-0.2	1.0	0.0	1.9	5.6
9.201	Parkplatz 2: Zufahrt Pkw	LrT	71.1	-0.3	0	438	-63.8	3.4	-6.9	-2.0	-1.5	2.6	0.0	3.0	5.6
7.003	AHU03 (NW-F)	LrT	78.0	0.0	0	322	-61.1	2.7	-15.9	-0.6	0.0	0.6	0.0	1.9	5.5
9.203	Parkplatz 2: Abfahrt Pkw	LrT	71.0	-0.3	0	437	-63.8	3.4	-7.0	-2.0	-1.5	2.6	0.0	3.0	5.5
8.006	Condenser AHU 06 (SO-F)	LrT	72.0	1.0	0	396	-63.0	2.7	-11.3	-0.4	-0.3	2.7	0.0	1.9	5.3
7.001	AHU01 (NW-F)	LrT	78.0	0.0	0	333	-61.4	2.7	-15.8	-0.7	0.0	0.5	0.0	1.9	5.3
6.164	AIR-COOLED CHILLER Pump 64	LrT	76.0	0.0	0	377	-62.5	2.7	-11.4	-1.4	-0.1	0.0	0.0	1.9	5.2
8.016	Condenser General Office Area no. 2	LrT	86.0	0.0	0	402	-63.1	2.7	-25.4	-0.8	-0.3	4.1	0.0	1.9	5.1
6.115	AIR-COOLED CHILLER Pump 15	LrT	76.0	0.0	0	365	-62.2	2.7	-12.0	-1.3	0.0	0.0	0.0	1.9	5.1
6.132	AIR-COOLED CHILLER Pump 32	LrT	76.0	0.0	0	426	-63.6	2.7	-11.7	-1.5	-0.2	1.4	0.0	1.9	5.0
7.005	AHU05 (SO-F)	LrT	78.0	0.0	0	392	-62.8	2.7	-27.2	-1.5	-0.3	14.2	0.0	1.9	5.0
8.008	Condenser AHU 08 (SO-F)	LrT	72.0	1.0	0	436	-63.8	2.7	-11.1	-0.4	-0.4	2.9	0.0	1.9	4.9
6.149	AIR-COOLED CHILLER Pump 49	LrT	76.0	0.0	0	375	-62.5	2.7	-12.3	-1.5	-0.1	0.1	0.0	1.9	4.5
8.005	Condenser AHU 05 (SO-F)	LrT	72.0	1.0	0	396	-62.9	2.7	-12.3	-0.4	-0.3	2.7	0.0	1.9	4.5
6.131	AIR-COOLED CHILLER Pump 31	LrT	76.0	0.0	0	430	-63.7	2.7	-24.6	-1.5	-0.2	13.9	0.0	1.9	4.4
6.167	AIR-COOLED CHILLER Pump 67	LrT	76.0	0.0	0	370	-62.4	2.7	-12.8	-1.2	-0.1	0.0	0.0	1.9	4.3
6.133	AIR-COOLED CHILLER Pump 33	LrT	76.0	0.0	0	423	-63.5	2.7	-11.1	-1.8	-0.2	0.2	0.0	1.9	4.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.161	AIR-COOLED CHILLER Pump 61	LrT	76.0	0.0	0	385	-62.7	2.7	-12.1	-1.5	-0.1	0.0	0.0	1.9	4.2
6.152	AIR-COOLED CHILLER Pump 52	LrT	76.0	0.0	0	367	-62.3	2.7	-13.0	-1.2	0.0	0.0	0.0	1.9	4.1
6.166	AIR-COOLED CHILLER Pump 66	LrT	76.0	0.0	0	372	-62.4	2.7	-13.0	-1.4	-0.1	0.2	0.0	1.9	3.9
6.106	AIR-COOLED CHILLER Pump 06	LrT	76.0	0.0	0	395	-62.9	2.7	-12.8	-1.3	-0.1	0.0	0.0	1.9	3.6
6.126	AIR-COOLED CHILLER Pump 26	LrT	76.0	0.0	0	332	-61.4	2.7	-14.8	-1.2	0.0	0.0	0.0	1.9	3.2
6.113	AIR-COOLED CHILLER Pump 13	LrT	76.0	0.0	0	371	-62.4	2.7	-14.1	-1.2	0.0	0.0	0.0	1.9	3.0
6.111	AIR-COOLED CHILLER Pump 11	LrT	76.0	0.0	0	378	-62.5	2.7	-13.9	-1.2	0.0	0.0	0.0	1.9	3.0
6.112	AIR-COOLED CHILLER Pump 12	LrT	76.0	0.0	0	374	-62.5	2.7	-13.9	-1.3	0.0	0.0	0.0	1.9	2.9
6.109	AIR-COOLED CHILLER Pump 09	LrT	76.0	0.0	0	385	-62.7	2.7	-13.7	-1.4	0.0	0.0	0.0	1.9	2.9
6.104	AIR-COOLED CHILLER Pump 04	LrT	76.0	0.0	0	403	-63.1	2.7	-13.3	-1.5	-0.1	0.0	0.0	1.9	2.7
4.209	Trafo 209	LrT	55.0	1.0	3	310	-60.8	2.7	0.0	-0.3	-0.1	0.0	0.0	1.9	2.4
4.210	Trafo 210	LrT	55.0	1.0	3	315	-61.0	2.7	0.0	-0.3	-0.1	0.0	0.0	1.9	2.2
4.109	Trafo 109	LrT	55.0	1.0	3	310	-60.8	2.7	0.0	-0.3	-0.4	0.0	0.0	1.9	2.0
4.208	Trafo 208	LrT	55.0	1.0	3	324	-61.2	2.7	0.0	-0.4	-0.1	0.0	0.0	1.9	2.0
4.110	Trafo 110	LrT	55.0	1.0	3	315	-60.9	2.7	0.0	-0.3	-0.5	0.0	0.0	1.9	1.9
4.207	Trafo 207	LrT	55.0	1.0	3	328	-61.3	2.7	0.0	-0.4	-0.1	0.0	0.0	1.9	1.8
4.009	Trafo 009	LrT	55.0	1.0	3	309	-60.8	2.7	0.0	-0.3	-0.8	0.0	0.0	1.9	1.7
4.108	Trafo 108	LrT	55.0	1.0	3	324	-61.2	2.7	0.0	-0.4	-0.5	0.0	0.0	1.9	1.6
4.211	Trafo 211	LrT	55.0	1.0	3	335	-61.5	2.7	0.0	-0.4	-0.2	0.0	0.0	1.9	1.6
4.010	Trafo 010	LrT	55.0	1.0	3	314	-60.9	2.7	0.0	-0.3	-0.8	0.0	0.0	1.9	1.5
4.107	Trafo 107	LrT	55.0	1.0	3	327	-61.3	2.7	0.0	-0.4	-0.5	0.0	0.0	1.9	1.5
4.212	Trafo 212	LrT	55.0	1.0	3	340	-61.6	2.7	0.0	-0.4	-0.3	0.0	0.0	1.9	1.4
4.008	Trafo 008	LrT	55.0	1.0	3	324	-61.2	2.7	0.0	-0.4	-0.8	0.0	0.0	1.9	1.2
8.001	Condenser AHU 01 (NW-F)	LrT	72.0	1.0	0	330	-61.4	2.7	-17.4	-0.3	0.0	2.7	0.0	1.9	1.2
4.111	Trafo 111	LrT	55.0	1.0	3	335	-61.5	2.7	0.0	-0.4	-0.6	0.0	0.0	1.9	1.2
4.007	Trafo 007	LrT	55.0	1.0	3	327	-61.3	2.7	0.0	-0.4	-0.8	0.0	0.0	1.9	1.1
4.206	Trafo 206	LrT	55.0	1.0	3	353	-61.9	2.7	0.0	-0.4	-0.2	0.0	0.0	1.9	1.1
4.112	Trafo 112	LrT	55.0	1.0	3	340	-61.6	2.7	0.0	-0.4	-0.6	0.0	0.0	1.9	1.0
4.205	Trafo 205	LrT	55.0	1.0	3	357	-62.0	2.7	0.0	-0.4	-0.2	0.0	0.0	1.9	1.0
4.011	Trafo 011	LrT	55.0	1.0	3	335	-61.5	2.7	0.0	-0.4	-0.9	0.0	0.0	1.9	0.8
4.106	Trafo 106	LrT	55.0	1.0	3	353	-61.9	2.7	0.0	-0.4	-0.5	0.0	0.0	1.9	0.8
4.012	Trafo 012	LrT	55.0	1.0	3	340	-61.6	2.7	0.0	-0.4	-0.9	0.0	0.0	1.9	0.7
4.105	Trafo 105	LrT	55.0	1.0	3	356	-62.0	2.7	0.0	-0.4	-0.5	0.0	0.0	1.9	0.7
7.011	AHU11 (SW-F)	LrT	78.0	0.0	0	431	-63.7	2.7	-21.6	-0.8	-0.4	4.4	0.0	1.9	0.6
4.204	Trafo 204	LrT	55.0	1.0	3	373	-62.4	2.7	0.0	-0.4	-0.3	0.0	0.0	1.9	0.5
4.006	Trafo 006	LrT	55.0	1.0	3	353	-61.9	2.7	0.0	-0.4	-0.9	0.0	0.0	1.9	0.4
4.203	Trafo 203	LrT	55.0	1.0	3	377	-62.5	2.7	0.0	-0.4	-0.3	0.0	0.0	1.9	0.4
4.005	Trafo 005	LrT	55.0	1.0	3	356	-62.0	2.7	0.0	-0.4	-0.9	0.0	0.0	1.9	0.3
4.213	Trafo 213	LrT	55.0	1.0	3	375	-62.5	2.7	0.0	-0.4	-0.4	0.0	0.0	1.9	0.3
4.214	Trafo 214	LrT	55.0	1.0	3	380	-62.6	2.7	0.0	-0.4	-0.4	0.0	0.0	1.9	0.2
4.104	Trafo 104	LrT	55.0	1.0	3	373	-62.4	2.7	0.0	-0.4	-0.7	0.0	0.0	1.9	0.1
4.103	Trafo 103	LrT	55.0	1.0	3	377	-62.5	2.7	0.0	-0.4	-0.7	0.0	0.0	1.9	0.0
4.113	Trafo 113	LrT	55.0	1.0	3	374	-62.5	2.7	0.0	-0.4	-0.7	0.0	0.0	1.9	0.0
4.202	Trafo 202	LrT	55.0	1.0	3	394	-62.9	2.7	0.0	-0.4	-0.4	0.0	0.0	1.9	-0.1
4.114	Trafo 114	LrT	55.0	1.0	3	380	-62.6	2.7	0.0	-0.4	-0.7	0.0	0.0	1.9	-0.1
4.201	Trafo 201	LrT	55.0	1.0	3	398	-63.0	2.7	0.0	-0.4	-0.4	0.0	0.0	1.9	-0.2
4.004	Trafo 004	LrT	55.0	1.0	3	372	-62.4	2.7	0.0	-0.4	-1.0	0.0	0.0	1.9	-0.2
4.003	Trafo 003	LrT	55.0	1.0	3	377	-62.5	2.7	0.0	-0.4	-1.0	0.0	0.0	1.9	-0.3
4.013	Trafo 013	LrT	55.0	1.0	3	374	-62.5	2.6	0.0	-0.4	-1.0	0.0	0.0	1.9	-0.3

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.135	AIR-COOLED CHILLER Pump 35	LrT	76.0	0.0	0	416	-63.4	2.7	-23.8	-1.4	-0.2	7.7	0.0	1.9	-0.4
4.102	Trafo 102	LrT	55.0	1.0	3	393	-62.9	2.7	0.0	-0.4	-0.7	0.0	0.0	1.9	-0.4
4.014	Trafo 014	LrT	55.0	1.0	3	380	-62.6	2.6	0.0	-0.4	-1.0	0.0	0.0	1.9	-0.5
4.101	Trafo 101	LrT	55.0	1.0	3	398	-63.0	2.7	0.0	-0.4	-0.7	0.0	0.0	1.9	-0.5
8.003	Condenser AHU 03 (NW-F)	LrT	72.0	1.0	0	318	-61.0	2.7	-17.5	-0.3	0.0	0.6	0.0	1.9	-0.6
8.004	Condenser AHU 04 (NW-F)	LrT	72.0	1.0	0	313	-60.9	2.7	-17.5	-0.3	0.0	0.4	0.0	1.9	-0.6
4.002	Trafo 002	LrT	55.0	1.0	3	393	-62.9	2.7	0.0	-0.4	-1.0	0.0	0.0	1.9	-0.7
8.002	Condenser AHU 02 (NW-F)	LrT	72.0	1.0	0	324	-61.2	2.7	-17.4	-0.3	0.0	0.5	0.0	1.9	-0.8
6.134	AIR-COOLED CHILLER Pump 34	LrT	76.0	0.0	0	420	-63.4	2.7	-23.6	-1.4	-0.2	7.1	0.0	1.9	-0.9
8.012	Condenser AHU 12 (SW-F)	LrT	72.0	1.0	0	434	-63.7	2.7	-15.2	-0.3	-0.4	1.0	0.0	1.9	-1.0
9.303	Parkplatz 3: Abfahrt Pkw	LrT	74.6	2.6	0	453	-64.1	3.5	-15.5	-1.6	-1.5	0.5	0.0	0.0	-1.6
11.004	Pumps/Transformer/Switchroom/Piping	LrT	72.0	0.0	0	466	-64.4	3.1	-12.5	-0.5	-1.4	0.0	0.0	1.9	-1.7
8.011	Condenser AHU 11 (SW-F)	LrT	72.0	1.0	0	436	-63.8	2.7	-21.5	-0.4	-0.4	6.7	0.0	1.9	-1.8
7.010	AHU10 (SW-F)	LrT	78.0	0.0	0	433	-63.7	2.7	-20.5	-0.7	-0.4	0.0	0.0	1.9	-2.7
9.102	Parkplatz 1	LrT	67.0	-1.2	0	481	-64.6	3.6	-9.3	-1.9	-1.5	1.3	0.0	4.0	-2.8
7.006	AHU06 (SO-F)	LrT	78.0	0.0	0	395	-62.9	2.7	-25.0	-1.0	-0.3	0.3	0.0	1.9	-6.3
6.165	AIR-COOLED CHILLER Pump 65	LrT	76.0	0.0	0	375	-62.5	2.7	-25.7	-1.7	-0.1	1.9	0.0	1.9	-7.3
11.003	Wärmeübergangstation	LrT	72.0	0.0	0	452	-64.1	3.1	-18.5	-0.5	-1.4	0.0	0.0	1.9	-7.5
8.009	Condenser AHU 09 (SW-F)	LrT	72.0	1.0	0	440	-63.9	2.7	-22.8	-0.4	-0.4	1.8	0.0	1.9	-8.0
11.002	Trafostation B140 MVA	LrT	72.0	0.0	0	476	-64.5	3.0	-19.5	-0.5	-1.3	0.0	0.0	1.9	-8.9
6.153	AIR-COOLED CHILLER Pump 53	LrT	76.0	0.0	0	365	-62.2	2.7	-25.7	-1.7	0.0	0.0	0.0	1.9	-9.1
8.010	Condenser AHU 10 (SW-F)	LrT	72.0	1.0	0	438	-63.8	2.7	-25.1	-0.4	-0.4	2.9	0.0	1.9	-9.2
6.114	AIR-COOLED CHILLER Pump 14	LrT	76.0	0.0	0	368	-62.3	2.7	-26.4	-1.9	0.0	0.0	0.0	1.9	-10.0
6.110	AIR-COOLED CHILLER Pump 10	LrT	76.0	0.0	0	381	-62.6	2.7	-26.2	-1.9	0.0	0.0	0.0	1.9	-10.1
11.001	Trafostation A140 MVA	LrT	72.0	0.0	0	488	-64.8	3.1	-20.6	-0.5	-1.3	0.0	0.0	1.9	-10.2
9.103	Parkplatz 1: Abfahrt Pkw	LrT	64.7	-4.3	0	478	-64.6	3.5	-10.9	-1.6	-1.5	0.2	0.0	4.0	-10.5
9.101	Parkplatz 1: Zufahrt Pkw	LrT	64.1	-4.3	0	482	-64.7	3.6	-10.2	-1.7	-1.5	0.2	0.0	4.0	-10.6
6.168	AIR-COOLED CHILLER Pump 68	LrT	76.0	0.0	0	368	-62.3	2.7	-27.1	-2.3	0.0	0.0	0.0	1.9	-11.1
10.003	Anlieferverkehr: Entladung Lkw	LrT	92.0	-12.0	0	440	-63.9	3.4	-27.8	-2.1	-1.3	0.5	0.0	0.0	-11.2
6.105	AIR-COOLED CHILLER Pump 05	LrT	76.0	0.0	0	399	-63.0	2.7	-26.7	-2.2	-0.1	0.0	0.0	1.9	-11.3
9.302	Parkplatz 3	LrT	67.0	5.6	0	421	-63.5	3.3	-25.5	-1.6	-1.3	0.2	0.0	0.0	-15.8
10.002	Anlieferverkehr: Rangieren Lkw	LrT	84.0	-12.0	0	447	-64.0	3.5	-27.8	-2.4	-1.3	0.3	0.0	0.0	-19.6
4.218	Trafo 218	LrT	55.0	1.0	3	436	-63.8	2.7	-23.9	-0.4	-0.6	0.0	0.0	1.9	-25.1
4.215	Trafo 215	LrT	55.0	1.0	3	459	-64.2	2.7	-25.3	-0.5	-0.6	1.8	0.0	1.9	-25.1
4.115	Trafo 115	LrT	55.0	1.0	3	459	-64.2	2.7	-25.3	-0.5	-0.8	1.6	0.0	1.9	-25.6
4.015	Trafo 015	LrT	55.0	1.0	3	458	-64.2	2.8	-25.4	-0.5	-1.1	1.6	0.0	1.9	-25.8
4.118	Trafo 118	LrT	55.0	1.0	3	435	-63.8	2.7	-24.3	-0.4	-0.9	0.0	0.0	1.9	-25.8
4.217	Trafo 217	LrT	55.0	1.0	3	439	-63.8	2.7	-24.6	-0.5	-0.6	0.0	0.0	1.9	-25.9
4.018	Trafo 018	LrT	55.0	1.0	3	435	-63.8	2.7	-24.4	-0.5	-1.2	0.0	0.0	1.9	-26.2
4.117	Trafo 117	LrT	55.0	1.0	3	439	-63.8	2.7	-24.6	-0.5	-0.9	0.0	0.0	1.9	-26.2
4.216	Trafo 216	LrT	55.0	1.0	3	455	-64.1	2.7	-24.9	-0.5	-0.6	0.0	0.0	1.9	-26.4
4.017	Trafo 017	LrT	55.0	1.0	3	439	-63.8	2.7	-24.6	-0.5	-1.2	0.0	0.0	1.9	-26.5
4.116	Trafo 116	LrT	55.0	1.0	3	455	-64.1	2.7	-25.2	-0.5	-0.8	0.0	0.0	1.9	-27.0
4.016	Trafo 016	LrT	55.0	1.0	3	455	-64.1	2.8	-25.3	-0.5	-1.1	0.0	0.0	1.9	-27.3

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
lo 7 - Kettelerstraße 48 - 50 3.OG LAT,t 46 dB(A) LAT,tmax 52 dB(A)															
3.004	Landlord Generator: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
5.140	AIR-COOLED CHILLER 40	LrT	100.0	-2.0	0	491	-64.8	2.7	-9.4	-2.2	-0.3	2.6	0.0	1.9	28.4
5.137	AIR-COOLED CHILLER 37	LrT	100.0	-2.0	0	492	-64.8	2.7	-7.5	-2.7	-0.3	0.8	0.0	1.9	28.0
5.136	AIR-COOLED CHILLER 36	LrT	100.0	-2.0	0	492	-64.8	2.7	-7.5	-2.7	-0.3	0.8	0.0	1.9	28.0
5.135	AIR-COOLED CHILLER 35	LrT	100.0	-2.0	0	493	-64.8	2.7	-7.5	-2.7	-0.3	0.8	0.0	1.9	28.0
5.122	AIR-COOLED CHILLER 22	LrT	100.0	-2.0	0	460	-64.2	2.7	-7.8	-2.5	-0.2	0.1	0.0	1.9	28.0
5.131	AIR-COOLED CHILLER 31	LrT	100.0	-2.0	0	495	-64.9	2.7	-7.5	-2.7	-0.3	0.8	0.0	1.9	28.0
5.123	AIR-COOLED CHILLER 23	LrT	100.0	-2.0	0	460	-64.2	2.7	-7.8	-2.5	-0.2	0.1	0.0	1.9	28.0
5.124	AIR-COOLED CHILLER 24	LrT	100.0	-2.0	0	460	-64.3	2.7	-7.8	-2.5	-0.2	0.1	0.0	1.9	28.0
5.125	AIR-COOLED CHILLER 25	LrT	100.0	-2.0	0	461	-64.3	2.7	-7.8	-2.5	-0.2	0.1	0.0	1.9	28.0
5.130	AIR-COOLED CHILLER 30	LrT	100.0	-2.0	0	496	-64.9	2.7	-7.5	-2.7	-0.3	0.8	0.0	1.9	28.0
5.126	AIR-COOLED CHILLER 26	LrT	100.0	-2.0	0	461	-64.3	2.7	-7.8	-2.5	-0.2	0.1	0.0	1.9	28.0
5.127	AIR-COOLED CHILLER 27	LrT	100.0	-2.0	0	462	-64.3	2.7	-7.8	-2.5	-0.2	0.1	0.0	1.9	27.9
5.129	AIR-COOLED CHILLER 29	LrT	100.0	-2.0	0	497	-64.9	2.7	-7.5	-2.7	-0.3	0.8	0.0	1.9	27.9
5.120	AIR-COOLED CHILLER 20	LrT	100.0	-2.0	0	459	-64.2	2.7	-7.8	-2.5	-0.2	0.0	0.0	1.9	27.9
5.121	AIR-COOLED CHILLER 21	LrT	100.0	-2.0	0	460	-64.2	2.7	-7.8	-2.5	-0.2	0.0	0.0	1.9	27.9
5.164	AIR-COOLED CHILLER 64	LrT	100.0	-2.0	0	516	-65.2	2.7	-7.5	-2.8	-0.4	1.2	0.0	1.9	27.9
5.165	AIR-COOLED CHILLER 65	LrT	100.0	-2.0	0	516	-65.3	2.7	-7.5	-2.8	-0.4	1.2	0.0	1.9	27.9
5.166	AIR-COOLED CHILLER 66	LrT	100.0	-2.0	0	517	-65.3	2.7	-7.5	-2.8	-0.4	1.2	0.0	1.9	27.9
5.167	AIR-COOLED CHILLER 67	LrT	100.0	-2.0	0	517	-65.3	2.7	-7.5	-2.8	-0.4	1.2	0.0	1.9	27.9
5.168	AIR-COOLED CHILLER 68	LrT	100.0	-2.0	0	517	-65.3	2.7	-7.5	-2.8	-0.4	1.2	0.0	1.9	27.9
5.149	AIR-COOLED CHILLER 49	LrT	100.0	-2.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	1.9	27.7
5.150	AIR-COOLED CHILLER 50	LrT	100.0	-2.0	0	491	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	1.9	27.7
5.151	AIR-COOLED CHILLER 51	LrT	100.0	-2.0	0	491	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	1.9	27.7
5.152	AIR-COOLED CHILLER 52	LrT	100.0	-2.0	0	491	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	1.9	27.7
5.153	AIR-COOLED CHILLER 53	LrT	100.0	-2.0	0	492	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	1.9	27.7
5.154	AIR-COOLED CHILLER 54	LrT	100.0	-2.0	0	492	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	1.9	27.7
5.114	AIR-COOLED CHILLER 14	LrT	100.0	-2.0	0	460	-64.2	2.7	-8.1	-2.4	-0.2	0.0	0.0	1.9	27.6
5.162	AIR-COOLED CHILLER 62	LrT	100.0	-2.0	0	516	-65.2	2.7	-7.5	-2.8	-0.4	0.8	0.0	1.9	27.5
5.111	AIR-COOLED CHILLER 11	LrT	100.0	-2.0	0	461	-64.3	2.7	-8.3	-2.4	-0.2	0.0	0.0	1.9	27.5
5.163	AIR-COOLED CHILLER 63	LrT	100.0	-2.0	0	516	-65.2	2.7	-7.5	-2.8	-0.4	0.8	0.0	1.9	27.5
5.117	AIR-COOLED CHILLER 17	LrT	100.0	-2.0	0	459	-64.2	2.7	-8.3	-2.4	-0.2	0.0	0.0	1.9	27.5
5.110	AIR-COOLED CHILLER 10	LrT	100.0	-2.0	0	461	-64.3	2.7	-8.3	-2.4	-0.2	0.0	0.0	1.9	27.5
5.159	AIR-COOLED CHILLER 59	LrT	100.0	-2.0	0	515	-65.2	2.7	-7.5	-2.8	-0.4	0.8	0.0	1.9	27.5
5.160	AIR-COOLED CHILLER 60	LrT	100.0	-2.0	0	515	-65.2	2.7	-7.5	-2.8	-0.4	0.9	0.0	1.9	27.5
5.158	AIR-COOLED CHILLER 58	LrT	100.0	-2.0	0	515	-65.2	2.7	-7.5	-2.8	-0.4	0.8	0.0	1.9	27.5
5.118	AIR-COOLED CHILLER 18	LrT	100.0	-2.0	0	459	-64.2	2.7	-8.3	-2.4	-0.2	0.0	0.0	1.9	27.5
5.161	AIR-COOLED CHILLER 61	LrT	100.0	-2.0	0	515	-65.2	2.7	-7.5	-2.8	-0.4	0.9	0.0	1.9	27.5
5.109	AIR-COOLED CHILLER 09	LrT	100.0	-2.0	0	462	-64.3	2.7	-8.3	-2.4	-0.2	0.0	0.0	1.9	27.5
5.119	AIR-COOLED CHILLER 19	LrT	100.0	-2.0	0	459	-64.2	2.7	-8.3	-2.4	-0.2	0.0	0.0	1.9	27.5
5.105	AIR-COOLED CHILLER 05	LrT	100.0	-2.0	0	464	-64.3	2.7	-8.2	-2.4	-0.2	0.0	0.0	1.9	27.5
5.108	AIR-COOLED CHILLER 08	LrT	100.0	-2.0	0	462	-64.3	2.7	-8.3	-2.4	-0.2	0.0	0.0	1.9	27.5
5.147	AIR-COOLED CHILLER 47	LrT	100.0	-2.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.2	0.0	1.9	27.5
5.148	AIR-COOLED CHILLER 48	LrT	100.0	-2.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.2	0.0	1.9	27.5
5.145	AIR-COOLED CHILLER 45	LrT	100.0	-2.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.2	0.0	1.9	27.5
5.144	AIR-COOLED CHILLER 44	LrT	100.0	-2.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.2	0.0	1.9	27.5
5.146	AIR-COOLED CHILLER 46	LrT	100.0	-2.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.2	0.0	1.9	27.5
5.104	AIR-COOLED CHILLER 04	LrT	100.0	-2.0	0	465	-64.3	2.7	-8.2	-2.4	-0.2	0.0	0.0	1.9	27.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
5.103	AIR-COOLED CHILLER 03	LrT	100.0	-2.0	0	466	-64.4	2.7	-8.2	-2.4	-0.2	0.0	0.0	1.9	27.5
5.112	AIR-COOLED CHILLER 12	LrT	100.0	-2.0	0	460	-64.3	2.7	-12.8	-1.8	-0.2	3.5	0.0	1.9	27.1
5.113	AIR-COOLED CHILLER 13	LrT	100.0	-2.0	0	460	-64.2	2.7	-12.8	-1.8	-0.2	3.5	0.0	1.9	27.1
5.128	AIR-COOLED CHILLER 28	LrT	100.0	-2.0	0	498	-64.9	2.7	-9.3	-2.3	-0.3	1.2	0.0	1.9	27.1
5.138	AIR-COOLED CHILLER 38	LrT	100.0	-2.0	0	491	-64.8	2.7	-9.4	-2.2	-0.3	1.1	0.0	1.9	26.9
5.132	AIR-COOLED CHILLER 32	LrT	100.0	-2.0	0	495	-64.9	2.7	-9.4	-2.2	-0.3	1.0	0.0	1.9	26.9
5.157	AIR-COOLED CHILLER 57	LrT	100.0	-2.0	0	515	-65.2	2.7	-8.8	-2.4	-0.4	1.1	0.0	1.9	26.8
5.155	AIR-COOLED CHILLER 55	LrT	100.0	-2.0	0	516	-65.2	2.7	-8.8	-2.4	-0.4	1.1	0.0	1.9	26.8
5.134	AIR-COOLED CHILLER 34	LrT	100.0	-2.0	0	493	-64.9	2.7	-9.4	-2.2	-0.3	1.0	0.0	1.9	26.8
5.143	AIR-COOLED CHILLER 43	LrT	100.0	-2.0	0	490	-64.8	2.7	-9.4	-2.2	-0.3	0.3	0.0	1.9	26.1
5.141	AIR-COOLED CHILLER 41	LrT	100.0	-2.0	0	490	-64.8	2.7	-9.4	-2.2	-0.3	0.3	0.0	1.9	26.1
5.156	AIR-COOLED CHILLER 56	LrT	100.0	-2.0	0	516	-65.2	2.7	-8.8	-2.4	-0.4	0.1	0.0	1.9	25.9
5.139	AIR-COOLED CHILLER 39	LrT	100.0	-2.0	0	491	-64.8	2.7	-26.5	-2.2	-0.3	16.3	0.0	1.9	25.1
5.106	AIR-COOLED CHILLER 06	LrT	100.0	-2.0	0	464	-64.3	2.7	-12.7	-1.8	-0.2	0.1	0.0	1.9	23.7
5.102	AIR-COOLED CHILLER 02	LrT	100.0	-2.0	0	467	-64.4	2.7	-12.7	-1.8	-0.2	0.1	0.0	1.9	23.7
5.116	AIR-COOLED CHILLER 16	LrT	100.0	-2.0	0	459	-64.2	2.7	-12.8	-1.8	-0.2	0.1	0.0	1.9	23.7
5.115	AIR-COOLED CHILLER 15	LrT	100.0	-2.0	0	460	-64.2	2.7	-12.8	-1.8	-0.2	0.1	0.0	1.9	23.6
3.001	Landlord Generator: Container	LrT	110.0	-12.0	0	533	-65.5	2.7	-10.4	-1.3	-0.5	0.0	0.0	0.0	22.9
5.133	AIR-COOLED CHILLER 33	LrT	100.0	-2.0	0	494	-64.9	2.7	-25.1	-2.0	-0.3	9.9	0.0	1.9	20.4
8.017	Condenser General Office Area no. 3	LrT	86.0	0.0	0	539	-65.6	2.7	-7.8	-1.5	-0.6	2.8	0.0	1.9	18.0
8.016	Condenser General Office Area no. 2	LrT	86.0	0.0	0	541	-65.7	2.7	-7.8	-1.5	-0.6	2.8	0.0	1.9	17.9
8.015	Condenser General Office Area no. 1	LrT	86.0	0.0	0	541	-65.7	2.7	-7.8	-1.5	-0.6	2.8	0.0	1.9	17.9
5.101	AIR-COOLED CHILLER 01	LrT	100.0	-2.0	0	468	-64.4	2.7	-22.6	-2.6	-0.2	0.8	0.0	1.9	13.6
9.301	Parkplatz 3: Zufahrt Pkw	LrT	76.9	2.6	0	466	-64.4	3.0	-3.0	-2.8	-1.2	1.3	0.0	0.0	12.5
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrT	91.9	-12.0	0	480	-64.6	3.2	-4.0	-2.6	-1.2	1.5	0.0	0.0	12.1
3.002	Landlord Generator: Kamin	LrT	90.0	-12.0	0	517	-65.3	2.7	-0.5	-3.0	0.0	0.1	0.0	0.0	12.0
5.142	AIR-COOLED CHILLER 42	LrT	100.0	-2.0	0	490	-64.8	2.7	-26.6	-2.2	-0.3	1.7	0.0	1.9	10.3
7.006	AHU06 (SO-F)	LrT	78.0	0.0	0	532	-65.5	2.7	-8.0	-1.8	-0.6	2.8	0.0	1.9	9.6
7.005	AHU05 (SO-F)	LrT	78.0	0.0	0	533	-65.5	2.7	-8.0	-1.8	-0.6	2.7	0.0	1.9	9.5
4.301	Landlord Trafó	LrT	73.0	0.0	3	532	-65.5	2.7	-7.6	-0.6	-0.5	2.6	0.0	1.9	9.1
5.107	AIR-COOLED CHILLER 07	LrT	100.0	-2.0	0	463	-64.3	2.7	-27.4	-2.5	-0.2	0.2	0.0	1.9	8.4
7.009	AHU09 (SW-F)	LrT	78.0	0.0	0	488	-64.8	2.7	-8.6	-1.5	-0.4	0.1	0.0	1.9	7.5
7.010	AHU10 (SW-F)	LrT	78.0	0.0	0	485	-64.7	2.7	-8.7	-1.5	-0.4	0.1	0.0	1.9	7.4
7.011	AHU11 (SW-F)	LrT	78.0	0.0	0	482	-64.7	2.7	-8.8	-1.5	-0.4	0.1	0.0	1.9	7.4
7.012	AHU12 (SW-F)	LrT	78.0	0.0	0	479	-64.6	2.7	-8.9	-1.4	-0.4	0.0	0.0	1.9	7.3
7.007	AHU07 (SO-F)	LrT	78.0	0.0	0	511	-65.2	2.7	-12.1	-1.0	-0.5	3.1	0.0	1.9	7.0
6.140	AIR-COOLED CHILLER Pump 40	LrT	76.0	0.0	0	499	-65.0	2.7	-9.4	-2.2	-0.4	2.6	0.0	1.9	6.3
8.007	Condenser AHU 07 (SO-F)	LrT	72.0	1.0	0	517	-65.3	2.7	-7.8	-0.8	-0.5	2.5	0.0	1.9	5.9
6.122	AIR-COOLED CHILLER Pump 22	LrT	76.0	0.0	0	461	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	1.9	5.7
6.137	AIR-COOLED CHILLER Pump 37	LrT	76.0	0.0	0	500	-65.0	2.7	-7.5	-3.1	-0.4	1.0	0.0	1.9	5.7
6.123	AIR-COOLED CHILLER Pump 23	LrT	76.0	0.0	0	461	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	1.9	5.7
6.124	AIR-COOLED CHILLER Pump 24	LrT	76.0	0.0	0	461	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	1.9	5.7
6.125	AIR-COOLED CHILLER Pump 25	LrT	76.0	0.0	0	461	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	1.9	5.7
6.126	AIR-COOLED CHILLER Pump 26	LrT	76.0	0.0	0	462	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	1.9	5.7
6.127	AIR-COOLED CHILLER Pump 27	LrT	76.0	0.0	0	462	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	1.9	5.7
6.136	AIR-COOLED CHILLER Pump 36	LrT	76.0	0.0	0	500	-65.0	2.7	-7.5	-3.1	-0.4	1.0	0.0	1.9	5.7
6.121	AIR-COOLED CHILLER Pump 21	LrT	76.0	0.0	0	460	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	1.9	5.7
6.135	AIR-COOLED CHILLER Pump 35	LrT	76.0	0.0	0	501	-65.0	2.7	-7.5	-3.1	-0.4	1.0	0.0	1.9	5.7
6.131	AIR-COOLED CHILLER Pump 31	LrT	76.0	0.0	0	504	-65.0	2.7	-7.5	-3.1	-0.3	1.0	0.0	1.9	5.6

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.130	AIR-COOLED CHILLER Pump 30	LrT	76.0	0.0	0	504	-65.0	2.7	-7.5	-3.1	-0.4	1.0	0.0	1.9	5.6
6.129	AIR-COOLED CHILLER Pump 29	LrT	76.0	0.0	0	505	-65.1	2.7	-7.5	-3.1	-0.4	1.0	0.0	1.9	5.6
8.006	Condenser AHU 06 (SO-F)	LrT	72.0	1.0	0	540	-65.6	2.7	-7.7	-0.8	-0.6	2.6	0.0	1.9	5.6
8.005	Condenser AHU 05 (SO-F)	LrT	72.0	1.0	0	540	-65.6	2.7	-7.7	-0.8	-0.6	2.6	0.0	1.9	5.6
6.114	AIR-COOLED CHILLER Pump 14	LrT	76.0	0.0	0	461	-64.3	2.7	-7.9	-2.7	-0.2	0.0	0.0	1.9	5.5
6.117	AIR-COOLED CHILLER Pump 17	LrT	76.0	0.0	0	460	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	1.9	5.5
6.111	AIR-COOLED CHILLER Pump 11	LrT	76.0	0.0	0	462	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	1.9	5.5
6.118	AIR-COOLED CHILLER Pump 18	LrT	76.0	0.0	0	460	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	1.9	5.4
6.119	AIR-COOLED CHILLER Pump 19	LrT	76.0	0.0	0	460	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	1.9	5.4
6.120	AIR-COOLED CHILLER Pump 20	LrT	76.0	0.0	0	460	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	1.9	5.4
6.110	AIR-COOLED CHILLER Pump 10	LrT	76.0	0.0	0	462	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	1.9	5.4
6.109	AIR-COOLED CHILLER Pump 09	LrT	76.0	0.0	0	463	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	1.9	5.4
6.106	AIR-COOLED CHILLER Pump 06	LrT	76.0	0.0	0	465	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	1.9	5.4
9.202	Parkplatz 2	LrT	67.0	2.7	0	426	-63.6	2.9	-6.5	-2.5	-1.2	3.5	0.0	3.0	5.4
6.105	AIR-COOLED CHILLER Pump 05	LrT	76.0	0.0	0	466	-64.4	2.7	-8.0	-2.7	-0.2	0.0	0.0	1.9	5.4
6.104	AIR-COOLED CHILLER Pump 04	LrT	76.0	0.0	0	466	-64.4	2.7	-8.0	-2.7	-0.2	0.0	0.0	1.9	5.4
6.150	AIR-COOLED CHILLER Pump 50	LrT	76.0	0.0	0	499	-64.9	2.7	-7.5	-3.1	-0.4	0.3	0.0	1.9	5.1
6.151	AIR-COOLED CHILLER Pump 51	LrT	76.0	0.0	0	499	-65.0	2.7	-7.5	-3.1	-0.4	0.3	0.0	1.9	5.1
6.152	AIR-COOLED CHILLER Pump 52	LrT	76.0	0.0	0	499	-65.0	2.7	-7.5	-3.1	-0.4	0.3	0.0	1.9	5.1
6.153	AIR-COOLED CHILLER Pump 53	LrT	76.0	0.0	0	500	-65.0	2.7	-7.5	-3.1	-0.4	0.3	0.0	1.9	5.1
7.013	AHU FoH	LrT	84.3	0.0	0	535	-65.6	2.7	-20.4	-0.9	-0.5	3.6	0.0	1.9	5.1
6.154	AIR-COOLED CHILLER Pump 54	LrT	76.0	0.0	0	500	-65.0	2.7	-7.5	-3.1	-0.4	0.3	0.0	1.9	5.1
6.148	AIR-COOLED CHILLER Pump 48	LrT	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	5.0
6.149	AIR-COOLED CHILLER Pump 49	LrT	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	5.0
6.144	AIR-COOLED CHILLER Pump 44	LrT	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	5.0
6.146	AIR-COOLED CHILLER Pump 46	LrT	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	5.0
6.145	AIR-COOLED CHILLER Pump 45	LrT	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	5.0
6.147	AIR-COOLED CHILLER Pump 47	LrT	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	5.0
6.141	AIR-COOLED CHILLER Pump 41	LrT	76.0	0.0	0	499	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	5.0
6.163	AIR-COOLED CHILLER Pump 63	LrT	76.0	0.0	0	507	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	1.9	4.9
6.164	AIR-COOLED CHILLER Pump 64	LrT	76.0	0.0	0	507	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	1.9	4.9
6.165	AIR-COOLED CHILLER Pump 65	LrT	76.0	0.0	0	507	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	1.9	4.9
6.166	AIR-COOLED CHILLER Pump 66	LrT	76.0	0.0	0	508	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	1.9	4.9
6.128	AIR-COOLED CHILLER Pump 28	LrT	76.0	0.0	0	506	-65.1	2.7	-9.3	-2.3	-0.4	1.3	0.0	1.9	4.9
6.167	AIR-COOLED CHILLER Pump 67	LrT	76.0	0.0	0	508	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	1.9	4.9
6.168	AIR-COOLED CHILLER Pump 68	LrT	76.0	0.0	0	509	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	1.9	4.9
6.138	AIR-COOLED CHILLER Pump 38	LrT	76.0	0.0	0	499	-65.0	2.7	-9.4	-2.2	-0.4	1.2	0.0	1.9	4.9
6.134	AIR-COOLED CHILLER Pump 34	LrT	76.0	0.0	0	502	-65.0	2.7	-9.4	-2.3	-0.3	1.2	0.0	1.9	4.8
6.162	AIR-COOLED CHILLER Pump 62	LrT	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	4.8
6.159	AIR-COOLED CHILLER Pump 59	LrT	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	4.8
6.157	AIR-COOLED CHILLER Pump 57	LrT	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	4.8
6.158	AIR-COOLED CHILLER Pump 58	LrT	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	4.8
6.160	AIR-COOLED CHILLER Pump 60	LrT	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	4.8
6.161	AIR-COOLED CHILLER Pump 61	LrT	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	1.9	4.8
6.132	AIR-COOLED CHILLER Pump 32	LrT	76.0	0.0	0	503	-65.0	2.7	-9.4	-2.3	-0.3	1.3	0.0	1.9	4.8
6.112	AIR-COOLED CHILLER Pump 12	LrT	76.0	0.0	0	461	-64.3	2.7	-12.6	-1.5	-0.2	2.7	0.0	1.9	4.7
8.008	Condenser AHU 08 (SO-F)	LrT	72.0	1.0	0	518	-65.3	2.7	-9.7	-0.6	-0.5	2.6	0.0	1.9	4.1
9.203	Parkplatz 2: Abfahrt Pkw	LrT	71.0	-0.3	0	460	-64.2	3.0	-4.9	-2.6	-1.2	0.2	0.0	3.0	4.0
6.143	AIR-COOLED CHILLER Pump 43	LrT	76.0	0.0	0	498	-64.9	2.7	-9.4	-2.2	-0.4	0.3	0.0	1.9	4.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.142	AIR-COOLED CHILLER Pump 42	LrT	76.0	0.0	0	498	-64.9	2.7	-9.4	-2.2	-0.4	0.3	0.0	1.9	4.0
9.102	Parkplatz 1	LrT	67.0	-1.2	0	490	-64.8	3.1	0.0	-2.9	-1.2	0.0	0.0	4.0	4.0
6.156	AIR-COOLED CHILLER Pump 56	LrT	76.0	0.0	0	506	-65.1	2.7	-9.2	-2.3	-0.4	0.3	0.0	1.9	4.0
6.155	AIR-COOLED CHILLER Pump 55	LrT	76.0	0.0	0	506	-65.1	2.7	-9.2	-2.3	-0.4	0.1	0.0	1.9	3.7
9.201	Parkplatz 2: Zufahrt Pkw	LrT	71.1	-0.3	0	462	-64.3	3.0	-5.2	-2.6	-1.2	0.3	0.0	3.0	3.7
7.008	AHU08 (SO-F)	LrT	78.0	0.0	0	512	-65.2	2.7	-23.1	-0.9	-0.5	10.7	0.0	1.9	3.6
9.303	Parkplatz 3: Abfahrt Pkw	LrT	74.6	2.6	0	509	-65.1	3.2	-7.8	-2.7	-1.2	0.0	0.0	0.0	3.6
6.103	AIR-COOLED CHILLER Pump 03	LrT	76.0	0.0	0	467	-64.4	2.7	-11.1	-1.7	-0.2	0.0	0.0	1.9	3.3
6.139	AIR-COOLED CHILLER Pump 39	LrT	76.0	0.0	0	499	-65.0	2.7	-24.7	-1.7	-0.4	13.8	0.0	1.9	2.8
7.002	AHU02 (NW-F)	LrT	78.0	0.0	0	443	-63.9	2.7	-15.7	-0.9	-0.3	1.0	0.0	1.9	2.8
7.003	AHU03 (NW-F)	LrT	78.0	0.0	0	444	-63.9	2.7	-15.7	-0.9	-0.3	1.0	0.0	1.9	2.8
7.004	AHU04 (NW-F)	LrT	78.0	0.0	0	445	-64.0	2.7	-15.7	-0.9	-0.3	1.0	0.0	1.9	2.8
7.001	AHU01 (NW-F)	LrT	78.0	0.0	0	443	-63.9	2.7	-15.7	-0.9	-0.3	0.9	0.0	1.9	2.7
11.003	Wärmeübergangstation	LrT	72.0	0.0	0	490	-64.8	2.8	-7.5	-0.5	-1.2	0.0	0.0	1.9	2.7
11.004	Pumps/Transformer/Switchroom/Piping	LrT	72.0	0.0	0	495	-64.9	2.8	-7.6	-0.5	-1.2	0.0	0.0	1.9	2.6
11.002	Trafostation B140 MVA	LrT	72.0	0.0	0	517	-65.3	2.8	-7.5	-0.6	-1.1	0.0	0.0	1.9	2.3
6.101	AIR-COOLED CHILLER Pump 01	LrT	76.0	0.0	0	469	-64.4	2.7	-12.5	-1.5	-0.2	0.1	0.0	1.9	2.1
11.001	Trafostation A140 MVA	LrT	72.0	0.0	0	532	-65.5	2.9	-7.5	-0.6	-1.1	0.0	0.0	1.9	2.1
6.115	AIR-COOLED CHILLER Pump 15	LrT	76.0	0.0	0	461	-64.3	2.7	-12.6	-1.5	-0.2	0.1	0.0	1.9	2.1
6.108	AIR-COOLED CHILLER Pump 08	LrT	76.0	0.0	0	464	-64.3	2.7	-12.6	-1.5	-0.2	0.0	0.0	1.9	2.0
6.113	AIR-COOLED CHILLER Pump 13	LrT	76.0	0.0	0	461	-64.3	2.7	-26.9	-2.5	-0.2	15.1	0.0	1.9	1.9
8.009	Condenser AHU 09 (SW-F)	LrT	72.0	1.0	0	489	-64.8	2.7	-11.0	-0.5	-0.4	0.7	0.0	1.9	1.7
8.010	Condenser AHU 10 (SW-F)	LrT	72.0	1.0	0	486	-64.7	2.7	-11.4	-0.5	-0.4	0.2	0.0	1.9	0.9
8.014	Condenser FOC SOC VRF	LrT	79.0	1.0	0	539	-65.6	2.7	-19.5	-0.9	-0.6	2.7	0.0	1.9	0.8
8.011	Condenser AHU 11 (SW-F)	LrT	72.0	1.0	0	483	-64.7	2.7	-11.9	-0.5	-0.4	0.0	0.0	1.9	0.2
8.012	Condenser AHU 12 (SW-F)	LrT	72.0	1.0	0	480	-64.6	2.7	-12.5	-0.5	-0.4	0.0	0.0	1.9	-0.3
6.133	AIR-COOLED CHILLER Pump 33	LrT	76.0	0.0	0	502	-65.0	2.7	-24.7	-1.7	-0.3	10.4	0.0	1.9	-0.7
4.208	Trafo 208	LrT	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.4	0.0	0.0	1.9	-0.8
4.207	Trafo 207	LrT	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.4	0.0	0.0	1.9	-0.8
4.206	Trafo 206	LrT	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.3	0.0	0.0	1.9	-0.8
4.205	Trafo 205	LrT	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.3	0.0	0.0	1.9	-0.8
4.204	Trafo 204	LrT	55.0	1.0	3	431	-63.7	2.7	0.0	-0.5	-0.3	0.0	0.0	1.9	-0.9
4.203	Trafo 203	LrT	55.0	1.0	3	432	-63.7	2.7	0.0	-0.5	-0.3	0.0	0.0	1.9	-0.9
4.202	Trafo 202	LrT	55.0	1.0	3	437	-63.8	2.7	0.0	-0.5	-0.3	0.0	0.0	1.9	-1.0
4.201	Trafo 201	LrT	55.0	1.0	3	438	-63.8	2.7	0.0	-0.5	-0.3	0.0	0.0	1.9	-1.0
4.108	Trafo 108	LrT	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.6	0.0	0.0	1.9	-1.0
4.107	Trafo 107	LrT	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.6	0.0	0.0	1.9	-1.0
4.106	Trafo 106	LrT	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.6	0.0	0.0	1.9	-1.1
4.105	Trafo 105	LrT	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.6	0.0	0.0	1.9	-1.1
4.104	Trafo 104	LrT	55.0	1.0	3	431	-63.7	2.7	0.0	-0.5	-0.6	0.0	0.0	1.9	-1.1
9.103	Parkplatz 1: Abfahrt Pkw	LrT	64.7	-4.3	0	479	-64.6	3.1	0.0	-2.8	-1.2	0.0	0.0	4.0	-1.2
4.103	Trafo 103	LrT	55.0	1.0	3	432	-63.7	2.7	0.0	-0.5	-0.6	0.0	0.0	1.9	-1.2
4.102	Trafo 102	LrT	55.0	1.0	3	436	-63.8	2.7	0.0	-0.5	-0.6	0.0	0.0	1.9	-1.2
4.101	Trafo 101	LrT	55.0	1.0	3	438	-63.8	2.7	0.0	-0.5	-0.6	0.0	0.0	1.9	-1.3
4.008	Trafo 008	LrT	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.9	0.0	0.0	1.9	-1.3
4.007	Trafo 007	LrT	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.9	0.0	0.0	1.9	-1.3
4.006	Trafo 006	LrT	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.9	0.0	0.0	1.9	-1.3
4.005	Trafo 005	LrT	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.9	0.0	0.0	1.9	-1.4
4.004	Trafo 004	LrT	55.0	1.0	3	431	-63.7	2.7	0.0	-0.5	-0.9	0.0	0.0	1.9	-1.4

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Ag	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
4.003	Trafo 003	LrT	55.0	1.0	3	432	-63.7	2.7	0.0	-0.5	-0.9	0.0	0.0	1.9	-1.5
9.101	Parkplatz 1: Zufahrt Pkw	LrT	64.1	-4.3	0	487	-64.7	3.1	0.0	-2.8	-1.2	0.0	0.0	4.0	-1.9
8.013	Condenser AHU FoH	LrT	73.0	0.0	0	539	-65.6	2.7	-16.8	-0.5	-0.6	2.7	0.0	1.9	-3.1
8.002	Condenser AHU 02 (NW-F)	LrT	72.0	1.0	0	440	-63.9	2.7	-17.3	-0.4	-0.3	1.0	0.0	1.9	-3.2
8.004	Condenser AHU 04 (NW-F)	LrT	72.0	1.0	0	441	-63.9	2.7	-17.3	-0.4	-0.3	1.0	0.0	1.9	-3.2
8.003	Condenser AHU 03 (NW-F)	LrT	72.0	1.0	0	440	-63.9	2.7	-17.3	-0.4	-0.3	1.0	0.0	1.9	-3.2
8.001	Condenser AHU 01 (NW-F)	LrT	72.0	1.0	0	439	-63.8	2.7	-17.3	-0.4	-0.3	1.0	0.0	1.9	-3.2
4.002	Trafo 002	LrT	55.0	1.0	3	436	-63.8	2.7	-5.6	-0.6	-0.9	0.0	0.0	1.9	-7.2
4.209	Trafo 209	LrT	55.0	1.0	3	458	-64.2	2.7	-5.8	-0.5	-0.5	0.0	0.0	1.9	-7.4
4.109	Trafo 109	LrT	55.0	1.0	3	458	-64.2	2.7	-6.0	-0.5	-0.7	0.0	0.0	1.9	-7.8
4.009	Trafo 009	LrT	55.0	1.0	3	458	-64.2	2.7	-6.0	-0.5	-1.0	0.0	0.0	1.9	-8.1
4.210	Trafo 210	LrT	55.0	1.0	3	464	-64.3	2.7	-6.8	-0.5	-0.5	0.0	0.0	1.9	-8.5
4.110	Trafo 110	LrT	55.0	1.0	3	464	-64.3	2.7	-7.0	-0.5	-0.7	0.0	0.0	1.9	-8.9
4.010	Trafo 010	LrT	55.0	1.0	3	464	-64.3	2.7	-7.0	-0.5	-1.0	0.0	0.0	1.9	-9.1
6.107	AIR-COOLED CHILLER Pump 07	LrT	76.0	0.0	0	464	-64.3	2.7	-26.3	-2.2	-0.2	1.4	0.0	1.9	-11.0
4.211	Trafo 211	LrT	55.0	1.0	3	486	-64.7	2.7	-9.2	-0.5	-0.6	0.0	0.0	1.9	-11.3
4.111	Trafo 111	LrT	55.0	1.0	3	486	-64.7	2.7	-9.3	-0.5	-0.8	0.0	0.0	1.9	-11.7
4.212	Trafo 212	LrT	55.0	1.0	3	491	-64.8	2.7	-9.6	-0.5	-0.6	0.0	0.0	1.9	-11.8
4.011	Trafo 011	LrT	55.0	1.0	3	485	-64.7	2.7	-9.4	-0.5	-1.0	0.0	0.0	1.9	-12.0
4.112	Trafo 112	LrT	55.0	1.0	3	491	-64.8	2.7	-9.7	-0.5	-0.8	0.0	0.0	1.9	-12.2
4.012	Trafo 012	LrT	55.0	1.0	3	491	-64.8	2.7	-9.8	-0.5	-1.1	0.0	0.0	1.9	-12.5
10.003	Anlieferverkehr: Entladung Lkw	LrT	92.0	-12.0	0	528	-65.4	3.3	-27.6	-2.3	-1.2	0.3	0.0	0.0	-13.0
6.116	AIR-COOLED CHILLER Pump 16	LrT	76.0	0.0	0	460	-64.3	2.7	-26.9	-2.5	-0.2	0.0	0.0	1.9	-13.2
6.102	AIR-COOLED CHILLER Pump 02	LrT	76.0	0.0	0	468	-64.4	2.7	-27.0	-2.5	-0.2	0.3	0.0	1.9	-13.2
4.213	Trafo 213	LrT	55.0	1.0	3	528	-65.5	2.7	-14.7	-0.5	-0.7	0.0	0.0	1.9	-17.7
4.214	Trafo 214	LrT	55.0	1.0	3	534	-65.5	2.7	-14.9	-0.5	-0.7	0.0	0.0	1.9	-18.0
4.113	Trafo 113	LrT	55.0	1.0	3	528	-65.4	2.7	-15.2	-0.5	-0.9	0.0	0.0	1.9	-18.5
4.013	Trafo 013	LrT	55.0	1.0	3	528	-65.4	2.8	-15.3	-0.5	-1.1	0.0	0.0	1.9	-18.6
4.114	Trafo 114	LrT	55.0	1.0	3	534	-65.5	2.7	-15.5	-0.5	-0.9	0.0	0.0	1.9	-18.8
4.218	Trafo 218	LrT	55.0	1.0	3	482	-64.7	2.7	-16.9	-0.5	-0.5	0.0	0.0	1.9	-18.9
4.014	Trafo 014	LrT	55.0	1.0	3	534	-65.5	2.9	-15.5	-0.5	-1.1	0.0	0.0	1.9	-18.9
4.118	Trafo 118	LrT	55.0	1.0	3	482	-64.6	2.7	-17.0	-0.5	-0.8	0.0	0.0	1.9	-19.2
4.217	Trafo 217	LrT	55.0	1.0	3	487	-64.7	2.7	-17.2	-0.5	-0.5	0.0	0.0	1.9	-19.4
4.018	Trafo 018	LrT	55.0	1.0	3	482	-64.6	2.7	-17.0	-0.5	-1.0	0.0	0.0	1.9	-19.5
4.117	Trafo 117	LrT	55.0	1.0	3	487	-64.7	2.7	-17.4	-0.5	-0.8	0.0	0.0	1.9	-19.7
4.017	Trafo 017	LrT	55.0	1.0	3	487	-64.7	2.7	-17.4	-0.5	-1.0	0.0	0.0	1.9	-20.0
9.302	Parkplatz 3	LrT	67.0	5.6	0	543	-65.7	3.3	-27.4	-2.4	-1.3	0.5	0.0	0.0	-20.3
4.216	Trafo 216	LrT	55.0	1.0	3	509	-65.1	2.7	-18.4	-0.5	-0.6	0.0	0.0	1.9	-21.0
10.002	Anlieferverkehr: Rangieren Lkw	LrT	84.0	-12.0	0	529	-65.5	3.4	-27.5	-2.5	-1.2	0.2	0.0	0.0	-21.1
4.215	Trafo 215	LrT	55.0	1.0	3	514	-65.2	2.7	-18.6	-0.5	-0.6	0.0	0.0	1.9	-21.3
4.116	Trafo 116	LrT	55.0	1.0	3	509	-65.1	2.7	-18.5	-0.5	-0.8	0.0	0.0	1.9	-21.4
4.016	Trafo 016	LrT	55.0	1.0	3	509	-65.1	2.7	-18.6	-0.5	-1.1	0.0	0.0	1.9	-21.6
4.115	Trafo 115	LrT	55.0	1.0	3	514	-65.2	2.7	-18.8	-0.5	-0.8	0.0	0.0	1.9	-21.7
4.015	Trafo 015	LrT	55.0	1.0	3	514	-65.2	2.7	-18.8	-0.5	-1.1	0.0	0.0	1.9	-22.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
lo 8 - Steinheimer Straße 39 3.OG LAT,i 42 dB(A) LAT,tmax 49 dB(A)															
5.140	AIR-COOLED CHILLER 40	LrT	100.0	-2.0	0	607	-66.7	2.7	-7.5	-3.2	-0.6	2.3	0.0	1.9	27.0
5.139	AIR-COOLED CHILLER 39	LrT	100.0	-2.0	0	608	-66.7	2.7	-8.1	-3.0	-0.6	2.4	0.0	1.9	26.7
3.004	Landlord Generator: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
5.136	AIR-COOLED CHILLER 36	LrT	100.0	-2.0	0	610	-66.7	2.7	-7.5	-3.2	-0.6	0.9	0.0	1.9	25.6
5.135	AIR-COOLED CHILLER 35	LrT	100.0	-2.0	0	611	-66.7	2.7	-7.5	-3.2	-0.6	0.9	0.0	1.9	25.5
5.111	AIR-COOLED CHILLER 11	LrT	100.0	-2.0	0	578	-66.2	2.7	-11.2	-2.3	-0.5	3.1	0.0	1.9	25.5
5.117	AIR-COOLED CHILLER 17	LrT	100.0	-2.0	0	574	-66.2	2.7	-7.8	-2.9	-0.5	0.0	0.0	1.9	25.2
5.156	AIR-COOLED CHILLER 56	LrT	100.0	-2.0	0	631	-67.0	2.7	-7.5	-3.3	-0.6	0.9	0.0	1.9	25.2
5.110	AIR-COOLED CHILLER 10	LrT	100.0	-2.0	0	579	-66.2	2.7	-7.8	-3.0	-0.5	0.0	0.0	1.9	25.1
5.109	AIR-COOLED CHILLER 09	LrT	100.0	-2.0	0	580	-66.3	2.7	-7.8	-3.0	-0.5	0.0	0.0	1.9	25.1
5.137	AIR-COOLED CHILLER 37	LrT	100.0	-2.0	0	609	-66.7	2.7	-8.4	-2.9	-0.6	1.0	0.0	1.9	25.1
5.143	AIR-COOLED CHILLER 43	LrT	100.0	-2.0	0	605	-66.6	2.7	-7.5	-3.2	-0.6	0.0	0.0	1.9	24.8
5.146	AIR-COOLED CHILLER 46	LrT	100.0	-2.0	0	603	-66.6	2.7	-7.6	-3.1	-0.6	0.0	0.0	1.9	24.8
5.147	AIR-COOLED CHILLER 47	LrT	100.0	-2.0	0	603	-66.6	2.7	-7.6	-3.1	-0.6	0.0	0.0	1.9	24.8
5.148	AIR-COOLED CHILLER 48	LrT	100.0	-2.0	0	603	-66.6	2.7	-7.7	-3.1	-0.6	0.0	0.0	1.9	24.7
5.149	AIR-COOLED CHILLER 49	LrT	100.0	-2.0	0	602	-66.6	2.7	-7.7	-3.1	-0.6	0.0	0.0	1.9	24.7
5.150	AIR-COOLED CHILLER 50	LrT	100.0	-2.0	0	602	-66.6	2.7	-7.7	-3.1	-0.6	0.0	0.0	1.9	24.7
5.144	AIR-COOLED CHILLER 44	LrT	100.0	-2.0	0	604	-66.6	2.7	-7.7	-3.1	-0.6	0.0	0.0	1.9	24.7
5.151	AIR-COOLED CHILLER 51	LrT	100.0	-2.0	0	602	-66.6	2.7	-7.8	-3.1	-0.6	0.0	0.0	1.9	24.7
5.145	AIR-COOLED CHILLER 45	LrT	100.0	-2.0	0	604	-66.6	2.7	-7.7	-3.1	-0.6	0.0	0.0	1.9	24.7
5.152	AIR-COOLED CHILLER 52	LrT	100.0	-2.0	0	602	-66.6	2.7	-7.8	-3.0	-0.6	0.0	0.0	1.9	24.6
5.157	AIR-COOLED CHILLER 57	LrT	100.0	-2.0	0	630	-67.0	2.7	-7.5	-3.3	-0.6	0.4	0.0	1.9	24.6
5.153	AIR-COOLED CHILLER 53	LrT	100.0	-2.0	0	601	-66.6	2.7	-7.9	-3.0	-0.6	0.0	0.0	1.9	24.6
5.142	AIR-COOLED CHILLER 42	LrT	100.0	-2.0	0	606	-66.6	2.7	-8.1	-3.0	-0.6	0.2	0.0	1.9	24.6
5.141	AIR-COOLED CHILLER 41	LrT	100.0	-2.0	0	606	-66.6	2.7	-8.1	-3.0	-0.6	0.2	0.0	1.9	24.5
5.160	AIR-COOLED CHILLER 60	LrT	100.0	-2.0	0	629	-67.0	2.7	-7.6	-3.2	-0.6	0.4	0.0	1.9	24.5
5.161	AIR-COOLED CHILLER 61	LrT	100.0	-2.0	0	628	-67.0	2.7	-7.7	-3.2	-0.6	0.3	0.0	1.9	24.5
5.162	AIR-COOLED CHILLER 62	LrT	100.0	-2.0	0	628	-67.0	2.7	-7.7	-3.2	-0.6	0.3	0.0	1.9	24.5
5.163	AIR-COOLED CHILLER 63	LrT	100.0	-2.0	0	628	-66.9	2.7	-7.7	-3.2	-0.6	0.3	0.0	1.9	24.5
5.158	AIR-COOLED CHILLER 58	LrT	100.0	-2.0	0	630	-67.0	2.7	-7.7	-3.2	-0.6	0.4	0.0	1.9	24.5
5.159	AIR-COOLED CHILLER 59	LrT	100.0	-2.0	0	629	-67.0	2.7	-7.7	-3.2	-0.6	0.4	0.0	1.9	24.5
5.164	AIR-COOLED CHILLER 64	LrT	100.0	-2.0	0	628	-66.9	2.7	-7.8	-3.2	-0.6	0.3	0.0	1.9	24.5
5.165	AIR-COOLED CHILLER 65	LrT	100.0	-2.0	0	627	-66.9	2.7	-7.8	-3.2	-0.6	0.3	0.0	1.9	24.4
5.166	AIR-COOLED CHILLER 66	LrT	100.0	-2.0	0	627	-66.9	2.7	-7.8	-3.1	-0.6	0.3	0.0	1.9	24.4
5.167	AIR-COOLED CHILLER 67	LrT	100.0	-2.0	0	627	-66.9	2.7	-7.8	-3.1	-0.6	0.3	0.0	1.9	24.4
5.120	AIR-COOLED CHILLER 20	LrT	100.0	-2.0	0	573	-66.1	2.7	-9.9	-2.5	-0.5	0.0	0.0	1.9	23.6
5.121	AIR-COOLED CHILLER 21	LrT	100.0	-2.0	0	572	-66.1	2.7	-10.0	-2.5	-0.5	0.0	0.0	1.9	23.5
5.122	AIR-COOLED CHILLER 22	LrT	100.0	-2.0	0	572	-66.1	2.7	-10.1	-2.5	-0.5	0.0	0.0	1.9	23.4
5.118	AIR-COOLED CHILLER 18	LrT	100.0	-2.0	0	573	-66.2	2.7	-10.2	-2.5	-0.5	0.0	0.0	1.9	23.3
5.123	AIR-COOLED CHILLER 23	LrT	100.0	-2.0	0	571	-66.1	2.7	-10.2	-2.5	-0.5	0.0	0.0	1.9	23.3
5.119	AIR-COOLED CHILLER 19	LrT	100.0	-2.0	0	573	-66.2	2.7	-10.3	-2.5	-0.5	0.0	0.0	1.9	23.2
5.124	AIR-COOLED CHILLER 24	LrT	100.0	-2.0	0	571	-66.1	2.7	-10.3	-2.5	-0.5	0.0	0.0	1.9	23.2
5.125	AIR-COOLED CHILLER 25	LrT	100.0	-2.0	0	571	-66.1	2.7	-10.5	-2.4	-0.5	0.0	0.0	1.9	23.1
5.126	AIR-COOLED CHILLER 26	LrT	100.0	-2.0	0	571	-66.1	2.7	-10.5	-2.4	-0.5	0.0	0.0	1.9	23.0
5.112	AIR-COOLED CHILLER 12	LrT	100.0	-2.0	0	577	-66.2	2.7	-27.2	-2.8	-0.5	16.8	0.0	1.9	22.6
5.116	AIR-COOLED CHILLER 16	LrT	100.0	-2.0	0	575	-66.2	2.7	-11.3	-2.3	-0.5	0.0	0.0	1.9	22.4
5.113	AIR-COOLED CHILLER 13	LrT	100.0	-2.0	0	577	-66.2	2.7	-11.3	-2.3	-0.5	0.0	0.0	1.9	22.4
5.114	AIR-COOLED CHILLER 14	LrT	100.0	-2.0	0	576	-66.2	2.7	-12.5	-2.3	-0.5	0.0	0.0	1.9	21.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
5.134	AIR-COOLED CHILLER 34	LrT	100.0	-2.0	0	612	-66.7	2.7	-16.2	-2.2	-0.6	3.7	0.0	1.9	20.6
5.168	AIR-COOLED CHILLER 68	LrT	100.0	-2.0	0	627	-66.9	2.7	-13.2	-2.4	-0.6	0.9	0.0	1.9	20.3
3.001	Landlord Generator; Container	LrT	110.0	-12.0	0	644	-67.2	2.7	-11.3	-1.5	-0.7	0.0	0.0	0.0	20.1
5.154	AIR-COOLED CHILLER 54	LrT	100.0	-2.0	0	601	-66.6	2.7	-14.6	-2.3	-0.6	0.2	0.0	1.9	18.8
5.138	AIR-COOLED CHILLER 38	LrT	100.0	-2.0	0	608	-66.7	2.7	-26.2	-2.5	-0.6	11.9	0.0	1.9	18.6
5.155	AIR-COOLED CHILLER 55	LrT	100.0	-2.0	0	632	-67.0	2.7	-23.3	-2.1	-0.6	8.9	0.0	1.9	18.5
5.131	AIR-COOLED CHILLER 31	LrT	100.0	-2.0	0	615	-66.8	2.7	-16.3	-2.3	-0.6	0.6	0.0	1.9	17.3
5.130	AIR-COOLED CHILLER 30	LrT	100.0	-2.0	0	616	-66.8	2.7	-16.3	-2.3	-0.6	0.5	0.0	1.9	17.2
5.129	AIR-COOLED CHILLER 29	LrT	100.0	-2.0	0	617	-66.8	2.7	-16.4	-2.3	-0.6	0.5	0.0	1.9	17.1
5.132	AIR-COOLED CHILLER 32	LrT	100.0	-2.0	0	614	-66.8	2.7	-17.8	-2.2	-0.6	0.8	0.0	1.9	16.0
5.133	AIR-COOLED CHILLER 33	LrT	100.0	-2.0	0	613	-66.7	2.7	-17.8	-2.2	-0.6	0.7	0.0	1.9	15.9
5.108	AIR-COOLED CHILLER 08	LrT	100.0	-2.0	0	581	-66.3	2.7	-17.9	-2.1	-0.5	0.0	0.0	1.9	15.8
5.128	AIR-COOLED CHILLER 28	LrT	100.0	-2.0	0	618	-66.8	2.7	-19.0	-2.2	-0.6	1.7	0.0	1.9	15.7
5.105	AIR-COOLED CHILLER 05	LrT	100.0	-2.0	0	584	-66.3	2.7	-18.0	-2.1	-0.5	0.0	0.0	1.9	15.7
5.104	AIR-COOLED CHILLER 04	LrT	100.0	-2.0	0	585	-66.3	2.7	-18.0	-2.1	-0.5	0.0	0.0	1.9	15.7
5.103	AIR-COOLED CHILLER 03	LrT	100.0	-2.0	0	586	-66.4	2.7	-18.0	-2.1	-0.5	0.0	0.0	1.9	15.6
5.127	AIR-COOLED CHILLER 27	LrT	100.0	-2.0	0	571	-66.1	2.7	-19.2	-2.1	-0.5	0.0	0.0	1.9	14.8
5.107	AIR-COOLED CHILLER 07	LrT	100.0	-2.0	0	582	-66.3	2.7	-19.5	-2.1	-0.5	0.0	0.0	1.9	14.3
5.106	AIR-COOLED CHILLER 06	LrT	100.0	-2.0	0	583	-66.3	2.7	-19.5	-2.1	-0.5	0.0	0.0	1.9	14.2
5.102	AIR-COOLED CHILLER 02	LrT	100.0	-2.0	0	588	-66.4	2.7	-19.6	-2.1	-0.5	0.1	0.0	1.9	14.2
8.017	Condenser General Office Area no. 3	LrT	86.0	0.0	0	649	-67.2	2.7	-10.5	-1.4	-0.7	2.6	0.0	1.9	13.3
8.016	Condenser General Office Area no. 2	LrT	86.0	0.0	0	651	-67.3	2.7	-10.5	-1.4	-0.7	2.6	0.0	1.9	13.3
8.015	Condenser General Office Area no. 1	LrT	86.0	0.0	0	651	-67.3	2.7	-10.5	-1.4	-0.7	2.6	0.0	1.9	13.3
3.002	Landlord Generator; Kamin	LrT	90.0	-12.0	0	626	-66.9	2.7	-1.5	-2.3	-0.1	0.0	0.0	0.0	9.8
4.301	Landlord Trafó	LrT	73.0	0.0	3	645	-67.2	2.7	-8.1	-0.7	-0.7	2.7	0.0	1.9	6.6
9.301	Parkplatz 3; Zufahrt Pkw	LrT	76.9	2.6	0	583	-66.3	3.4	-7.9	-2.6	-1.3	1.4	0.0	0.0	6.2
7.013	AHU FoH	LrT	84.3	0.0	0	651	-67.3	2.7	-19.5	-1.1	-0.7	5.8	0.0	1.9	6.1
5.115	AIR-COOLED CHILLER 15	LrT	100.0	-2.0	0	575	-66.2	2.7	-27.3	-2.9	-0.5	0.0	0.0	1.9	5.7
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrT	91.9	-12.0	0	598	-66.5	3.5	-9.4	-2.4	-1.3	1.4	0.0	0.0	5.1
7.007	AHU07 (SO-F)	LrT	78.0	0.0	0	630	-67.0	2.7	-15.6	-1.2	-0.7	6.9	0.0	1.9	5.1
5.101	AIR-COOLED CHILLER 01	LrT	100.0	-2.0	0	589	-66.4	2.7	-27.6	-3.1	-0.5	0.0	0.0	1.9	5.0
7.006	AHU06 (SO-F)	LrT	78.0	0.0	0	643	-67.2	2.7	-10.8	-1.5	-0.7	2.6	0.0	1.9	5.0
6.140	AIR-COOLED CHILLER Pump 40	LrT	76.0	0.0	0	615	-66.8	2.7	-7.5	-3.5	-0.6	2.3	0.0	1.9	4.6
6.111	AIR-COOLED CHILLER Pump 11	LrT	76.0	0.0	0	579	-66.3	2.7	-7.6	-3.3	-0.5	1.6	0.0	1.9	4.6
6.139	AIR-COOLED CHILLER Pump 39	LrT	76.0	0.0	0	616	-66.8	2.7	-8.1	-3.2	-0.6	2.5	0.0	1.9	4.5
8.007	Condenser AHU 07 (SO-F)	LrT	72.0	1.0	0	636	-67.1	2.7	-7.5	-0.9	-0.7	2.5	0.0	1.9	3.9
6.136	AIR-COOLED CHILLER Pump 36	LrT	76.0	0.0	0	618	-66.8	2.7	-7.5	-3.5	-0.6	1.1	0.0	1.9	3.3
6.135	AIR-COOLED CHILLER Pump 35	LrT	76.0	0.0	0	619	-66.8	2.7	-7.5	-3.5	-0.6	1.1	0.0	1.9	3.3
6.137	AIR-COOLED CHILLER Pump 37	LrT	76.0	0.0	0	617	-66.8	2.7	-8.3	-3.1	-0.6	1.2	0.0	1.9	3.1
6.112	AIR-COOLED CHILLER Pump 12	LrT	76.0	0.0	0	579	-66.2	2.7	-11.3	-2.0	-0.5	2.5	0.0	1.9	3.1
6.117	AIR-COOLED CHILLER Pump 17	LrT	76.0	0.0	0	575	-66.2	2.7	-7.7	-3.3	-0.5	0.0	0.0	1.9	3.0
6.114	AIR-COOLED CHILLER Pump 14	LrT	76.0	0.0	0	577	-66.2	2.7	-7.7	-3.3	-0.5	0.0	0.0	1.9	3.0
6.110	AIR-COOLED CHILLER Pump 10	LrT	76.0	0.0	0	580	-66.3	2.7	-7.6	-3.3	-0.5	0.0	0.0	1.9	2.9
6.109	AIR-COOLED CHILLER Pump 09	LrT	76.0	0.0	0	581	-66.3	2.7	-7.6	-3.3	-0.5	0.0	0.0	1.9	2.9
6.141	AIR-COOLED CHILLER Pump 41	LrT	76.0	0.0	0	614	-66.8	2.7	-8.1	-3.2	-0.6	0.3	0.0	1.9	2.4
6.143	AIR-COOLED CHILLER Pump 43	LrT	76.0	0.0	0	613	-66.7	2.7	-7.5	-3.5	-0.6	0.0	0.0	1.9	2.4
6.156	AIR-COOLED CHILLER Pump 56	LrT	76.0	0.0	0	621	-66.9	2.7	-7.5	-3.5	-0.6	0.2	0.0	1.9	2.3
6.147	AIR-COOLED CHILLER Pump 47	LrT	76.0	0.0	0	611	-66.7	2.7	-7.7	-3.4	-0.6	0.0	0.0	1.9	2.3
6.146	AIR-COOLED CHILLER Pump 46	LrT	76.0	0.0	0	612	-66.7	2.7	-7.7	-3.4	-0.6	0.0	0.0	1.9	2.3

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
6.148	AIR-COOLED CHILLER Pump 48	LrT	76.0	0.0	0	611	-66.7	2.7	-7.7	-3.4	-0.6	0.0	0.0	1.9	2.3
6.149	AIR-COOLED CHILLER Pump 49	LrT	76.0	0.0	0	611	-66.7	2.7	-7.8	-3.3	-0.6	0.0	0.0	1.9	2.3
6.150	AIR-COOLED CHILLER Pump 50	LrT	76.0	0.0	0	610	-66.7	2.7	-7.8	-3.3	-0.6	0.0	0.0	1.9	2.3
6.144	AIR-COOLED CHILLER Pump 44	LrT	76.0	0.0	0	613	-66.7	2.7	-7.8	-3.3	-0.6	0.0	0.0	1.9	2.2
6.151	AIR-COOLED CHILLER Pump 51	LrT	76.0	0.0	0	610	-66.7	2.7	-7.9	-3.3	-0.6	0.0	0.0	1.9	2.2
6.142	AIR-COOLED CHILLER Pump 42	LrT	76.0	0.0	0	614	-66.8	2.7	-8.1	-3.2	-0.6	0.2	0.0	1.9	2.2
6.145	AIR-COOLED CHILLER Pump 45	LrT	76.0	0.0	0	612	-66.7	2.7	-7.8	-3.3	-0.6	0.0	0.0	1.9	2.2
6.152	AIR-COOLED CHILLER Pump 52	LrT	76.0	0.0	0	610	-66.7	2.7	-7.9	-3.3	-0.6	0.0	0.0	1.9	2.2
6.153	AIR-COOLED CHILLER Pump 53	LrT	76.0	0.0	0	610	-66.7	2.7	-8.0	-3.2	-0.6	0.0	0.0	1.9	2.2
6.155	AIR-COOLED CHILLER Pump 55	LrT	76.0	0.0	0	622	-66.9	2.7	-7.9	-3.3	-0.6	0.2	0.0	1.9	2.2
6.160	AIR-COOLED CHILLER Pump 60	LrT	76.0	0.0	0	619	-66.8	2.7	-7.7	-3.4	-0.6	0.0	0.0	1.9	2.1
6.161	AIR-COOLED CHILLER Pump 61	LrT	76.0	0.0	0	619	-66.8	2.7	-7.7	-3.4	-0.6	0.0	0.0	1.9	2.1
6.162	AIR-COOLED CHILLER Pump 62	LrT	76.0	0.0	0	619	-66.8	2.7	-7.8	-3.4	-0.6	0.0	0.0	1.9	2.1
6.159	AIR-COOLED CHILLER Pump 59	LrT	76.0	0.0	0	620	-66.8	2.7	-7.7	-3.4	-0.6	0.0	0.0	1.9	2.1
6.163	AIR-COOLED CHILLER Pump 63	LrT	76.0	0.0	0	618	-66.8	2.7	-7.8	-3.3	-0.6	0.0	0.0	1.9	2.1
6.157	AIR-COOLED CHILLER Pump 57	LrT	76.0	0.0	0	621	-66.9	2.7	-7.8	-3.4	-0.6	0.1	0.0	1.9	2.1
6.164	AIR-COOLED CHILLER Pump 64	LrT	76.0	0.0	0	618	-66.8	2.7	-7.9	-3.3	-0.6	0.0	0.0	1.9	2.1
6.158	AIR-COOLED CHILLER Pump 58	LrT	76.0	0.0	0	620	-66.8	2.7	-7.8	-3.4	-0.6	0.0	0.0	1.9	2.1
6.120	AIR-COOLED CHILLER Pump 20	LrT	76.0	0.0	0	574	-66.2	2.7	-9.3	-2.6	-0.5	0.0	0.0	1.9	2.1
6.165	AIR-COOLED CHILLER Pump 65	LrT	76.0	0.0	0	618	-66.8	2.7	-7.9	-3.3	-0.6	0.0	0.0	1.9	2.1
6.167	AIR-COOLED CHILLER Pump 67	LrT	76.0	0.0	0	618	-66.8	2.7	-7.9	-3.3	-0.6	0.0	0.0	1.9	2.0
6.166	AIR-COOLED CHILLER Pump 66	LrT	76.0	0.0	0	618	-66.8	2.7	-8.0	-3.3	-0.6	0.0	0.0	1.9	2.0
6.121	AIR-COOLED CHILLER Pump 21	LrT	76.0	0.0	0	573	-66.2	2.7	-9.4	-2.6	-0.5	0.0	0.0	1.9	2.0
6.122	AIR-COOLED CHILLER Pump 22	LrT	76.0	0.0	0	573	-66.2	2.7	-9.5	-2.5	-0.5	0.0	0.0	1.9	1.9
6.123	AIR-COOLED CHILLER Pump 23	LrT	76.0	0.0	0	573	-66.1	2.7	-9.6	-2.5	-0.5	0.0	0.0	1.9	1.9
6.118	AIR-COOLED CHILLER Pump 18	LrT	76.0	0.0	0	575	-66.2	2.7	-9.6	-2.5	-0.5	0.0	0.0	1.9	1.8
6.124	AIR-COOLED CHILLER Pump 24	LrT	76.0	0.0	0	572	-66.1	2.7	-9.7	-2.5	-0.5	0.0	0.0	1.9	1.8
6.119	AIR-COOLED CHILLER Pump 19	LrT	76.0	0.0	0	574	-66.2	2.7	-9.7	-2.5	-0.5	0.0	0.0	1.9	1.8
6.154	AIR-COOLED CHILLER Pump 54	LrT	76.0	0.0	0	610	-66.7	2.7	-8.7	-2.9	-0.6	0.0	0.0	1.9	1.8
6.125	AIR-COOLED CHILLER Pump 25	LrT	76.0	0.0	0	572	-66.1	2.7	-9.8	-2.5	-0.5	0.0	0.0	1.9	1.7
6.127	AIR-COOLED CHILLER Pump 27	LrT	76.0	0.0	0	572	-66.1	2.7	-9.9	-2.4	-0.5	0.0	0.0	1.9	1.6
6.126	AIR-COOLED CHILLER Pump 26	LrT	76.0	0.0	0	572	-66.1	2.7	-9.9	-2.4	-0.5	0.0	0.0	1.9	1.6
11.001	Trafostation A140 MVA	LrT	72.0	0.0	0	655	-67.3	3.3	-6.5	-0.7	-1.2	0.0	0.0	1.9	1.6
11.002	Trafostation B140 MVA	LrT	72.0	0.0	0	639	-67.1	3.2	-6.7	-0.7	-1.2	0.0	0.0	1.9	1.5
6.116	AIR-COOLED CHILLER Pump 16	LrT	76.0	0.0	0	576	-66.2	2.7	-11.3	-2.0	-0.5	0.0	0.0	1.9	0.6
6.115	AIR-COOLED CHILLER Pump 15	LrT	76.0	0.0	0	576	-66.2	2.7	-11.3	-2.0	-0.5	0.0	0.0	1.9	0.6
6.113	AIR-COOLED CHILLER Pump 13	LrT	76.0	0.0	0	578	-66.2	2.7	-11.3	-2.0	-0.5	0.0	0.0	1.9	0.6
7.005	AHU05 (SO-F)	LrT	78.0	0.0	0	642	-67.1	2.7	-15.6	-1.2	-0.7	2.7	0.0	1.9	0.6
8.014	Condenser FOC SOC VRF	LrT	79.0	1.0	0	655	-67.3	2.7	-18.4	-1.1	-0.7	2.7	0.0	1.9	-0.1
7.008	AHU08 (SO-F)	LrT	78.0	0.0	0	631	-67.0	2.7	-18.3	-1.1	-0.7	4.3	0.0	1.9	-0.2
7.009	AHU09 (SW-F)	LrT	78.0	0.0	0	609	-66.7	2.7	-16.4	-1.1	-0.6	1.8	0.0	1.9	-0.4
6.134	AIR-COOLED CHILLER Pump 34	LrT	76.0	0.0	0	620	-66.8	2.7	-15.6	-1.9	-0.6	3.6	0.0	1.9	-0.7
8.006	Condenser AHU 06 (SO-F)	LrT	72.0	1.0	0	649	-67.2	2.7	-13.0	-0.6	-0.7	2.6	0.0	1.9	-1.5
6.168	AIR-COOLED CHILLER Pump 68	LrT	76.0	0.0	0	618	-66.8	2.7	-13.6	-2.0	-0.6	0.1	0.0	1.9	-2.2
7.010	AHU10 (SW-F)	LrT	78.0	0.0	0	606	-66.6	2.7	-16.5	-1.1	-0.6	0.0	0.0	1.9	-2.3
7.011	AHU11 (SW-F)	LrT	78.0	0.0	0	603	-66.6	2.7	-16.6	-1.1	-0.6	0.0	0.0	1.9	-2.3
7.012	AHU12 (SW-F)	LrT	78.0	0.0	0	601	-66.6	2.7	-16.7	-1.1	-0.6	0.0	0.0	1.9	-2.4
8.013	Condenser AHU FoH	LrT	73.0	0.0	0	655	-67.3	2.7	-15.8	-0.6	-0.7	4.3	0.0	1.9	-2.5
4.207	Trafo 207	LrT	55.0	1.0	3	541	-65.6	2.7	0.0	-0.6	-0.6	0.0	0.0	1.9	-3.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
4.206	Trafo 206	LrT	55.0	1.0	3	546	-65.7	2.7	0.0	-0.6	-0.6	0.0	0.0	1.9	-3.3
6.128	AIR-COOLED CHILLER Pump 28	LrT	76.0	0.0	0	627	-66.9	2.7	-15.7	-1.9	-0.6	1.1	0.0	1.9	-3.4
4.107	Trafo 107	LrT	55.0	1.0	3	540	-65.6	2.7	0.0	-0.6	-0.8	0.0	0.0	1.9	-3.4
4.106	Trafo 106	LrT	55.0	1.0	3	546	-65.7	2.7	0.0	-0.6	-0.8	0.0	0.0	1.9	-3.5
8.008	Condenser AHU 08 (SO-F)	LrT	72.0	1.0	0	637	-67.1	2.7	-15.4	-0.6	-0.7	2.6	0.0	1.9	-3.5
7.001	AHU01 (NW-F)	LrT	78.0	0.0	0	556	-65.9	2.7	-20.3	-1.0	-0.5	1.4	0.0	1.9	-3.7
6.131	AIR-COOLED CHILLER Pump 31	LrT	76.0	0.0	0	623	-66.9	2.7	-15.7	-1.9	-0.6	0.7	0.0	1.9	-3.7
7.002	AHU02 (NW-F)	LrT	78.0	0.0	0	555	-65.9	2.7	-20.3	-1.0	-0.5	1.4	0.0	1.9	-3.7
7.003	AHU03 (NW-F)	LrT	78.0	0.0	0	555	-65.9	2.7	-20.3	-1.0	-0.5	1.4	0.0	1.9	-3.7
7.004	AHU04 (NW-F)	LrT	78.0	0.0	0	554	-65.9	2.7	-20.4	-1.0	-0.5	1.4	0.0	1.9	-3.7
4.007	Trafo 007	LrT	55.0	1.0	3	540	-65.6	2.7	-0.1	-0.6	-1.0	0.0	0.0	1.9	-3.8
6.129	AIR-COOLED CHILLER Pump 29	LrT	76.0	0.0	0	625	-66.9	2.7	-15.7	-1.9	-0.6	0.7	0.0	1.9	-3.8
6.130	AIR-COOLED CHILLER Pump 30	LrT	76.0	0.0	0	624	-66.9	2.7	-15.7	-1.9	-0.6	0.6	0.0	1.9	-3.8
8.009	Condenser AHU 09 (SW-F)	LrT	72.0	1.0	0	611	-66.7	2.7	-14.0	-0.6	-0.6	0.4	0.0	1.9	-3.9
4.006	Trafo 006	LrT	55.0	1.0	3	546	-65.7	2.7	-0.2	-0.6	-1.0	0.0	0.0	1.9	-3.9
6.133	AIR-COOLED CHILLER Pump 33	LrT	76.0	0.0	0	621	-66.9	2.7	-17.2	-1.8	-0.6	1.0	0.0	1.9	-4.8
6.105	AIR-COOLED CHILLER Pump 05	LrT	76.0	0.0	0	585	-66.3	2.7	-17.2	-1.7	-0.5	0.0	0.0	1.9	-5.1
6.104	AIR-COOLED CHILLER Pump 04	LrT	76.0	0.0	0	587	-66.4	2.7	-17.3	-1.7	-0.5	0.0	0.0	1.9	-5.2
6.103	AIR-COOLED CHILLER Pump 03	LrT	76.0	0.0	0	588	-66.4	2.7	-17.3	-1.7	-0.5	0.0	0.0	1.9	-5.2
11.003	Wärmeübergangstation	LrT	72.0	0.0	0	613	-66.7	3.2	-13.8	-0.6	-1.2	0.0	0.0	1.9	-5.2
8.010	Condenser AHU 10 (SW-F)	LrT	72.0	1.0	0	608	-66.7	2.7	-15.6	-0.6	-0.6	0.5	0.0	1.9	-5.3
9.202	Parkplatz 2	LrT	67.0	2.7	0	548	-65.8	3.3	-14.3	-1.6	-1.3	1.5	0.0	3.0	-5.5
11.004	Pumps/Transformer/Switchroom/Piping	LrT	72.0	0.0	0	618	-66.8	3.2	-14.0	-0.6	-1.2	0.0	0.0	1.9	-5.5
6.132	AIR-COOLED CHILLER Pump 32	LrT	76.0	0.0	0	622	-66.9	2.7	-17.2	-1.8	-0.6	0.1	0.0	1.9	-5.7
8.011	Condenser AHU 11 (SW-F)	LrT	72.0	1.0	0	605	-66.6	2.7	-15.9	-0.5	-0.6	0.2	0.0	1.9	-5.9
4.208	Trafo 208	LrT	55.0	1.0	3	540	-65.6	2.7	-2.9	-0.6	-0.6	0.0	0.0	1.9	-6.2
4.205	Trafo 205	LrT	55.0	1.0	3	547	-65.7	2.7	-3.1	-0.6	-0.6	0.0	0.0	1.9	-6.4
4.108	Trafo 108	LrT	55.0	1.0	3	540	-65.6	2.7	-3.0	-0.6	-0.8	0.0	0.0	1.9	-6.4
8.012	Condenser AHU 12 (SW-F)	LrT	72.0	1.0	0	602	-66.6	2.7	-16.3	-0.5	-0.6	0.0	0.0	1.9	-6.4
6.101	AIR-COOLED CHILLER Pump 01	LrT	76.0	0.0	0	590	-66.4	2.7	-19.0	-1.7	-0.5	0.5	0.0	1.9	-6.5
6.108	AIR-COOLED CHILLER Pump 08	LrT	76.0	0.0	0	582	-66.3	2.7	-18.9	-1.6	-0.5	0.1	0.0	1.9	-6.6
4.008	Trafo 008	LrT	55.0	1.0	3	540	-65.6	2.7	-3.0	-0.6	-1.0	0.0	0.0	1.9	-6.6
4.105	Trafo 105	LrT	55.0	1.0	3	547	-65.7	2.7	-3.1	-0.6	-0.8	0.0	0.0	1.9	-6.7
4.204	Trafo 204	LrT	55.0	1.0	3	551	-65.8	2.7	-3.5	-0.6	-0.6	0.0	0.0	1.9	-6.9
6.102	AIR-COOLED CHILLER Pump 02	LrT	76.0	0.0	0	589	-66.4	2.7	-19.0	-1.7	-0.5	0.0	0.0	1.9	-6.9
4.005	Trafo 005	LrT	55.0	1.0	3	547	-65.7	2.7	-3.2	-0.6	-1.0	0.0	0.0	1.9	-7.0
4.203	Trafo 203	LrT	55.0	1.0	3	553	-65.8	2.7	-3.7	-0.6	-0.6	0.0	0.0	1.9	-7.1
4.104	Trafo 104	LrT	55.0	1.0	3	551	-65.8	2.7	-3.6	-0.6	-0.8	0.0	0.0	1.9	-7.2
4.103	Trafo 103	LrT	55.0	1.0	3	553	-65.8	2.7	-3.8	-0.6	-0.8	0.0	0.0	1.9	-7.4
4.004	Trafo 004	LrT	55.0	1.0	3	551	-65.8	2.7	-3.8	-0.6	-1.0	0.0	0.0	1.9	-7.6
4.003	Trafo 003	LrT	55.0	1.0	3	553	-65.8	2.7	-4.0	-0.6	-1.0	0.0	0.0	1.9	-7.8
4.202	Trafo 202	LrT	55.0	1.0	3	558	-65.9	2.7	-4.5	-0.6	-0.6	0.0	0.0	1.9	-8.0
4.201	Trafo 201	LrT	55.0	1.0	3	560	-66.0	2.7	-4.7	-0.6	-0.6	0.0	0.0	1.9	-8.2
4.102	Trafo 102	LrT	55.0	1.0	3	558	-65.9	2.7	-4.6	-0.6	-0.8	0.0	0.0	1.9	-8.3
6.106	AIR-COOLED CHILLER Pump 06	LrT	76.0	0.0	0	584	-66.3	2.7	-20.7	-1.6	-0.5	0.0	0.0	1.9	-8.5
4.101	Trafo 101	LrT	55.0	1.0	3	560	-66.0	2.7	-4.8	-0.6	-0.8	0.0	0.0	1.9	-8.5
4.002	Trafo 002	LrT	55.0	1.0	3	558	-65.9	2.7	-5.1	-0.6	-1.0	0.0	0.0	1.9	-9.0
8.002	Condenser AHU 02 (NW-F)	LrT	72.0	1.0	0	552	-65.8	2.7	-21.7	-0.5	-0.5	1.6	0.0	1.9	-9.3
8.001	Condenser AHU 01 (NW-F)	LrT	72.0	1.0	0	552	-65.8	2.7	-21.7	-0.5	-0.5	1.6	0.0	1.9	-9.3

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
8.004	Condenser AHU 04 (NW-F)	LrT	72.0	1.0	0	551	-65.8	2.7	-21.8	-0.5	-0.5	1.6	0.0	1.9	-9.3
8.003	Condenser AHU 03 (NW-F)	LrT	72.0	1.0	0	551	-65.8	2.7	-21.8	-0.5	-0.5	1.6	0.0	1.9	-9.4
9.203	Parkplatz 2: Abfahrt Pkw	LrT	71.0	-0.3	0	583	-66.3	3.4	-18.4	-1.4	-1.3	0.4	0.0	3.0	-10.0
9.201	Parkplatz 2: Zufahrt Pkw	LrT	71.1	-0.3	0	586	-66.3	3.4	-18.6	-1.4	-1.3	0.4	0.0	3.0	-10.1
9.303	Parkplatz 3: Abfahrt Pkw	LrT	74.6	2.6	0	631	-67.0	3.5	-21.2	-1.6	-1.3	0.0	0.0	0.0	-10.4
6.138	AIR-COOLED CHILLER Pump 38	LrT	76.0	0.0	0	617	-66.8	2.7	-23.3	-1.7	-0.6	1.3	0.0	1.9	-10.4
9.102	Parkplatz 1	LrT	67.0	-1.2	0	614	-66.8	3.5	-14.4	-1.5	-1.3	0.0	0.0	4.0	-10.7
8.005	Condenser AHU 05 (SO-F)	LrT	72.0	1.0	0	649	-67.2	2.7	-25.1	-0.6	-0.7	2.6	0.0	1.9	-13.4
10.003	Anlieferverkehr: Entladung Lkw	LrT	92.0	-12.0	0	646	-67.2	3.6	-27.9	-2.7	-1.3	0.1	0.0	0.0	-15.4
9.103	Parkplatz 1: Abfahrt Pkw	LrT	64.7	-4.3	0	603	-66.6	3.5	-14.6	-1.5	-1.3	0.0	0.0	4.0	-16.2
9.101	Parkplatz 1: Zufahrt Pkw	LrT	64.1	-4.3	0	611	-66.7	3.5	-14.5	-1.5	-1.3	0.0	0.0	4.0	-16.8
6.107	AIR-COOLED CHILLER Pump 07	LrT	76.0	0.0	0	583	-66.3	2.7	-27.6	-3.3	-0.5	0.2	0.0	1.9	-16.8
9.302	Parkplatz 3	LrT	67.0	5.6	0	657	-67.3	3.6	-27.8	-2.8	-1.3	0.3	0.0	0.0	-22.9
10.002	Anlieferverkehr: Rangieren Lkw	LrT	84.0	-12.0	0	648	-67.2	3.7	-27.8	-2.9	-1.3	0.1	0.0	0.0	-23.5
4.209	Trafo 209	LrT	55.0	1.0	3	564	-66.0	2.7	-21.9	-0.6	-0.7	0.0	0.0	1.9	-25.5
4.210	Trafo 210	LrT	55.0	1.0	3	570	-66.1	2.7	-21.9	-0.6	-0.7	0.0	0.0	1.9	-25.6
4.211	Trafo 211	LrT	55.0	1.0	3	592	-66.4	2.7	-21.8	-0.6	-0.7	0.0	0.0	1.9	-26.0
4.212	Trafo 212	LrT	55.0	1.0	3	598	-66.5	2.7	-21.8	-0.6	-0.8	0.0	0.0	1.9	-26.1
4.109	Trafo 109	LrT	55.0	1.0	3	564	-66.0	2.7	-22.2	-0.6	-0.9	0.0	0.0	1.9	-26.1
4.110	Trafo 110	LrT	55.0	1.0	3	570	-66.1	2.7	-22.2	-0.6	-0.9	0.0	0.0	1.9	-26.2
4.009	Trafo 009	LrT	55.0	1.0	3	564	-66.0	2.7	-22.3	-0.6	-1.1	0.0	0.0	1.9	-26.3
4.010	Trafo 010	LrT	55.0	1.0	3	570	-66.1	2.8	-22.3	-0.6	-1.1	0.0	0.0	1.9	-26.4
4.111	Trafo 111	LrT	55.0	1.0	3	592	-66.4	2.7	-22.2	-0.6	-0.9	0.0	0.0	1.9	-26.6
4.213	Trafo 213	LrT	55.0	1.0	3	635	-67.1	2.7	-21.7	-0.6	-0.8	0.0	0.0	1.9	-26.6
4.011	Trafo 011	LrT	55.0	1.0	3	592	-66.4	3.0	-22.4	-0.6	-1.1	0.0	0.0	1.9	-26.6
4.214	Trafo 214	LrT	55.0	1.0	3	641	-67.1	2.7	-21.7	-0.6	-0.8	0.0	0.0	1.9	-26.7
4.112	Trafo 112	LrT	55.0	1.0	3	597	-66.5	2.7	-22.2	-0.6	-1.0	0.0	0.0	1.9	-26.7
4.012	Trafo 012	LrT	55.0	1.0	3	597	-66.5	3.0	-22.4	-0.6	-1.1	0.0	0.0	1.9	-26.7
4.218	Trafo 218	LrT	55.0	1.0	3	604	-66.6	2.7	-22.4	-0.6	-0.7	0.0	0.0	1.9	-26.8
4.217	Trafo 217	LrT	55.0	1.0	3	609	-66.7	2.7	-22.5	-0.6	-0.7	0.0	0.0	1.9	-27.0
4.118	Trafo 118	LrT	55.0	1.0	3	604	-66.6	2.7	-22.6	-0.6	-0.9	0.0	0.0	1.9	-27.1
4.018	Trafo 018	LrT	55.0	1.0	3	604	-66.6	2.9	-22.6	-0.6	-1.1	0.0	0.0	1.9	-27.1
4.013	Trafo 013	LrT	55.0	1.0	3	635	-67.0	3.2	-22.4	-0.6	-1.2	0.0	0.0	1.9	-27.1
4.014	Trafo 014	LrT	55.0	1.0	3	641	-67.1	3.3	-22.4	-0.7	-1.2	0.0	0.0	1.9	-27.2
4.117	Trafo 117	LrT	55.0	1.0	3	609	-66.7	2.7	-22.7	-0.6	-0.9	0.0	0.0	1.9	-27.3
4.017	Trafo 017	LrT	55.0	1.0	3	609	-66.7	3.0	-22.7	-0.6	-1.1	0.0	0.0	1.9	-27.3
4.113	Trafo 113	LrT	55.0	1.0	3	635	-67.0	2.7	-22.2	-0.6	-1.0	0.0	0.0	1.9	-27.3
4.114	Trafo 114	LrT	55.0	1.0	3	641	-67.1	2.7	-22.2	-0.7	-1.0	0.0	0.0	1.9	-27.4
4.216	Trafo 216	LrT	55.0	1.0	3	631	-67.0	2.7	-22.9	-0.6	-0.8	0.0	0.0	1.9	-27.7
4.215	Trafo 215	LrT	55.0	1.0	3	636	-67.1	2.7	-22.9	-0.6	-0.8	0.0	0.0	1.9	-27.8
4.016	Trafo 016	LrT	55.0	1.0	3	630	-67.0	3.1	-23.2	-0.6	-1.2	0.0	0.0	1.9	-27.9
4.116	Trafo 116	LrT	55.0	1.0	3	631	-67.0	2.7	-23.0	-0.6	-1.0	0.0	0.0	1.9	-28.0
4.015	Trafo 015	LrT	55.0	1.0	3	636	-67.1	3.2	-23.3	-0.7	-1.2	0.0	0.0	1.9	-28.0
4.115	Trafo 115	LrT	55.0	1.0	3	636	-67.1	2.7	-23.1	-0.7	-1.0	0.0	0.0	1.9	-28.2

A2.4.2 Dokumentation der Ausbreitungsrechnung nur NEA tags (6:00 – 22:00 Uhr)

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
Io 1 - Kékulestraße 5 3.OG LAT, 145 dB(A)															
1.002A	NEA 002: Zuluft	LrT	81.0	-12.0	3	227	-58.1	2.7	-25.2	-0.7	-0.2	0.0	0.0	0.0	-9.5
1.002B	NEA 002: Abluft	LrT	95.0	-12.0	0	223	-58.0	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	6.0
1.002C	NEA 002: Kamin	LrT	90.0	-12.0	0	226	-58.1	2.7	-12.2	-0.6	0.0	0.0	0.0	0.0	9.8
1.002D	NEA 002: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.003A	NEA 003: Zuluft	LrT	81.0	-12.0	3	206	-57.3	2.7	-25.0	-0.6	0.0	0.5	0.0	0.0	-7.6
1.003B	NEA 003: Abluft	LrT	95.0	-12.0	0	200	-57.0	2.7	-26.2	-0.7	0.0	0.0	0.0	0.0	1.8
1.003C	NEA 003: Kamin	LrT	90.0	-12.0	0	201	-57.1	2.7	-8.9	-1.0	0.0	0.0	0.0	0.0	13.7
1.003D	NEA 003: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.004A	NEA 004: Zuluft	LrT	81.0	-12.0	3	201	-57.0	2.7	-24.9	-0.6	0.0	0.5	0.0	0.0	-7.3
1.004B	NEA 004: Abluft	LrT	95.0	-12.0	0	197	-56.9	2.7	-22.2	-0.4	0.0	0.0	0.0	0.0	6.2
1.004C	NEA 004: Kamin	LrT	90.0	-12.0	0	200	-57.0	2.7	-8.9	-1.0	0.0	0.0	0.0	0.0	13.8
1.004D	NEA 004: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.005A	NEA 005: Zuluft	LrT	81.0	-12.0	3	180	-56.1	2.7	-24.4	-0.5	0.0	0.9	0.0	0.0	-5.5
1.005B	NEA 005: Abluft	LrT	95.0	-12.0	0	174	-55.8	2.7	-26.1	-0.6	0.0	0.0	0.0	0.0	3.2
1.005C	NEA 005: Kamin	LrT	90.0	-12.0	0	175	-55.9	2.7	-7.6	-1.2	0.0	0.0	0.0	0.0	16.0
1.005D	NEA 005: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.006A	NEA 006: Zuluft	LrT	81.0	-12.0	3	175	-55.9	2.7	-24.3	-0.5	0.0	0.2	0.0	0.0	-5.8
1.006B	NEA 006: Abluft	LrT	95.0	-12.0	0	170	-55.6	2.7	-24.3	-0.4	0.0	0.0	0.0	0.0	5.3
1.006C	NEA 006: Kamin	LrT	90.0	-12.0	0	174	-55.8	2.7	-7.5	-1.2	0.0	0.0	0.0	0.0	16.2
1.006D	NEA 006: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.007A	NEA 007: Zuluft	LrT	81.0	-12.0	3	166	-55.4	2.7	-23.9	-0.5	0.0	1.0	0.0	0.0	-4.1
1.007B	NEA 007: Abluft	LrT	95.0	-12.0	0	159	-55.0	2.7	-25.6	-0.5	0.0	0.0	0.0	0.0	4.5
1.007C	NEA 007: Kamin	LrT	90.0	-12.0	0	161	-55.1	2.7	-1.6	-0.9	0.0	0.0	0.0	0.0	23.1
1.007D	NEA 007: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.008A	NEA 008: Zuluft	LrT	81.0	-12.0	3	161	-55.1	2.7	-23.7	-0.4	0.0	0.0	0.0	0.0	-4.5
1.008B	NEA 008: Abluft	LrT	95.0	-12.0	0	156	-54.8	2.7	-24.1	-0.4	0.0	0.0	0.0	0.0	6.4
1.008C	NEA 008: Kamin	LrT	90.0	-12.0	0	159	-55.0	2.7	-2.1	-0.9	0.0	0.0	0.0	0.0	22.6
1.008D	NEA 008: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.009A	NEA 009: Zuluft	LrT	81.0	-12.0	3	69	-47.8	2.7	0.0	-0.3	0.0	0.3	0.0	0.0	26.9
1.009B	NEA 009: Abluft	LrT	95.0	-12.0	0	86	-49.7	2.7	-10.0	-0.3	0.0	0.0	0.0	0.0	25.7
1.009C	NEA 009: Kamin	LrT	90.0	-12.0	0	94	-50.5	2.7	-2.2	-1.1	0.0	0.0	0.0	0.0	26.9
1.009D	NEA 009: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.010A	NEA 010: Zuluft	LrT	81.0	-12.0	3	67	-47.5	2.7	0.0	-0.3	0.0	0.3	0.0	0.0	27.2
1.010B	NEA 010: Abluft	LrT	95.0	-12.0	0	88	-49.8	2.7	-20.5	-0.2	0.0	0.0	0.0	0.0	15.1
1.010C	NEA 010: Kamin	LrT	90.0	-12.0	0	94	-50.4	2.7	-2.3	-1.2	0.0	0.0	0.0	0.0	26.8
1.010D	NEA 010: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.011A	NEA 011: Zuluft	LrT	81.0	-12.0	3	62	-46.8	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	27.5
1.011B	NEA 011: Abluft	LrT	95.0	-12.0	0	83	-49.3	2.7	-9.9	-0.2	0.0	0.0	0.0	0.0	26.2
1.011C	NEA 011: Kamin	LrT	90.0	-12.0	0	90	-50.0	2.7	-2.6	-0.4	0.0	0.0	0.0	0.0	27.7
1.011D	NEA 011: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.012A	NEA 012: Zuluft	LrT	81.0	-12.0	3	62	-46.8	2.7	0.0	-0.3	0.0	0.2	0.0	0.0	27.8
1.012B	NEA 012: Abluft	LrT	95.0	-12.0	0	83	-49.3	2.7	-9.8	-0.2	0.0	0.0	0.0	0.0	26.3
1.012C	NEA 012: Kamin	LrT	90.0	-12.0	0	90	-50.1	2.7	-2.5	-0.4	0.0	0.0	0.0	0.0	27.7
1.012D	NEA 012: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.013A	NEA 013: Zuluft	LrT	81.0	-12.0	3	63	-47.0	2.7	0.0	-0.3	0.0	0.3	0.0	0.0	27.7
1.013B	NEA 013: Abluft	LrT	95.0	-12.0	0	84	-49.5	2.7	-9.7	-0.2	0.0	0.0	0.0	0.0	26.2
1.013C	NEA 013: Kamin	LrT	90.0	-12.0	0	91	-50.2	2.7	-1.8	-0.6	0.0	0.0	0.0	0.0	28.1
1.013D	NEA 013: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.014A	NEA 014: Zuluft	LrT	81.0	-12.0	3	64	-47.2	2.7	0.0	-0.3	0.0	0.3	0.0	0.0	27.5
1.014B	NEA 014: Abluft	LrT	95.0	-12.0	0	84	-49.5	2.7	-10.0	-0.3	0.0	0.1	0.0	0.0	26.0
1.014C	NEA 014: Kamin	LrT	90.0	-12.0	0	91	-50.2	2.7	-4.1	-1.3	0.0	0.0	0.0	0.0	25.0
1.014D	NEA 014: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.015A	NEA 015: Zuluft	LrT	81.0	-12.0	3	249	-58.9	2.7	-26.8	-0.9	-0.5	1.1	0.0	0.0	-11.3
1.015B	NEA 015: Abluft	LrT	95.0	-12.0	0	231	-58.3	2.7	-17.5	-0.5	0.0	0.0	0.0	0.0	9.4
1.015C	NEA 015: Kamin	LrT	90.0	-12.0	0	232	-58.3	2.7	-12.2	-0.7	0.0	0.0	0.0	0.0	9.5
1.015D	NEA 015: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.016A	NEA 016: Zuluft	LrT	81.0	-12.0	3	249	-58.9	2.7	-26.8	-0.9	-0.5	0.2	0.0	0.0	-12.2
1.016B	NEA 016: Abluft	LrT	95.0	-12.0	0	231	-58.3	2.7	-17.5	-0.5	0.0	0.0	0.0	0.0	9.4
1.016C	NEA 016: Kamin	LrT	90.0	-12.0	0	232	-58.3	2.7	-12.3	-0.7	0.0	0.0	0.0	0.0	9.4
1.016D	NEA 016: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.017A	NEA 017: Zuluft	LrT	81.0	-12.0	3	251	-59.0	2.7	-26.8	-0.9	-0.5	0.0	0.0	0.0	-12.4
1.017B	NEA 017: Abluft	LrT	95.0	-12.0	0	234	-58.4	2.7	-21.5	-0.5	0.0	0.0	0.0	0.0	5.3
1.017C	NEA 017: Kamin	LrT	90.0	-12.0	0	234	-58.4	2.7	-12.5	-0.6	0.0	0.0	0.0	0.0	9.2
1.017D	NEA 017: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.018A	NEA 018: Zuluft	LrT	81.0	-12.0	3	252	-59.0	2.7	-26.7	-0.9	-0.5	0.0	0.0	0.0	-12.4
1.018B	NEA 018: Abluft	LrT	95.0	-12.0	0	234	-58.4	2.7	-21.5	-0.5	0.0	0.0	0.0	0.0	5.3
1.018C	NEA 018: Kamin	LrT	90.0	-12.0	0	235	-58.4	2.7	-12.5	-0.6	0.0	0.0	0.0	0.0	9.2
1.018D	NEA 018: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.101A	NEA 101: Zuluft	LrT	81.0	-12.0	3	232	-58.3	2.7	-25.3	-0.7	0.0	0.1	0.0	0.0	-9.5
1.101B	NEA 101: Abluft	LrT	95.0	-12.0	0	227	-58.1	2.7	-26.2	-0.7	0.0	0.0	0.0	0.0	0.7
1.101C	NEA 101: Kamin	LrT	90.0	-12.0	0	228	-58.2	2.7	-12.2	-0.6	0.0	0.0	0.0	0.0	9.7
1.101D	NEA 101: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.102A	NEA 102: Zuluft	LrT	81.0	-12.0	3	227	-58.1	2.7	-25.2	-0.7	0.0	0.0	0.0	0.0	-9.4
1.102B	NEA 102: Abluft	LrT	95.0	-12.0	0	223	-58.0	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	6.0
1.102C	NEA 102: Kamin	LrT	90.0	-12.0	0	227	-58.1	2.7	-12.1	-0.6	0.0	0.0	0.0	0.0	9.8
1.102D	NEA 102: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.103A	NEA 103: Zuluft	LrT	81.0	-12.0	3	206	-57.3	2.7	-25.0	-0.6	0.0	0.5	0.0	0.0	-7.6
1.103B	NEA 103: Abluft	LrT	95.0	-12.0	0	200	-57.0	2.7	-26.2	-0.7	0.0	0.0	0.0	0.0	1.8
1.103C	NEA 103: Kamin	LrT	90.0	-12.0	0	202	-57.1	2.7	-9.2	-0.9	0.0	0.0	0.0	0.0	13.4
1.103D	NEA 103: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.104A	NEA 104: Zuluft	LrT	81.0	-12.0	3	201	-57.0	2.7	-24.9	-0.6	0.0	0.5	0.0	0.0	-7.3
1.104B	NEA 104: Abluft	LrT	95.0	-12.0	0	197	-56.9	2.7	-22.2	-0.4	0.0	0.0	0.0	0.0	6.2
1.104C	NEA 104: Kamin	LrT	90.0	-12.0	0	200	-57.0	2.7	-9.3	-0.9	0.0	0.0	0.0	0.0	13.5
1.104D	NEA 104: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.105A	NEA 105: Zuluft	LrT	81.0	-12.0	3	180	-56.1	2.7	-24.4	-0.5	0.0	0.9	0.0	0.0	-5.5
1.105B	NEA 105: Abluft	LrT	95.0	-12.0	0	174	-55.8	2.7	-26.1	-0.6	0.0	0.0	0.0	0.0	3.2
1.105C	NEA 105: Kamin	LrT	90.0	-12.0	0	176	-55.9	2.7	-7.3	-1.1	0.0	0.0	0.0	0.0	16.3
1.105D	NEA 105: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.106A	NEA 106: Zuluft	LrT	81.0	-12.0	3	175	-55.9	2.7	-24.3	-0.5	0.0	0.2	0.0	0.0	-5.7
1.106B	NEA 106: Abluft	LrT	95.0	-12.0	0	170	-55.6	2.7	-24.3	-0.4	0.0	0.0	0.0	0.0	5.3
1.106C	NEA 106: Kamin	LrT	90.0	-12.0	0	174	-55.8	2.7	-16.3	-0.5	0.0	0.0	0.0	0.0	8.0
1.106D	NEA 106: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.107A	NEA 107: Zuluft	LrT	81.0	-12.0	3	166	-55.4	2.7	-23.9	-0.5	0.0	1.0	0.0	0.0	-4.1
1.107B	NEA 107: Abluft	LrT	95.0	-12.0	0	159	-55.0	2.7	-25.6	-0.5	0.0	0.0	0.0	0.0	4.5
1.107C	NEA 107: Kamin	LrT	90.0	-12.0	0	161	-55.1	2.7	-2.1	-0.9	0.0	0.0	0.0	0.0	22.5
1.107D	NEA 107: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.108A	NEA 108: Zuluft	LrT	81.0	-12.0	3	161	-55.1	2.7	-23.6	-0.4	0.0	0.0	0.0	0.0	-4.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.108B	NEA 108: Abluft	LrT	95.0	-12.0	0	156	-54.8	2.7	-24.1	-0.4	0.0	0.0	0.0	0.0	6.4
1.108C	NEA 108: Kamin	LrT	90.0	-12.0	0	160	-55.1	2.7	-2.1	-0.9	0.0	0.0	0.0	0.0	22.6
1.108D	NEA 108: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.109A	NEA 109: Zuluft	LrT	81.0	-12.0	3	69	-47.7	2.7	0.0	-0.3	0.0	0.3	0.0	0.0	26.9
1.109B	NEA 109: Abluft	LrT	95.0	-12.0	0	86	-49.7	2.7	-10.0	-0.3	0.0	0.0	0.0	0.0	25.7
1.109C	NEA 109: Kamin	LrT	90.0	-12.0	0	93	-50.3	2.7	-2.0	-1.1	0.0	0.0	0.0	0.0	27.2
1.109D	NEA 109: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.110A	NEA 110: Zuluft	LrT	81.0	-12.0	3	67	-47.5	2.7	0.0	-0.3	0.0	0.3	0.0	0.0	27.2
1.110B	NEA 110: Abluft	LrT	95.0	-12.0	0	88	-49.8	2.7	-20.5	-0.2	0.0	0.0	0.0	0.0	15.1
1.110C	NEA 110: Kamin	LrT	90.0	-12.0	0	92	-50.3	2.7	-2.4	-1.2	0.0	0.0	0.0	0.0	26.8
1.110D	NEA 110: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.111A	NEA 111: Zuluft	LrT	81.0	-12.0	3	62	-46.8	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	27.6
1.111B	NEA 111: Abluft	LrT	95.0	-12.0	0	83	-49.3	2.7	-9.9	-0.2	0.0	0.0	0.0	0.0	26.2
1.111C	NEA 111: Kamin	LrT	90.0	-12.0	0	88	-49.9	2.7	-6.2	-1.0	0.0	0.0	0.0	0.0	23.5
1.111D	NEA 111: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.112A	NEA 112: Zuluft	LrT	81.0	-12.0	3	62	-46.8	2.7	0.0	-0.3	0.0	0.3	0.0	0.0	27.8
1.112B	NEA 112: Abluft	LrT	95.0	-12.0	0	83	-49.3	2.7	-9.8	-0.2	0.0	0.0	0.0	0.0	26.3
1.112C	NEA 112: Kamin	LrT	90.0	-12.0	0	88	-49.9	2.7	-6.6	-0.9	0.0	0.0	0.0	0.0	23.2
1.112D	NEA 112: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.113A	NEA 113: Zuluft	LrT	81.0	-12.0	3	63	-46.9	2.7	0.0	-0.3	0.0	0.3	0.0	0.0	27.7
1.113B	NEA 113: Abluft	LrT	95.0	-12.0	0	84	-49.5	2.7	-9.7	-0.2	0.0	0.0	0.0	0.0	26.2
1.113C	NEA 113: Kamin	LrT	90.0	-12.0	0	90	-50.1	2.7	-4.7	-1.4	0.0	0.0	0.0	0.0	24.5
1.113D	NEA 113: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.114A	NEA 114: Zuluft	LrT	81.0	-12.0	3	64	-47.1	2.7	0.0	-0.3	0.0	0.3	0.0	0.0	27.5
1.114B	NEA 114: Abluft	LrT	95.0	-12.0	0	84	-49.5	2.7	-10.0	-0.3	0.0	0.1	0.0	0.0	26.0
1.114C	NEA 114: Kamin	LrT	90.0	-12.0	0	90	-50.1	2.7	-4.2	-1.3	0.0	0.0	0.0	0.0	25.1
1.114D	NEA 114: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.115A	NEA 115: Zuluft	LrT	81.0	-12.0	3	249	-58.9	2.7	-26.7	-0.9	0.0	1.1	0.0	0.0	-10.8
1.115B	NEA 115: Abluft	LrT	95.0	-12.0	0	231	-58.3	2.7	-17.5	-0.5	0.0	0.0	0.0	0.0	9.4
1.115C	NEA 115: Kamin	LrT	90.0	-12.0	0	233	-58.3	2.7	-12.3	-0.7	0.0	0.0	0.0	0.0	9.4
1.115D	NEA 115: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.116A	NEA 116: Zuluft	LrT	81.0	-12.0	3	249	-58.9	2.7	-26.8	-0.9	0.0	0.2	0.0	0.0	-11.7
1.116B	NEA 116: Abluft	LrT	95.0	-12.0	0	231	-58.3	2.7	-17.5	-0.5	0.0	0.0	0.0	0.0	9.4
1.116C	NEA 116: Kamin	LrT	90.0	-12.0	0	233	-58.3	2.7	-12.3	-0.7	0.0	0.0	0.0	0.0	9.4
1.116D	NEA 116: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.117A	NEA 117: Zuluft	LrT	81.0	-12.0	3	251	-59.0	2.7	-26.8	-0.9	0.0	0.0	0.0	0.0	-11.9
1.117B	NEA 117: Abluft	LrT	95.0	-12.0	0	234	-58.4	2.7	-21.5	-0.5	0.0	0.0	0.0	0.0	5.3
1.117C	NEA 117: Kamin	LrT	90.0	-12.0	0	236	-58.4	2.7	-12.6	-0.6	0.0	0.0	0.0	0.0	9.1
1.117D	NEA 117: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.118A	NEA 118: Zuluft	LrT	81.0	-12.0	3	252	-59.0	2.7	-26.7	-0.9	0.0	0.0	0.0	0.0	-11.9
1.118B	NEA 118: Abluft	LrT	95.0	-12.0	0	234	-58.4	2.7	-21.5	-0.5	0.0	0.0	0.0	0.0	5.3
1.118C	NEA 118: Kamin	LrT	90.0	-12.0	0	236	-58.5	2.7	-12.5	-0.6	0.0	0.0	0.0	0.0	9.1
1.118D	NEA 118: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.201A	NEA 201: Zuluft	LrT	81.0	-12.0	3	232	-58.3	2.7	-25.3	-0.7	0.0	0.1	0.0	0.0	-9.5
1.201B	NEA 201: Abluft	LrT	95.0	-12.0	0	227	-58.1	2.7	-26.2	-0.7	0.0	0.0	0.0	0.0	0.7
1.201C	NEA 201: Kamin	LrT	90.0	-12.0	0	229	-58.2	2.7	-12.2	-0.6	0.0	0.0	0.0	0.0	9.7
1.201D	NEA 201: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.202A	NEA 202: Zuluft	LrT	81.0	-12.0	3	227	-58.1	2.7	-25.2	-0.7	0.0	0.0	0.0	0.0	-9.4
1.202B	NEA 202: Abluft	LrT	95.0	-12.0	0	223	-58.0	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	6.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.202C	NEA 202: Kamin	LrT	90.0	-12.0	0	227	-58.1	2.7	-12.1	-0.6	0.0	0.0	0.0	0.0	9.8
1.202D	NEA 202: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.203A	NEA 203: Zuluft	LrT	81.0	-12.0	3	206	-57.3	2.7	-24.9	-0.6	0.0	0.5	0.0	0.0	-7.6
1.203B	NEA 203: Abluft	LrT	95.0	-12.0	0	200	-57.0	2.7	-26.2	-0.7	0.0	0.0	0.0	0.0	1.8
1.203C	NEA 203: Kamin	LrT	90.0	-12.0	0	202	-57.1	2.7	-9.7	-0.8	0.0	0.0	0.0	0.0	13.0
1.203D	NEA 203: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.204A	NEA 204: Zuluft	LrT	81.0	-12.0	3	201	-57.1	2.7	-24.8	-0.6	0.0	0.5	0.0	0.0	-7.2
1.204B	NEA 204: Abluft	LrT	95.0	-12.0	0	197	-56.9	2.7	-22.2	-0.4	0.0	0.0	0.0	0.0	6.2
1.204C	NEA 204: Kamin	LrT	90.0	-12.0	0	200	-57.0	2.7	-9.6	-0.8	0.0	0.0	0.0	0.0	13.2
1.204D	NEA 204: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.205A	NEA 205: Zuluft	LrT	81.0	-12.0	3	180	-56.1	2.7	-24.3	-0.5	0.0	0.8	0.0	0.0	-5.4
1.205B	NEA 205: Abluft	LrT	95.0	-12.0	0	174	-55.8	2.7	-26.1	-0.6	0.0	0.0	0.0	0.0	3.2
1.205C	NEA 205: Kamin	LrT	90.0	-12.0	0	176	-55.9	2.7	-17.1	-0.5	0.0	0.0	0.0	0.0	7.1
1.205D	NEA 205: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.206A	NEA 206: Zuluft	LrT	81.0	-12.0	3	175	-55.9	2.7	-24.2	-0.5	0.0	0.2	0.0	0.0	-5.7
1.206B	NEA 206: Abluft	LrT	95.0	-12.0	0	170	-55.6	2.7	-24.3	-0.4	0.0	0.0	0.0	0.0	5.3
1.206C	NEA 206: Kamin	LrT	90.0	-12.0	0	174	-55.8	2.7	-16.3	-0.5	0.0	0.0	0.0	0.0	8.0
1.206D	NEA 206: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.207A	NEA 207: Zuluft	LrT	81.0	-12.0	3	166	-55.4	2.7	-23.8	-0.4	0.0	1.0	0.0	0.0	-4.0
1.207B	NEA 207: Abluft	LrT	95.0	-12.0	0	159	-55.0	2.7	-25.6	-0.5	0.0	0.0	0.0	0.0	4.6
1.207C	NEA 207: Kamin	LrT	90.0	-12.0	0	162	-55.2	2.7	-1.6	-0.9	0.0	0.0	0.0	0.0	23.0
1.207D	NEA 207: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.208A	NEA 208: Zuluft	LrT	81.0	-12.0	3	161	-55.1	2.7	-23.5	-0.4	0.0	0.0	0.0	0.0	-4.4
1.208B	NEA 208: Abluft	LrT	95.0	-12.0	0	156	-54.8	2.7	-24.1	-0.4	0.0	0.0	0.0	0.0	6.4
1.208C	NEA 208: Kamin	LrT	90.0	-12.0	0	160	-55.1	2.7	-6.2	-1.6	0.0	0.0	0.0	0.0	17.8
1.208D	NEA 208: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.209A	NEA 209: Zuluft	LrT	81.0	-12.0	3	69	-47.8	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	26.5
1.209B	NEA 209: Abluft	LrT	95.0	-12.0	0	86	-49.7	2.7	-10.0	-0.3	0.0	0.0	0.0	0.0	25.7
1.209C	NEA 209: Kamin	LrT	90.0	-12.0	0	92	-50.2	2.7	-0.2	-0.8	0.0	0.0	0.0	0.0	29.4
1.209D	NEA 209: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.210A	NEA 210: Zuluft	LrT	81.0	-12.0	3	67	-47.5	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	26.8
1.210B	NEA 210: Abluft	LrT	95.0	-12.0	0	88	-49.8	2.7	-20.5	-0.2	0.0	0.0	0.0	0.0	15.1
1.210C	NEA 210: Kamin	LrT	90.0	-12.0	0	91	-50.2	2.7	-0.2	-0.8	0.0	0.0	0.0	0.0	29.5
1.210D	NEA 210: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.211A	NEA 211: Zuluft	LrT	81.0	-12.0	3	62	-46.9	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	27.5
1.211B	NEA 211: Abluft	LrT	95.0	-12.0	0	83	-49.3	2.7	-9.9	-0.2	0.0	0.0	0.0	0.0	26.2
1.211C	NEA 211: Kamin	LrT	90.0	-12.0	0	87	-49.8	2.7	-0.3	-0.7	0.0	0.0	0.0	0.0	29.9
1.211D	NEA 211: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.212A	NEA 212: Zuluft	LrT	81.0	-12.0	3	62	-46.9	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	27.5
1.212B	NEA 212: Abluft	LrT	95.0	-12.0	0	83	-49.3	2.7	-9.8	-0.2	0.0	0.0	0.0	0.0	26.3
1.212C	NEA 212: Kamin	LrT	90.0	-12.0	0	87	-49.8	2.7	-0.3	-0.7	0.0	0.0	0.0	0.0	29.9
1.212D	NEA 212: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.213A	NEA 213: Zuluft	LrT	81.0	-12.0	3	63	-47.0	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	27.3
1.213B	NEA 213: Abluft	LrT	95.0	-12.0	0	84	-49.5	2.7	-9.7	-0.2	0.0	0.0	0.0	0.0	26.2
1.213C	NEA 213: Kamin	LrT	90.0	-12.0	0	89	-49.9	2.7	-0.3	-0.7	0.0	0.0	0.0	0.0	29.7
1.213D	NEA 213: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.214A	NEA 214: Zuluft	LrT	81.0	-12.0	3	65	-47.2	2.7	0.0	-0.3	0.0	0.0	0.0	0.0	27.2
1.214B	NEA 214: Abluft	LrT	95.0	-12.0	0	84	-49.5	2.7	-10.0	-0.3	0.0	0.1	0.0	0.0	26.0
1.214C	NEA 214: Kamin	LrT	90.0	-12.0	0	89	-50.0	2.7	-0.3	-0.7	0.0	0.0	0.0	0.0	29.7

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.214D	NEA 214: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.215A	NEA 215: Zuluft	LrT	81.0	-12.0	3	249	-58.9	2.7	-26.6	-0.8	0.0	1.1	0.0	0.0	-10.6
1.215B	NEA 215: Abluft	LrT	95.0	-12.0	0	231	-58.3	2.7	-17.5	-0.5	0.0	0.0	0.0	0.0	9.4
1.215C	NEA 215: Kamin	LrT	90.0	-12.0	0	234	-58.4	2.7	-12.4	-0.7	0.0	0.0	0.0	0.0	9.3
1.215D	NEA 215: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.216A	NEA 216: Zuluft	LrT	81.0	-12.0	3	249	-58.9	2.7	-26.6	-0.8	0.0	0.2	0.0	0.0	-11.5
1.216B	NEA 216: Abluft	LrT	95.0	-12.0	0	231	-58.3	2.7	-17.5	-0.5	0.0	0.0	0.0	0.0	9.4
1.216C	NEA 216: Kamin	LrT	90.0	-12.0	0	234	-58.4	2.7	-12.4	-0.7	0.0	0.0	0.0	0.0	9.3
1.216D	NEA 216: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.217A	NEA 217: Zuluft	LrT	81.0	-12.0	3	251	-59.0	2.7	-26.6	-0.8	0.0	0.0	0.0	0.0	-11.8
1.217B	NEA 217: Abluft	LrT	95.0	-12.0	0	234	-58.4	2.7	-21.5	-0.5	0.0	0.0	0.0	0.0	5.3
1.217C	NEA 217: Kamin	LrT	90.0	-12.0	0	237	-58.5	2.7	-12.6	-0.6	0.0	0.0	0.0	0.0	9.0
1.217D	NEA 217: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0
1.218A	NEA 218: Zuluft	LrT	81.0	-12.0	3	252	-59.0	2.7	-26.7	-0.9	0.0	0.0	0.0	0.0	-11.9
1.218B	NEA 218: Abluft	LrT	95.0	-12.0	0	234	-58.4	2.7	-21.5	-0.5	0.0	0.0	0.0	0.0	5.3
1.218C	NEA 218: Kamin	LrT	90.0	-12.0	0	237	-58.5	2.7	-12.6	-0.6	0.0	0.0	0.0	0.0	9.0
1.218D	NEA 218: Stationäre Lastbank	LrT	104.0	-12.0	0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	0.0	17.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
lo 2 - Mühlheimer Straße 151 2.OG LAT,t 41 dB(A)															
1.002A	NEA 002: Zuluft	LrT	81.0	-12.0	3	175	-55.8	2.7	-27.1	-0.7	0.0	0.1	0.0	0.0	-8.8
1.002B	NEA 002: Abluft	LrT	95.0	-12.0	0	158	-55.0	2.7	-19.4	-0.3	0.0	0.0	0.0	0.0	11.0
1.002C	NEA 002: Kamin	LrT	90.0	-12.0	0	160	-55.1	2.7	-0.8	-1.4	0.0	0.0	0.0	0.0	23.3
1.002D	NEA 002: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.003A	NEA 003: Zuluft	LrT	81.0	-12.0	3	170	-55.6	2.7	-27.2	-0.6	0.0	1.0	0.0	0.0	-7.8
1.003B	NEA 003: Abluft	LrT	95.0	-12.0	0	152	-54.6	2.7	-23.2	-0.3	0.0	0.0	0.0	0.0	7.5
1.003C	NEA 003: Kamin	LrT	90.0	-12.0	0	154	-54.7	2.7	-7.2	-0.5	0.0	0.0	0.0	0.0	18.2
1.003D	NEA 003: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.004A	NEA 004: Zuluft	LrT	81.0	-12.0	3	169	-55.5	2.7	-27.2	-0.6	0.0	1.5	0.0	0.0	-7.3
1.004B	NEA 004: Abluft	LrT	95.0	-12.0	0	152	-54.6	2.7	-23.2	-0.3	0.0	0.0	0.0	0.0	7.5
1.004C	NEA 004: Kamin	LrT	90.0	-12.0	0	154	-54.7	2.7	-7.7	-0.5	0.0	0.0	0.0	0.0	17.8
1.004D	NEA 004: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.005A	NEA 005: Zuluft	LrT	81.0	-12.0	3	167	-55.5	2.7	-27.2	-0.6	0.0	0.5	0.0	0.0	-8.1
1.005B	NEA 005: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-22.8	-0.3	0.0	0.0	0.0	0.0	8.0
1.005C	NEA 005: Kamin	LrT	90.0	-12.0	0	152	-54.6	2.7	-10.1	-0.6	0.0	0.0	0.0	0.0	15.4
1.005D	NEA 005: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.006A	NEA 006: Zuluft	LrT	81.0	-12.0	3	167	-55.5	2.7	-27.2	-0.6	0.0	1.6	0.0	0.0	-7.1
1.006B	NEA 006: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-22.8	-0.3	0.0	0.0	0.0	0.0	8.0
1.006C	NEA 006: Kamin	LrT	90.0	-12.0	0	152	-54.6	2.7	-10.1	-0.6	0.0	0.0	0.0	0.0	15.3
1.006D	NEA 006: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.007A	NEA 007: Zuluft	LrT	81.0	-12.0	3	168	-55.5	2.7	-27.2	-0.6	0.0	0.7	0.0	0.0	-8.1
1.007B	NEA 007: Abluft	LrT	95.0	-12.0	0	151	-54.6	2.7	-23.0	-0.3	0.0	0.0	0.0	0.0	7.8
1.007C	NEA 007: Kamin	LrT	90.0	-12.0	0	153	-54.7	2.7	-12.3	-0.4	0.0	0.0	0.0	0.0	13.3
1.007D	NEA 007: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.008A	NEA 008: Zuluft	LrT	81.0	-12.0	3	168	-55.5	2.7	-27.3	-0.6	0.0	1.2	0.0	0.0	-7.6
1.008B	NEA 008: Abluft	LrT	95.0	-12.0	0	151	-54.6	2.7	-23.0	-0.3	0.0	0.0	0.0	0.0	7.8
1.008C	NEA 008: Kamin	LrT	90.0	-12.0	0	153	-54.7	2.7	-11.1	-0.5	0.0	0.0	0.0	0.0	14.4
1.008D	NEA 008: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.009A	NEA 009: Zuluft	LrT	81.0	-12.0	3	164	-55.3	2.7	-26.4	-0.6	0.0	19.7	0.0	0.0	12.1
1.009B	NEA 009: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-21.0	-0.3	0.0	0.0	0.0	0.0	9.9
1.009C	NEA 009: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-6.1	-0.9	0.0	0.0	0.0	0.0	18.9
1.009D	NEA 009: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.010A	NEA 010: Zuluft	LrT	81.0	-12.0	3	159	-55.0	2.7	-26.4	-0.6	0.0	0.2	0.0	0.0	-7.2
1.010B	NEA 010: Abluft	LrT	95.0	-12.0	0	153	-54.7	2.7	-26.6	-0.6	0.0	0.1	0.0	0.0	3.9
1.010C	NEA 010: Kamin	LrT	90.0	-12.0	0	153	-54.7	2.7	-5.4	-0.9	0.0	0.0	0.0	0.0	19.7
1.010D	NEA 010: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.011A	NEA 011: Zuluft	LrT	81.0	-12.0	3	143	-54.1	2.7	-26.1	-0.5	0.0	18.4	0.0	0.0	12.4
1.011B	NEA 011: Abluft	LrT	95.0	-12.0	0	128	-53.1	2.7	-18.8	-0.3	0.0	0.0	0.0	0.0	13.5
1.011C	NEA 011: Kamin	LrT	90.0	-12.0	0	133	-53.5	2.7	-0.2	-1.0	0.0	0.0	0.0	0.0	25.9
1.011D	NEA 011: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.012A	NEA 012: Zuluft	LrT	81.0	-12.0	3	139	-53.9	2.7	-25.9	-0.5	0.0	18.2	0.0	0.0	12.6
1.012B	NEA 012: Abluft	LrT	95.0	-12.0	0	131	-53.3	2.7	-26.0	-0.4	0.0	0.0	0.0	0.0	6.0
1.012C	NEA 012: Kamin	LrT	90.0	-12.0	0	132	-53.4	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	26.2
1.012D	NEA 012: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.013A	NEA 013: Zuluft	LrT	81.0	-12.0	3	133	-53.5	2.7	-23.6	-0.4	0.0	15.7	0.0	0.0	12.9
1.013B	NEA 013: Abluft	LrT	95.0	-12.0	0	117	-52.4	2.7	-16.9	-0.2	0.0	0.0	0.0	0.0	16.2
1.013C	NEA 013: Kamin	LrT	90.0	-12.0	0	122	-52.7	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	27.0
1.013D	NEA 013: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.014A	NEA 014: Zuluft	LrT	81.0	-12.0	3	130	-53.3	2.7	-23.1	-0.3	0.0	0.0	0.0	0.0	-2.0
1.014B	NEA 014: Abluft	LrT	95.0	-12.0	0	120	-52.6	2.7	-25.6	-0.4	0.0	0.0	0.0	0.0	7.2
1.014C	NEA 014: Kamin	LrT	90.0	-12.0	0	121	-52.7	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	27.0
1.014D	NEA 014: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.015A	NEA 015: Zuluft	LrT	81.0	-12.0	3	135	-53.6	2.7	-24.3	-0.4	0.0	0.0	0.0	0.0	-3.6
1.015B	NEA 015: Abluft	LrT	95.0	-12.0	0	126	-53.0	2.7	-16.3	-0.3	0.0	0.0	0.0	0.0	16.1
1.015C	NEA 015: Kamin	LrT	90.0	-12.0	0	130	-53.3	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	26.4
1.015D	NEA 015: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.016A	NEA 016: Zuluft	LrT	81.0	-12.0	3	139	-53.9	2.7	-24.6	-0.4	0.0	0.0	0.0	0.0	-4.2
1.016B	NEA 016: Abluft	LrT	95.0	-12.0	0	129	-53.2	2.7	-26.2	-0.4	0.0	0.0	0.0	0.0	5.8
1.016C	NEA 016: Kamin	LrT	90.0	-12.0	0	132	-53.4	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	26.3
1.016D	NEA 016: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.017A	NEA 017: Zuluft	LrT	81.0	-12.0	3	157	-54.9	2.7	-23.4	-0.4	0.0	0.0	0.0	0.0	-4.1
1.017B	NEA 017: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-19.5	-0.3	0.0	0.0	0.0	0.0	11.3
1.017C	NEA 017: Kamin	LrT	90.0	-12.0	0	154	-54.7	2.7	-0.2	-1.2	0.0	0.0	0.0	0.0	24.5
1.017D	NEA 017: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.018A	NEA 018: Zuluft	LrT	81.0	-12.0	3	162	-55.2	2.7	-23.5	-0.4	0.0	0.0	0.0	0.0	-4.5
1.018B	NEA 018: Abluft	LrT	95.0	-12.0	0	154	-54.7	2.7	-26.3	-0.5	0.0	0.7	0.0	0.0	4.8
1.018C	NEA 018: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-0.3	-1.2	0.0	0.0	0.0	0.0	24.3
1.018D	NEA 018: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.101A	NEA 101: Zuluft	LrT	81.0	-12.0	3	176	-55.9	2.7	-27.0	-0.7	0.0	1.0	0.0	0.0	-7.9
1.101B	NEA 101: Abluft	LrT	95.0	-12.0	0	159	-55.0	2.7	-26.4	-0.5	0.0	0.0	0.0	0.0	3.6
1.101C	NEA 101: Kamin	LrT	90.0	-12.0	0	162	-55.2	2.7	-1.2	-1.5	0.0	0.0	0.0	0.0	22.8
1.101D	NEA 101: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.102A	NEA 102: Zuluft	LrT	81.0	-12.0	3	175	-55.8	2.7	-27.0	-0.6	0.0	0.1	0.0	0.0	-8.8
1.102B	NEA 102: Abluft	LrT	95.0	-12.0	0	158	-55.0	2.7	-19.4	-0.3	0.0	0.0	0.0	0.0	11.0
1.102C	NEA 102: Kamin	LrT	90.0	-12.0	0	162	-55.2	2.7	-1.2	-1.5	0.0	0.0	0.0	0.0	22.8
1.102D	NEA 102: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.103A	NEA 103: Zuluft	LrT	81.0	-12.0	3	170	-55.6	2.7	-27.2	-0.6	0.0	1.0	0.0	0.0	-7.7
1.103B	NEA 103: Abluft	LrT	95.0	-12.0	0	152	-54.6	2.7	-23.2	-0.3	0.0	0.0	0.0	0.0	7.5
1.103C	NEA 103: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-7.3	-0.5	0.0	0.0	0.0	0.0	18.0
1.103D	NEA 103: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.104A	NEA 104: Zuluft	LrT	81.0	-12.0	3	169	-55.5	2.7	-27.2	-0.6	0.0	1.6	0.0	0.0	-7.1
1.104B	NEA 104: Abluft	LrT	95.0	-12.0	0	152	-54.6	2.7	-23.2	-0.3	0.0	0.0	0.0	0.0	7.5
1.104C	NEA 104: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-7.8	-0.5	0.0	0.0	0.0	0.0	17.6
1.104D	NEA 104: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.105A	NEA 105: Zuluft	LrT	81.0	-12.0	3	167	-55.5	2.7	-27.2	-0.6	0.0	0.6	0.0	0.0	-8.1
1.105B	NEA 105: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-22.8	-0.3	0.0	0.0	0.0	0.0	8.0
1.105C	NEA 105: Kamin	LrT	90.0	-12.0	0	153	-54.7	2.7	-10.2	-0.6	0.0	0.0	0.0	0.0	15.1
1.105D	NEA 105: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.106A	NEA 106: Zuluft	LrT	81.0	-12.0	3	167	-55.5	2.7	-27.2	-0.6	0.0	1.8	0.0	0.0	-6.9
1.106B	NEA 106: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-22.8	-0.3	0.0	0.0	0.0	0.0	8.0
1.106C	NEA 106: Kamin	LrT	90.0	-12.0	0	153	-54.7	2.7	-10.3	-0.6	0.0	0.0	0.0	0.0	15.1
1.106D	NEA 106: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.107A	NEA 107: Zuluft	LrT	81.0	-12.0	3	168	-55.5	2.7	-27.2	-0.6	0.0	0.7	0.0	0.0	-8.0
1.107B	NEA 107: Abluft	LrT	95.0	-12.0	0	151	-54.6	2.7	-23.0	-0.3	0.0	0.0	0.0	0.0	7.8
1.107C	NEA 107: Kamin	LrT	90.0	-12.0	0	154	-54.7	2.7	-12.4	-0.4	0.0	0.0	0.0	0.0	13.1
1.107D	NEA 107: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.108A	NEA 108: Zuluft	LrT	81.0	-12.0	3	168	-55.5	2.7	-27.3	-0.6	0.0	1.2	0.0	0.0	-7.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.108B	NEA 108: Abluft	LrT	95.0	-12.0	0	151	-54.6	2.7	-23.0	-0.3	0.0	0.0	0.0	0.0	7.8
1.108C	NEA 108: Kamin	LrT	90.0	-12.0	0	154	-54.8	2.7	-11.2	-0.5	0.0	0.0	0.0	0.0	14.1
1.108D	NEA 108: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.109A	NEA 109: Zuluft	LrT	81.0	-12.0	3	164	-55.3	2.7	-26.4	-0.6	0.0	20.3	0.0	0.0	12.8
1.109B	NEA 109: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-21.0	-0.3	0.0	0.0	0.0	0.0	9.9
1.109C	NEA 109: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-6.1	-0.9	0.0	0.0	0.0	0.0	18.9
1.109D	NEA 109: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.110A	NEA 110: Zuluft	LrT	81.0	-12.0	3	159	-55.0	2.7	-26.3	-0.5	0.0	0.2	0.0	0.0	-7.1
1.110B	NEA 110: Abluft	LrT	95.0	-12.0	0	153	-54.7	2.7	-26.6	-0.6	0.0	0.1	0.0	0.0	3.9
1.110C	NEA 110: Kamin	LrT	90.0	-12.0	0	154	-54.7	2.7	-5.4	-0.9	0.0	0.0	0.0	0.0	19.7
1.110D	NEA 110: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.111A	NEA 111: Zuluft	LrT	81.0	-12.0	3	143	-54.1	2.7	-26.1	-0.5	0.0	19.2	0.0	0.0	13.2
1.111B	NEA 111: Abluft	LrT	95.0	-12.0	0	128	-53.1	2.7	-18.8	-0.3	0.0	0.0	0.0	0.0	13.5
1.111C	NEA 111: Kamin	LrT	90.0	-12.0	0	134	-53.5	2.7	-5.5	-1.6	0.0	0.0	0.0	0.0	20.1
1.111D	NEA 111: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.112A	NEA 112: Zuluft	LrT	81.0	-12.0	3	139	-53.9	2.7	-25.9	-0.5	0.0	18.9	0.0	0.0	13.4
1.112B	NEA 112: Abluft	LrT	95.0	-12.0	0	131	-53.3	2.7	-26.0	-0.4	0.0	0.0	0.0	0.0	6.0
1.112C	NEA 112: Kamin	LrT	90.0	-12.0	0	133	-53.5	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	26.2
1.112D	NEA 112: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.113A	NEA 113: Zuluft	LrT	81.0	-12.0	3	133	-53.5	2.7	-23.5	-0.4	0.0	16.4	0.0	0.0	13.7
1.113B	NEA 113: Abluft	LrT	95.0	-12.0	0	117	-52.4	2.7	-16.9	-0.2	0.0	0.0	0.0	0.0	16.2
1.113C	NEA 113: Kamin	LrT	90.0	-12.0	0	123	-52.8	2.7	-6.7	-1.2	0.0	0.0	0.0	0.0	20.0
1.113D	NEA 113: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.114A	NEA 114: Zuluft	LrT	81.0	-12.0	3	130	-53.3	2.7	-23.0	-0.3	0.0	0.0	0.0	0.0	-1.9
1.114B	NEA 114: Abluft	LrT	95.0	-12.0	0	120	-52.6	2.7	-25.6	-0.4	0.0	0.0	0.0	0.0	7.2
1.114C	NEA 114: Kamin	LrT	90.0	-12.0	0	122	-52.7	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	27.0
1.114D	NEA 114: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.115A	NEA 115: Zuluft	LrT	81.0	-12.0	3	135	-53.6	2.7	-24.2	-0.4	0.0	0.0	0.0	0.0	-3.5
1.115B	NEA 115: Abluft	LrT	95.0	-12.0	0	126	-53.0	2.7	-16.3	-0.3	0.0	0.0	0.0	0.0	16.1
1.115C	NEA 115: Kamin	LrT	90.0	-12.0	0	131	-53.3	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	26.3
1.115D	NEA 115: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.116A	NEA 116: Zuluft	LrT	81.0	-12.0	3	139	-53.8	2.7	-24.6	-0.4	0.0	0.0	0.0	0.0	-4.1
1.116B	NEA 116: Abluft	LrT	95.0	-12.0	0	129	-53.2	2.7	-26.2	-0.4	0.0	0.0	0.0	0.0	5.8
1.116C	NEA 116: Kamin	LrT	90.0	-12.0	0	132	-53.4	2.7	-4.5	-1.9	0.0	0.0	0.0	0.0	20.9
1.116D	NEA 116: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.117A	NEA 117: Zuluft	LrT	81.0	-12.0	3	157	-54.9	2.7	-23.4	-0.4	0.0	0.0	0.0	0.0	-4.0
1.117B	NEA 117: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-19.5	-0.3	0.0	0.0	0.0	0.0	11.3
1.117C	NEA 117: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-0.2	-1.2	0.0	0.0	0.0	0.0	24.5
1.117D	NEA 117: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.118A	NEA 118: Zuluft	LrT	81.0	-12.0	3	162	-55.2	2.7	-23.5	-0.4	0.0	0.0	0.0	0.0	-4.5
1.118B	NEA 118: Abluft	LrT	95.0	-12.0	0	154	-54.7	2.7	-26.3	-0.5	0.0	0.7	0.0	0.0	4.8
1.118C	NEA 118: Kamin	LrT	90.0	-12.0	0	156	-54.9	2.7	-0.3	-1.2	0.0	0.0	0.0	0.0	24.3
1.118D	NEA 118: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.201A	NEA 201: Zuluft	LrT	81.0	-12.0	3	177	-55.9	2.7	-26.8	-0.6	0.0	0.9	0.0	0.0	-7.8
1.201B	NEA 201: Abluft	LrT	95.0	-12.0	0	159	-55.0	2.7	-26.4	-0.5	0.0	0.0	0.0	0.0	3.6
1.201C	NEA 201: Kamin	LrT	90.0	-12.0	0	164	-55.3	2.7	-1.3	-1.6	0.0	0.0	0.0	0.0	22.5
1.201D	NEA 201: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.202A	NEA 202: Zuluft	LrT	81.0	-12.0	3	175	-55.8	2.7	-26.9	-0.6	0.0	0.1	0.0	0.0	-8.6
1.202B	NEA 202: Abluft	LrT	95.0	-12.0	0	158	-55.0	2.7	-19.4	-0.3	0.0	0.0	0.0	0.0	11.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.202C	NEA 202: Kamin	LrT	90.0	-12.0	0	163	-55.2	2.7	-1.3	-1.6	0.0	0.0	0.0	0.0	22.6
1.202D	NEA 202: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.203A	NEA 203: Zuluft	LrT	81.0	-12.0	3	170	-55.6	2.7	-27.2	-0.6	0.0	1.0	0.0	0.0	-7.7
1.203B	NEA 203: Abluft	LrT	95.0	-12.0	0	152	-54.6	2.7	-23.2	-0.3	0.0	0.0	0.0	0.0	7.5
1.203C	NEA 203: Kamin	LrT	90.0	-12.0	0	157	-54.9	2.7	-7.4	-0.5	0.0	0.0	0.0	0.0	17.8
1.203D	NEA 203: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.204A	NEA 204: Zuluft	LrT	81.0	-12.0	3	169	-55.5	2.7	-27.1	-0.6	0.0	1.5	0.0	0.0	-7.0
1.204B	NEA 204: Abluft	LrT	95.0	-12.0	0	152	-54.6	2.7	-23.2	-0.3	0.0	0.0	0.0	0.0	7.5
1.204C	NEA 204: Kamin	LrT	90.0	-12.0	0	156	-54.9	2.7	-7.9	-0.5	0.0	0.0	0.0	0.0	17.4
1.204D	NEA 204: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.205A	NEA 205: Zuluft	LrT	81.0	-12.0	3	167	-55.5	2.7	-27.1	-0.6	0.0	0.6	0.0	0.0	-7.9
1.205B	NEA 205: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-22.8	-0.3	0.0	0.0	0.0	0.0	8.0
1.205C	NEA 205: Kamin	LrT	90.0	-12.0	0	154	-54.8	2.7	-10.4	-0.6	0.0	0.0	0.0	0.0	14.9
1.205D	NEA 205: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.206A	NEA 206: Zuluft	LrT	81.0	-12.0	3	168	-55.5	2.7	-27.1	-0.6	0.0	1.7	0.0	0.0	-6.8
1.206B	NEA 206: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-22.8	-0.3	0.0	0.0	0.0	0.0	8.0
1.206C	NEA 206: Kamin	LrT	90.0	-12.0	0	154	-54.8	2.7	-10.4	-0.6	0.0	0.0	0.0	0.0	14.9
1.206D	NEA 206: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.207A	NEA 207: Zuluft	LrT	81.0	-12.0	3	168	-55.5	2.7	-27.1	-0.6	0.0	0.7	0.0	0.0	-7.9
1.207B	NEA 207: Abluft	LrT	95.0	-12.0	0	151	-54.6	2.7	-23.0	-0.3	0.0	0.0	0.0	0.0	7.8
1.207C	NEA 207: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-12.6	-0.4	0.0	0.0	0.0	0.0	12.8
1.207D	NEA 207: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.208A	NEA 208: Zuluft	LrT	81.0	-12.0	3	169	-55.5	2.7	-27.2	-0.6	0.0	1.2	0.0	0.0	-7.5
1.208B	NEA 208: Abluft	LrT	95.0	-12.0	0	151	-54.6	2.7	-23.0	-0.3	0.0	0.0	0.0	0.0	7.8
1.208C	NEA 208: Kamin	LrT	90.0	-12.0	0	156	-54.8	2.7	-11.6	-0.5	0.0	0.0	0.0	0.0	13.7
1.208D	NEA 208: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.209A	NEA 209: Zuluft	LrT	81.0	-12.0	3	164	-55.3	2.7	-25.8	-0.5	0.0	0.0	0.0	0.0	-6.9
1.209B	NEA 209: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-21.0	-0.3	0.0	0.0	0.0	0.0	9.9
1.209C	NEA 209: Kamin	LrT	90.0	-12.0	0	156	-54.9	2.7	-6.0	-0.9	0.0	0.0	0.0	0.0	18.9
1.209D	NEA 209: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.210A	NEA 210: Zuluft	LrT	81.0	-12.0	3	160	-55.1	2.7	-25.8	-0.5	0.0	0.2	0.0	0.0	-6.5
1.210B	NEA 210: Abluft	LrT	95.0	-12.0	0	153	-54.7	2.7	-26.6	-0.6	0.0	0.1	0.0	0.0	3.9
1.210C	NEA 210: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-5.3	-0.9	0.0	0.0	0.0	0.0	19.7
1.210D	NEA 210: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.211A	NEA 211: Zuluft	LrT	81.0	-12.0	3	143	-54.1	2.7	-26.0	-0.5	0.0	0.4	0.0	0.0	-5.6
1.211B	NEA 211: Abluft	LrT	95.0	-12.0	0	128	-53.1	2.7	-18.8	-0.3	0.0	0.0	0.0	0.0	13.5
1.211C	NEA 211: Kamin	LrT	90.0	-12.0	0	135	-53.6	2.7	-5.5	-1.6	0.0	0.0	0.0	0.0	20.0
1.211D	NEA 211: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.212A	NEA 212: Zuluft	LrT	81.0	-12.0	3	140	-53.9	2.7	-25.5	-0.4	0.0	1.5	0.0	0.0	-3.6
1.212B	NEA 212: Abluft	LrT	95.0	-12.0	0	131	-53.3	2.7	-26.0	-0.4	0.0	0.0	0.0	0.0	6.0
1.212C	NEA 212: Kamin	LrT	90.0	-12.0	0	134	-53.5	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	26.1
1.212D	NEA 212: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.213A	NEA 213: Zuluft	LrT	81.0	-12.0	3	134	-53.5	2.7	-23.0	-0.3	0.0	0.1	0.0	0.0	-2.1
1.213B	NEA 213: Abluft	LrT	95.0	-12.0	0	117	-52.4	2.7	-16.9	-0.2	0.0	0.0	0.0	0.0	16.2
1.213C	NEA 213: Kamin	LrT	90.0	-12.0	0	124	-52.9	2.7	-6.2	-1.3	0.0	0.0	0.0	0.0	20.3
1.213D	NEA 213: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.214A	NEA 214: Zuluft	LrT	81.0	-12.0	3	130	-53.3	2.7	-22.6	-0.3	0.0	0.0	0.0	0.0	-1.5
1.214B	NEA 214: Abluft	LrT	95.0	-12.0	0	120	-52.6	2.7	-25.6	-0.4	0.0	0.0	0.0	0.0	7.2
1.214C	NEA 214: Kamin	LrT	90.0	-12.0	0	123	-52.8	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	26.9

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.214D	NEA 214: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.215A	NEA 215: Zuluft	LrT	81.0	-12.0	3	135	-53.6	2.7	-24.1	-0.4	0.0	0.0	0.0	0.0	-3.4
1.215B	NEA 215: Abluft	LrT	95.0	-12.0	0	126	-53.0	2.7	-16.3	-0.3	0.0	0.0	0.0	0.0	16.1
1.215C	NEA 215: Kamin	LrT	90.0	-12.0	0	132	-53.4	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	26.3
1.215D	NEA 215: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.216A	NEA 216: Zuluft	LrT	81.0	-12.0	3	139	-53.9	2.7	-24.4	-0.4	0.0	0.0	0.0	0.0	-4.0
1.216B	NEA 216: Abluft	LrT	95.0	-12.0	0	129	-53.2	2.7	-26.2	-0.4	0.0	0.0	0.0	0.0	5.8
1.216C	NEA 216: Kamin	LrT	90.0	-12.0	0	133	-53.5	2.7	-4.4	-1.8	0.0	0.0	0.0	0.0	21.0
1.216D	NEA 216: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.217A	NEA 217: Zuluft	LrT	81.0	-12.0	3	158	-54.9	2.7	-23.3	-0.4	0.0	0.0	0.0	0.0	-4.0
1.217B	NEA 217: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-19.5	-0.3	0.0	0.0	0.0	0.0	11.3
1.217C	NEA 217: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-0.2	-1.2	0.0	0.0	0.0	0.0	24.4
1.217D	NEA 217: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0
1.218A	NEA 218: Zuluft	LrT	81.0	-12.0	3	162	-55.2	2.7	-23.5	-0.4	0.0	0.0	0.0	0.0	-4.5
1.218B	NEA 218: Abluft	LrT	95.0	-12.0	0	154	-54.7	2.7	-26.3	-0.5	0.0	0.7	0.0	0.0	4.8
1.218C	NEA 218: Kamin	LrT	90.0	-12.0	0	157	-54.9	2.7	-0.3	-1.2	0.0	0.0	0.0	0.0	24.3
1.218D	NEA 218: Stationäre Lastbank	LrT	104.0	-12.0	0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	0.0	15.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
lo 3 - Baugrenze B-Plan Nr.653 3.OG LAT,t 44 dB(A)															
1.002A	NEA 002: Zuluft	LrT	81.0	-12.0	3	165	-55.4	2.7	-13.4	-0.4	0.0	0.0	0.0	0.0	5.5
1.002B	NEA 002: Abluft	LrT	95.0	-12.0	0	163	-55.2	2.7	-24.9	-0.5	0.0	0.0	0.0	0.0	5.0
1.002C	NEA 002: Kamin	LrT	90.0	-12.0	0	166	-55.4	2.7	-1.4	-1.6	0.0	0.0	0.0	0.0	22.3
1.002D	NEA 002: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.003A	NEA 003: Zuluft	LrT	81.0	-12.0	3	187	-56.4	2.7	-14.8	-0.4	0.0	0.0	0.0	0.0	3.1
1.003B	NEA 003: Abluft	LrT	95.0	-12.0	0	187	-56.4	2.7	-24.1	-0.5	0.0	0.0	0.0	0.0	4.7
1.003C	NEA 003: Kamin	LrT	90.0	-12.0	0	191	-56.6	2.7	0.0	-1.3	0.0	0.0	0.0	0.0	22.7
1.003D	NEA 003: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.004A	NEA 004: Zuluft	LrT	81.0	-12.0	3	193	-56.7	2.7	-18.7	-0.4	0.0	0.0	0.0	0.0	-1.2
1.004B	NEA 004: Abluft	LrT	95.0	-12.0	0	191	-56.6	2.7	-25.1	-0.6	0.0	0.0	0.0	0.0	3.4
1.004C	NEA 004: Kamin	LrT	90.0	-12.0	0	193	-56.7	2.7	-1.3	-1.8	0.0	0.0	0.0	0.0	21.0
1.004D	NEA 004: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.005A	NEA 005: Zuluft	LrT	81.0	-12.0	3	215	-57.6	2.7	-19.5	-0.5	-0.3	0.0	0.0	0.0	-3.2
1.005B	NEA 005: Abluft	LrT	95.0	-12.0	0	215	-57.6	2.7	-23.9	-0.5	0.0	0.0	0.0	0.0	3.6
1.005C	NEA 005: Kamin	LrT	90.0	-12.0	0	218	-57.8	2.7	-0.3	-1.6	0.0	0.0	0.0	0.0	21.0
1.005D	NEA 005: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.006A	NEA 006: Zuluft	LrT	81.0	-12.0	3	220	-57.8	2.7	-19.6	-0.5	-0.3	0.0	0.0	0.0	-3.6
1.006B	NEA 006: Abluft	LrT	95.0	-12.0	0	218	-57.8	2.7	-25.1	-0.6	0.0	0.0	0.0	0.0	2.1
1.006C	NEA 006: Kamin	LrT	90.0	-12.0	0	220	-57.8	2.7	-0.8	-1.8	0.0	0.0	0.0	0.0	20.2
1.006D	NEA 006: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.007A	NEA 007: Zuluft	LrT	81.0	-12.0	3	230	-58.2	2.7	-19.8	-0.5	-0.4	0.0	0.0	0.0	-4.3
1.007B	NEA 007: Abluft	LrT	95.0	-12.0	0	230	-58.2	2.7	-23.2	-0.5	0.0	0.0	0.0	0.0	3.7
1.007C	NEA 007: Kamin	LrT	90.0	-12.0	0	233	-58.4	2.7	-0.8	-1.9	0.0	0.0	0.0	0.0	19.6
1.007D	NEA 007: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.008A	NEA 008: Zuluft	LrT	81.0	-12.0	3	235	-58.4	2.7	-19.9	-0.5	-0.5	0.0	0.0	0.0	-4.7
1.008B	NEA 008: Abluft	LrT	95.0	-12.0	0	234	-58.4	2.7	-25.1	-0.7	0.0	0.0	0.0	0.0	1.5
1.008C	NEA 008: Kamin	LrT	90.0	-12.0	0	235	-58.4	2.7	-0.9	-1.9	0.0	0.0	0.0	0.0	19.4
1.008D	NEA 008: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.009A	NEA 009: Zuluft	LrT	81.0	-12.0	3	317	-61.0	2.7	-26.4	-1.0	-1.1	0.0	0.0	0.0	-14.8
1.009B	NEA 009: Abluft	LrT	95.0	-12.0	0	299	-60.5	2.7	-19.2	-0.6	0.0	0.0	0.0	0.0	5.4
1.009C	NEA 009: Kamin	LrT	90.0	-12.0	0	299	-60.5	2.7	-7.5	-1.8	0.0	0.0	0.0	0.0	10.9
1.009D	NEA 009: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.010A	NEA 010: Zuluft	LrT	81.0	-12.0	3	317	-61.0	2.7	-26.5	-1.0	-1.1	0.0	0.0	0.0	-15.0
1.010B	NEA 010: Abluft	LrT	95.0	-12.0	0	299	-60.5	2.7	-13.4	-0.7	0.0	0.0	0.0	0.0	11.1
1.010C	NEA 010: Kamin	LrT	90.0	-12.0	0	299	-60.5	2.7	-7.5	-1.8	0.0	0.0	0.0	0.0	10.9
1.010D	NEA 010: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.011A	NEA 011: Zuluft	LrT	81.0	-12.0	3	319	-61.1	2.7	-26.7	-1.0	-1.2	0.0	0.0	0.0	-15.3
1.011B	NEA 011: Abluft	LrT	95.0	-12.0	0	302	-60.6	2.7	-19.2	-0.6	0.0	0.0	0.0	0.0	5.3
1.011C	NEA 011: Kamin	LrT	90.0	-12.0	0	302	-60.6	2.7	-7.4	-1.8	0.0	0.0	0.0	0.0	10.9
1.011D	NEA 011: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.012A	NEA 012: Zuluft	LrT	81.0	-12.0	3	320	-61.1	2.7	-26.7	-1.1	-1.2	0.0	0.0	0.0	-15.4
1.012B	NEA 012: Abluft	LrT	95.0	-12.0	0	301	-60.6	2.7	-19.2	-0.6	0.0	0.0	0.0	0.0	5.3
1.012C	NEA 012: Kamin	LrT	90.0	-12.0	0	302	-60.6	2.7	-7.4	-1.8	0.0	0.0	0.0	0.0	10.9
1.012D	NEA 012: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.013A	NEA 013: Zuluft	LrT	81.0	-12.0	3	322	-61.1	2.7	-26.6	-1.0	-1.2	0.0	0.0	0.0	-15.4
1.013B	NEA 013: Abluft	LrT	95.0	-12.0	0	304	-60.7	2.7	-22.5	-0.6	0.0	0.0	0.0	0.0	1.9
1.013C	NEA 013: Kamin	LrT	90.0	-12.0	0	304	-60.7	2.7	-16.9	-0.7	0.0	0.0	0.0	0.0	2.4
1.013D	NEA 013: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.014A	NEA 014: Zuluft	LrT	81.0	-12.0	3	323	-61.2	2.7	-26.6	-1.0	-1.2	0.0	0.0	0.0	-15.3
1.014B	NEA 014: Abluft	LrT	95.0	-12.0	0	304	-60.6	2.7	-13.3	-0.7	0.0	0.0	0.0	0.0	11.1
1.014C	NEA 014: Kamin	LrT	90.0	-12.0	0	304	-60.7	2.7	-17.0	-0.7	0.0	0.0	0.0	0.0	2.3
1.014D	NEA 014: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.015A	NEA 015: Zuluft	LrT	81.0	-12.0	3	134	-53.5	2.7	0.0	-0.6	0.0	0.0	0.0	0.0	20.6
1.015B	NEA 015: Abluft	LrT	95.0	-12.0	0	153	-54.7	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.0
1.015C	NEA 015: Kamin	LrT	90.0	-12.0	0	158	-55.0	2.7	-1.1	-1.4	0.0	0.0	0.0	0.0	23.2
1.015D	NEA 015: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.016A	NEA 016: Zuluft	LrT	81.0	-12.0	3	133	-53.4	2.7	0.0	-0.6	0.0	0.0	0.0	0.0	20.7
1.016B	NEA 016: Abluft	LrT	95.0	-12.0	0	152	-54.7	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.1
1.016C	NEA 016: Kamin	LrT	90.0	-12.0	0	157	-54.9	2.7	-0.9	-1.4	0.0	0.0	0.0	0.0	23.5
1.016D	NEA 016: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.017A	NEA 017: Zuluft	LrT	81.0	-12.0	3	130	-53.3	2.7	0.0	-0.5	0.0	0.0	0.0	0.0	20.9
1.017B	NEA 017: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.2
1.017C	NEA 017: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-6.9	-1.3	0.0	0.0	0.0	0.0	17.7
1.017D	NEA 017: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.018A	NEA 018: Zuluft	LrT	81.0	-12.0	3	130	-53.3	2.7	0.0	-0.5	0.0	0.0	0.0	0.0	20.9
1.018B	NEA 018: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.3
1.018C	NEA 018: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	-6.8	-1.3	0.0	0.0	0.0	0.0	17.8
1.018D	NEA 018: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.101A	NEA 101: Zuluft	LrT	81.0	-12.0	3	160	-55.1	2.7	-12.9	-0.4	0.0	0.0	0.0	0.0	6.3
1.101B	NEA 101: Abluft	LrT	95.0	-12.0	0	160	-55.1	2.7	-10.6	-0.4	0.0	0.0	0.0	0.0	19.5
1.101C	NEA 101: Kamin	LrT	90.0	-12.0	0	164	-55.3	2.7	0.0	-1.2	0.0	0.0	0.0	0.0	24.2
1.101D	NEA 101: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.102A	NEA 102: Zuluft	LrT	81.0	-12.0	3	165	-55.4	2.7	-13.4	-0.4	0.0	0.0	0.0	0.0	5.5
1.102B	NEA 102: Abluft	LrT	95.0	-12.0	0	163	-55.2	2.7	-24.9	-0.5	0.0	0.0	0.0	0.0	5.0
1.102C	NEA 102: Kamin	LrT	90.0	-12.0	0	166	-55.4	2.7	-1.4	-1.6	0.0	0.0	0.0	0.0	22.3
1.102D	NEA 102: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.103A	NEA 103: Zuluft	LrT	81.0	-12.0	3	187	-56.4	2.7	-18.5	-0.4	0.0	0.0	0.0	0.0	-0.6
1.103B	NEA 103: Abluft	LrT	95.0	-12.0	0	187	-56.4	2.7	-24.1	-0.5	0.0	0.0	0.0	0.0	4.7
1.103C	NEA 103: Kamin	LrT	90.0	-12.0	0	191	-56.6	2.7	-1.6	-1.0	0.0	0.0	0.0	0.0	21.4
1.103D	NEA 103: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.104A	NEA 104: Zuluft	LrT	81.0	-12.0	3	193	-56.7	2.7	-18.7	-0.4	0.0	0.0	0.0	0.0	-1.2
1.104B	NEA 104: Abluft	LrT	95.0	-12.0	0	191	-56.6	2.7	-25.1	-0.6	0.0	0.0	0.0	0.0	3.4
1.104C	NEA 104: Kamin	LrT	90.0	-12.0	0	193	-56.7	2.7	-1.6	-1.0	0.0	0.0	0.0	0.0	21.3
1.104D	NEA 104: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.105A	NEA 105: Zuluft	LrT	81.0	-12.0	3	215	-57.6	2.7	-19.4	-0.5	0.0	0.0	0.0	0.0	-2.9
1.105B	NEA 105: Abluft	LrT	95.0	-12.0	0	215	-57.6	2.7	-23.9	-0.5	0.0	0.0	0.0	0.0	3.6
1.105C	NEA 105: Kamin	LrT	90.0	-12.0	0	218	-57.8	2.7	-1.6	-1.1	0.0	0.0	0.0	0.0	20.2
1.105D	NEA 105: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.106A	NEA 106: Zuluft	LrT	81.0	-12.0	3	220	-57.8	2.7	-19.6	-0.5	0.0	0.0	0.0	0.0	-3.2
1.106B	NEA 106: Abluft	LrT	95.0	-12.0	0	218	-57.8	2.7	-25.1	-0.6	0.0	0.0	0.0	0.0	2.1
1.106C	NEA 106: Kamin	LrT	90.0	-12.0	0	220	-57.8	2.7	-1.6	-1.1	0.0	0.0	0.0	0.0	20.1
1.106D	NEA 106: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.107A	NEA 107: Zuluft	LrT	81.0	-12.0	3	230	-58.2	2.7	-19.8	-0.5	0.0	0.0	0.0	0.0	-3.8
1.107B	NEA 107: Abluft	LrT	95.0	-12.0	0	230	-58.2	2.7	-23.2	-0.5	0.0	0.0	0.0	0.0	3.7
1.107C	NEA 107: Kamin	LrT	90.0	-12.0	0	233	-58.4	2.7	-1.6	-1.2	0.0	0.0	0.0	0.0	19.5
1.107D	NEA 107: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.108A	NEA 108: Zuluft	LrT	81.0	-12.0	3	235	-58.4	2.7	-19.9	-0.5	0.0	0.0	0.0	0.0	-4.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.108B	NEA 108: Abluft	LrT	95.0	-12.0	0	234	-58.4	2.7	-25.1	-0.7	0.0	0.0	0.0	0.0	1.5
1.108C	NEA 108: Kamin	LrT	90.0	-12.0	0	235	-58.4	2.7	-1.6	-1.2	0.0	0.0	0.0	0.0	19.5
1.108D	NEA 108: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.109A	NEA 109: Zuluft	LrT	81.0	-12.0	3	317	-61.0	2.7	-26.3	-1.0	-0.5	0.0	0.0	0.0	-14.2
1.109B	NEA 109: Abluft	LrT	95.0	-12.0	0	299	-60.5	2.7	-19.2	-0.6	0.0	0.0	0.0	0.0	5.4
1.109C	NEA 109: Kamin	LrT	90.0	-12.0	0	301	-60.6	2.7	-7.5	-1.8	0.0	0.0	0.0	0.0	10.8
1.109D	NEA 109: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.110A	NEA 110: Zuluft	LrT	81.0	-12.0	3	317	-61.0	2.7	-26.5	-1.0	-0.5	0.0	0.0	0.0	-14.4
1.110B	NEA 110: Abluft	LrT	95.0	-12.0	0	299	-60.5	2.7	-13.4	-0.7	0.0	0.0	0.0	0.0	11.1
1.110C	NEA 110: Kamin	LrT	90.0	-12.0	0	301	-60.6	2.7	-7.5	-1.8	0.0	0.0	0.0	0.0	10.8
1.110D	NEA 110: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.111A	NEA 111: Zuluft	LrT	81.0	-12.0	3	319	-61.1	2.7	-26.7	-1.0	-0.6	0.0	0.0	0.0	-14.7
1.111B	NEA 111: Abluft	LrT	95.0	-12.0	0	302	-60.6	2.7	-19.2	-0.6	0.0	0.0	0.0	0.0	5.3
1.111C	NEA 111: Kamin	LrT	90.0	-12.0	0	303	-60.6	2.7	-7.4	-1.8	0.0	0.0	0.0	0.0	10.9
1.111D	NEA 111: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.112A	NEA 112: Zuluft	LrT	81.0	-12.0	3	320	-61.1	2.7	-26.6	-1.0	-0.6	0.0	0.0	0.0	-14.7
1.112B	NEA 112: Abluft	LrT	95.0	-12.0	0	301	-60.6	2.7	-19.2	-0.6	0.0	0.0	0.0	0.0	5.3
1.112C	NEA 112: Kamin	LrT	90.0	-12.0	0	303	-60.6	2.7	-7.4	-1.8	0.0	0.0	0.0	0.0	10.9
1.112D	NEA 112: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.113A	NEA 113: Zuluft	LrT	81.0	-12.0	3	322	-61.1	2.7	-26.6	-1.0	-0.6	0.0	0.0	0.0	-14.7
1.113B	NEA 113: Abluft	LrT	95.0	-12.0	0	304	-60.7	2.7	-22.5	-0.6	0.0	0.0	0.0	0.0	1.9
1.113C	NEA 113: Kamin	LrT	90.0	-12.0	0	306	-60.7	2.7	-7.5	-1.8	0.0	0.0	0.0	0.0	10.7
1.113D	NEA 113: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.114A	NEA 114: Zuluft	LrT	81.0	-12.0	3	323	-61.2	2.7	-26.6	-1.0	-0.7	0.0	0.0	0.0	-14.8
1.114B	NEA 114: Abluft	LrT	95.0	-12.0	0	304	-60.6	2.7	-13.3	-0.7	0.0	0.0	0.0	0.0	11.1
1.114C	NEA 114: Kamin	LrT	90.0	-12.0	0	306	-60.7	2.7	-17.1	-0.7	0.0	0.0	0.0	0.0	2.2
1.114D	NEA 114: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.115A	NEA 115: Zuluft	LrT	81.0	-12.0	3	134	-53.5	2.7	0.0	-0.6	0.0	0.0	0.0	0.0	20.6
1.115B	NEA 115: Abluft	LrT	95.0	-12.0	0	153	-54.7	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.0
1.115C	NEA 115: Kamin	LrT	90.0	-12.0	0	156	-54.9	2.7	-1.0	-1.4	0.0	0.0	0.0	0.0	23.3
1.115D	NEA 115: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.116A	NEA 116: Zuluft	LrT	81.0	-12.0	3	133	-53.4	2.7	0.0	-0.6	0.0	0.0	0.0	0.0	20.7
1.116B	NEA 116: Abluft	LrT	95.0	-12.0	0	152	-54.7	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.1
1.116C	NEA 116: Kamin	LrT	90.0	-12.0	0	156	-54.9	2.7	-1.1	-1.4	0.0	0.0	0.0	0.0	23.3
1.116D	NEA 116: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.117A	NEA 117: Zuluft	LrT	81.0	-12.0	3	130	-53.3	2.7	0.0	-0.5	0.0	0.0	0.0	0.0	20.9
1.117B	NEA 117: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.2
1.117C	NEA 117: Kamin	LrT	90.0	-12.0	0	153	-54.7	2.7	-1.3	-1.5	0.0	0.0	0.0	0.0	23.2
1.117D	NEA 117: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.118A	NEA 118: Zuluft	LrT	81.0	-12.0	3	130	-53.3	2.7	0.0	-0.5	0.0	0.0	0.0	0.0	20.9
1.118B	NEA 118: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.3
1.118C	NEA 118: Kamin	LrT	90.0	-12.0	0	153	-54.7	2.7	-1.3	-1.5	0.0	0.0	0.0	0.0	23.2
1.118D	NEA 118: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.201A	NEA 201: Zuluft	LrT	81.0	-12.0	3	160	-55.1	2.7	-12.9	-0.4	0.0	0.0	0.0	0.0	6.3
1.201B	NEA 201: Abluft	LrT	95.0	-12.0	0	160	-55.1	2.7	-10.6	-0.4	0.0	0.0	0.0	0.0	19.5
1.201C	NEA 201: Kamin	LrT	90.0	-12.0	0	164	-55.3	2.7	0.0	-1.2	0.0	0.0	0.0	0.0	24.2
1.201D	NEA 201: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.202A	NEA 202: Zuluft	LrT	81.0	-12.0	3	166	-55.4	2.7	-13.4	-0.4	0.0	0.0	0.0	0.0	5.5
1.202B	NEA 202: Abluft	LrT	95.0	-12.0	0	163	-55.2	2.7	-24.9	-0.5	0.0	0.0	0.0	0.0	5.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.202C	NEA 202: Kamin	LrT	90.0	-12.0	0	166	-55.4	2.7	-1.4	-1.6	0.0	0.0	0.0	0.0	22.3
1.202D	NEA 202: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.203A	NEA 203: Zuluft	LrT	81.0	-12.0	3	187	-56.4	2.7	-18.4	-0.4	0.0	0.0	0.0	0.0	-0.6
1.203B	NEA 203: Abluft	LrT	95.0	-12.0	0	187	-56.4	2.7	-24.1	-0.5	0.0	0.0	0.0	0.0	4.7
1.203C	NEA 203: Kamin	LrT	90.0	-12.0	0	191	-56.6	2.7	-1.7	-1.0	0.0	0.0	0.0	0.0	21.3
1.203D	NEA 203: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.204A	NEA 204: Zuluft	LrT	81.0	-12.0	3	193	-56.7	2.7	-18.7	-0.4	0.0	0.0	0.0	0.0	-1.1
1.204B	NEA 204: Abluft	LrT	95.0	-12.0	0	191	-56.6	2.7	-25.1	-0.6	0.0	0.0	0.0	0.0	3.4
1.204C	NEA 204: Kamin	LrT	90.0	-12.0	0	193	-56.7	2.7	-1.7	-1.0	0.0	0.0	0.0	0.0	21.3
1.204D	NEA 204: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.205A	NEA 205: Zuluft	LrT	81.0	-12.0	3	215	-57.6	2.7	-19.4	-0.5	0.0	0.0	0.0	0.0	-2.8
1.205B	NEA 205: Abluft	LrT	95.0	-12.0	0	215	-57.6	2.7	-23.9	-0.5	0.0	0.0	0.0	0.0	3.6
1.205C	NEA 205: Kamin	LrT	90.0	-12.0	0	218	-57.8	2.7	-2.2	-1.0	0.0	0.0	0.0	0.0	19.7
1.205D	NEA 205: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.206A	NEA 206: Zuluft	LrT	81.0	-12.0	3	220	-57.9	2.7	-19.5	-0.5	0.0	0.0	0.0	0.0	-3.2
1.206B	NEA 206: Abluft	LrT	95.0	-12.0	0	218	-57.8	2.7	-25.1	-0.6	0.0	0.0	0.0	0.0	2.1
1.206C	NEA 206: Kamin	LrT	90.0	-12.0	0	220	-57.8	2.7	-2.2	-1.0	0.0	0.0	0.0	0.0	19.6
1.206D	NEA 206: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.207A	NEA 207: Zuluft	LrT	81.0	-12.0	3	230	-58.2	2.7	-19.8	-0.5	0.0	0.0	0.0	0.0	-3.8
1.207B	NEA 207: Abluft	LrT	95.0	-12.0	0	230	-58.2	2.7	-23.2	-0.5	0.0	0.0	0.0	0.0	3.7
1.207C	NEA 207: Kamin	LrT	90.0	-12.0	0	233	-58.4	2.7	-0.8	-1.9	0.0	0.0	0.0	0.0	19.6
1.207D	NEA 207: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.208A	NEA 208: Zuluft	LrT	81.0	-12.0	3	236	-58.4	2.7	-19.9	-0.5	0.0	0.0	0.0	0.0	-4.1
1.208B	NEA 208: Abluft	LrT	95.0	-12.0	0	234	-58.4	2.7	-25.1	-0.7	0.0	0.0	0.0	0.0	1.5
1.208C	NEA 208: Kamin	LrT	90.0	-12.0	0	235	-58.4	2.7	-0.9	-1.9	0.0	0.0	0.0	0.0	19.4
1.208D	NEA 208: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.209A	NEA 209: Zuluft	LrT	81.0	-12.0	3	317	-61.0	2.7	-25.8	-0.9	0.0	0.0	0.0	0.0	-13.1
1.209B	NEA 209: Abluft	LrT	95.0	-12.0	0	299	-60.5	2.7	-19.2	-0.6	0.0	0.0	0.0	0.0	5.4
1.209C	NEA 209: Kamin	LrT	90.0	-12.0	0	302	-60.6	2.7	-7.5	-1.8	0.0	0.0	0.0	0.0	10.8
1.209D	NEA 209: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.210A	NEA 210: Zuluft	LrT	81.0	-12.0	3	317	-61.0	2.7	-26.0	-0.9	0.0	0.0	0.0	0.0	-13.2
1.210B	NEA 210: Abluft	LrT	95.0	-12.0	0	299	-60.5	2.7	-13.4	-0.7	0.0	0.0	0.0	0.0	11.1
1.210C	NEA 210: Kamin	LrT	90.0	-12.0	0	302	-60.6	2.7	-7.5	-1.8	0.0	0.0	0.0	0.0	10.8
1.210D	NEA 210: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.211A	NEA 211: Zuluft	LrT	81.0	-12.0	3	319	-61.1	2.7	-26.1	-0.9	-0.1	0.0	0.0	0.0	-13.5
1.211B	NEA 211: Abluft	LrT	95.0	-12.0	0	302	-60.6	2.7	-19.2	-0.6	0.0	0.0	0.0	0.0	5.3
1.211C	NEA 211: Kamin	LrT	90.0	-12.0	0	304	-60.7	2.7	-7.4	-1.8	0.0	0.0	0.0	0.0	10.8
1.211D	NEA 211: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.212A	NEA 212: Zuluft	LrT	81.0	-12.0	3	320	-61.1	2.7	-26.1	-0.9	-0.1	0.0	0.0	0.0	-13.5
1.212B	NEA 212: Abluft	LrT	95.0	-12.0	0	301	-60.6	2.7	-19.2	-0.6	0.0	0.0	0.0	0.0	5.3
1.212C	NEA 212: Kamin	LrT	90.0	-12.0	0	305	-60.7	2.7	-7.5	-1.8	0.0	0.0	0.0	0.0	10.7
1.212D	NEA 212: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.213A	NEA 213: Zuluft	LrT	81.0	-12.0	3	322	-61.1	2.7	-26.0	-0.9	-0.1	0.0	0.0	0.0	-13.6
1.213B	NEA 213: Abluft	LrT	95.0	-12.0	0	304	-60.7	2.7	-22.5	-0.6	0.0	0.0	0.0	0.0	1.9
1.213C	NEA 213: Kamin	LrT	90.0	-12.0	0	307	-60.7	2.7	-7.5	-1.8	0.0	0.0	0.0	0.0	10.6
1.213D	NEA 213: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.214A	NEA 214: Zuluft	LrT	81.0	-12.0	3	323	-61.2	2.7	-26.6	-1.0	-0.1	0.0	0.0	0.0	-14.2
1.214B	NEA 214: Abluft	LrT	95.0	-12.0	0	304	-60.6	2.7	-13.3	-0.7	0.0	0.0	0.0	0.0	11.1
1.214C	NEA 214: Kamin	LrT	90.0	-12.0	0	307	-60.7	2.7	-17.1	-0.7	0.0	0.0	0.0	0.0	2.1

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.214D	NEA 214: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.215A	NEA 215: Zuluft	LrT	81.0	-12.0	3	134	-53.6	2.7	0.0	-0.6	0.0	0.0	0.0	0.0	20.5
1.215B	NEA 215: Abluft	LrT	95.0	-12.0	0	153	-54.7	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.0
1.215C	NEA 215: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	0.0	-1.1	0.0	0.0	0.0	0.0	24.7
1.215D	NEA 215: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.216A	NEA 216: Zuluft	LrT	81.0	-12.0	3	133	-53.5	2.7	0.0	-0.6	0.0	0.0	0.0	0.0	20.6
1.216B	NEA 216: Abluft	LrT	95.0	-12.0	0	152	-54.7	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.1
1.216C	NEA 216: Kamin	LrT	90.0	-12.0	0	155	-54.8	2.7	0.0	-1.1	0.0	0.0	0.0	0.0	24.7
1.216D	NEA 216: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.217A	NEA 217: Zuluft	LrT	81.0	-12.0	3	130	-53.3	2.7	0.0	-0.5	0.0	0.0	0.0	0.0	20.8
1.217B	NEA 217: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.2
1.217C	NEA 217: Kamin	LrT	90.0	-12.0	0	152	-54.6	2.7	0.0	-1.1	0.0	0.0	0.0	0.0	24.9
1.217D	NEA 217: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8
1.218A	NEA 218: Zuluft	LrT	81.0	-12.0	3	130	-53.3	2.7	0.0	-0.5	0.0	0.0	0.0	0.0	20.8
1.218B	NEA 218: Abluft	LrT	95.0	-12.0	0	150	-54.5	2.7	-8.4	-0.5	0.0	0.0	0.0	0.0	22.3
1.218C	NEA 218: Kamin	LrT	90.0	-12.0	0	152	-54.6	2.7	0.0	-1.1	0.0	0.0	0.0	0.0	24.9
1.218D	NEA 218: Stationäre Lastbank	LrT	104.0	-12.0	0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	0.0	24.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
Io 4 - Kettelerstraße 99 3.OG LAT,150 dB(A)															
1.002A	NEA 002: Zuluft	LrT	81.0	-12.0	3	227	-58.1	2.7	-1.5	-1.2	-0.1	0.0	0.0	0.0	13.8
1.002B	NEA 002: Abluft	LrT	95.0	-12.0	0	243	-58.7	2.7	-20.2	-0.5	0.0	0.0	0.0	0.0	6.2
1.002C	NEA 002: Kamin	LrT	90.0	-12.0	0	245	-58.8	2.7	-2.4	-2.6	0.0	0.0	0.0	0.0	16.8
1.002D	NEA 002: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.003A	NEA 003: Zuluft	LrT	81.0	-12.0	3	240	-58.6	2.7	-1.6	-1.2	-0.2	0.0	0.0	0.0	13.0
1.003B	NEA 003: Abluft	LrT	95.0	-12.0	0	256	-59.2	2.7	-7.6	-1.0	0.0	0.7	0.0	0.0	18.6
1.003C	NEA 003: Kamin	LrT	90.0	-12.0	0	260	-59.3	2.7	0.0	-1.7	0.0	0.0	0.0	0.0	19.7
1.003D	NEA 003: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.004A	NEA 004: Zuluft	LrT	81.0	-12.0	3	244	-58.7	2.7	-0.7	-1.1	-0.2	0.0	0.0	0.0	13.9
1.004B	NEA 004: Abluft	LrT	95.0	-12.0	0	259	-59.2	2.7	-20.0	-0.6	0.0	0.0	0.0	0.0	5.9
1.004C	NEA 004: Kamin	LrT	90.0	-12.0	0	261	-59.3	2.7	-2.2	-2.6	0.0	0.0	0.0	0.0	16.5
1.004D	NEA 004: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.005A	NEA 005: Zuluft	LrT	81.0	-12.0	3	259	-59.3	2.7	0.0	-1.0	-0.4	0.0	0.0	0.0	14.0
1.005B	NEA 005: Abluft	LrT	95.0	-12.0	0	274	-59.8	2.7	-7.6	-1.0	0.0	0.8	0.0	0.0	18.1
1.005C	NEA 005: Kamin	LrT	90.0	-12.0	0	278	-59.9	2.7	0.0	-1.7	0.0	0.0	0.0	0.0	19.0
1.005D	NEA 005: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.006A	NEA 006: Zuluft	LrT	81.0	-12.0	3	263	-59.4	2.7	0.0	-1.0	-0.4	0.0	0.0	0.0	13.9
1.006B	NEA 006: Abluft	LrT	95.0	-12.0	0	277	-59.8	2.7	-19.8	-0.6	0.0	0.0	0.0	0.0	5.5
1.006C	NEA 006: Kamin	LrT	90.0	-12.0	0	279	-59.9	2.7	-0.9	-2.2	0.0	0.0	0.0	0.0	17.6
1.006D	NEA 006: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.007A	NEA 007: Zuluft	LrT	81.0	-12.0	3	270	-59.6	2.7	0.0	-1.0	-0.5	0.0	0.0	0.0	13.6
1.007B	NEA 007: Abluft	LrT	95.0	-12.0	0	285	-60.1	2.7	-7.6	-1.1	0.0	0.0	0.0	0.0	17.0
1.007C	NEA 007: Kamin	LrT	90.0	-12.0	0	288	-60.2	2.7	0.0	-1.8	0.0	0.0	0.0	0.0	18.7
1.007D	NEA 007: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.008A	NEA 008: Zuluft	LrT	81.0	-12.0	3	274	-59.8	2.7	0.0	-1.0	-0.5	0.0	0.0	0.0	13.4
1.008B	NEA 008: Abluft	LrT	95.0	-12.0	0	287	-60.2	2.7	-19.5	-0.6	0.0	0.0	0.0	0.0	5.4
1.008C	NEA 008: Kamin	LrT	90.0	-12.0	0	289	-60.2	2.7	-0.9	-2.2	0.0	0.0	0.0	0.0	17.3
1.008D	NEA 008: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.009A	NEA 009: Zuluft	LrT	81.0	-12.0	3	364	-62.2	2.7	-22.1	-0.8	-0.9	0.0	0.0	0.0	-11.3
1.009B	NEA 009: Abluft	LrT	95.0	-12.0	0	353	-61.9	2.7	-24.3	-0.8	0.0	0.0	0.0	0.0	-1.4
1.009C	NEA 009: Kamin	LrT	90.0	-12.0	0	352	-61.9	2.7	0.0	-2.0	0.0	0.0	0.0	0.0	16.7
1.009D	NEA 009: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.010A	NEA 010: Zuluft	LrT	81.0	-12.0	3	367	-62.3	2.7	-22.8	-0.9	-0.9	0.1	0.0	0.0	-12.1
1.010B	NEA 010: Abluft	LrT	95.0	-12.0	0	351	-61.9	2.7	-11.3	-0.8	0.0	0.0	0.0	0.0	11.6
1.010C	NEA 010: Kamin	LrT	90.0	-12.0	0	353	-61.9	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.6
1.010D	NEA 010: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.011A	NEA 011: Zuluft	LrT	81.0	-12.0	3	382	-62.6	2.7	-24.3	-1.0	-1.0	0.0	0.0	0.0	-14.2
1.011B	NEA 011: Abluft	LrT	95.0	-12.0	0	371	-62.4	2.7	-25.7	-1.0	0.0	0.0	0.0	0.0	-3.5
1.011C	NEA 011: Kamin	LrT	90.0	-12.0	0	370	-62.4	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.1
1.011D	NEA 011: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.012A	NEA 012: Zuluft	LrT	81.0	-12.0	3	385	-62.7	2.7	-24.5	-1.0	-1.0	0.0	0.0	0.0	-14.5
1.012B	NEA 012: Abluft	LrT	95.0	-12.0	0	369	-62.3	2.7	-11.3	-0.9	0.0	0.0	0.0	0.0	11.2
1.012C	NEA 012: Kamin	LrT	90.0	-12.0	0	371	-62.4	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.1
1.012D	NEA 012: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.013A	NEA 013: Zuluft	LrT	81.0	-12.0	3	392	-62.9	2.7	-24.8	-1.0	-1.0	0.5	0.0	0.0	-14.5
1.013B	NEA 013: Abluft	LrT	95.0	-12.0	0	382	-62.6	2.7	-26.4	-1.2	0.0	0.0	0.0	0.0	-4.5
1.013C	NEA 013: Kamin	LrT	90.0	-12.0	0	381	-62.6	2.7	-1.3	-1.8	0.0	0.0	0.0	0.0	15.0
1.013D	NEA 013: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.014A	NEA 014: Zuluft	LrT	81.0	-12.0	3	396	-62.9	2.7	-26.3	-1.2	-1.0	0.0	0.0	0.0	-16.8
1.014B	NEA 014: Abluft	LrT	95.0	-12.0	0	380	-62.6	2.7	-20.2	-0.7	0.0	0.0	0.0	0.0	2.2
1.014C	NEA 014: Kamin	LrT	90.0	-12.0	0	382	-62.6	2.7	-1.3	-1.8	0.0	0.0	0.0	0.0	14.9
1.014D	NEA 014: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.015A	NEA 015: Zuluft	LrT	81.0	-12.0	3	265	-59.5	2.7	0.0	-1.0	-0.5	0.0	0.0	0.0	13.7
1.015B	NEA 015: Abluft	LrT	95.0	-12.0	0	272	-59.7	2.7	-22.0	-0.6	0.0	0.0	0.0	0.0	3.4
1.015C	NEA 015: Kamin	LrT	90.0	-12.0	0	274	-59.8	2.7	-0.8	-2.1	0.0	0.0	0.0	0.0	18.0
1.015D	NEA 015: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.016A	NEA 016: Zuluft	LrT	81.0	-12.0	3	260	-59.3	2.7	0.0	-1.0	-0.4	0.0	0.0	0.0	13.9
1.016B	NEA 016: Abluft	LrT	95.0	-12.0	0	269	-59.6	2.7	-8.1	-0.9	0.0	1.2	0.0	0.0	18.3
1.016C	NEA 016: Kamin	LrT	90.0	-12.0	0	273	-59.7	2.7	0.0	-1.7	0.0	0.0	0.0	0.0	19.2
1.016D	NEA 016: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.017A	NEA 017: Zuluft	LrT	81.0	-12.0	3	240	-58.6	2.7	-1.6	-1.2	-0.3	0.0	0.0	0.0	13.0
1.017B	NEA 017: Abluft	LrT	95.0	-12.0	0	248	-58.9	2.7	-21.4	-0.5	0.0	0.0	0.0	0.0	4.9
1.017C	NEA 017: Kamin	LrT	90.0	-12.0	0	250	-58.9	2.7	-1.0	-2.0	0.0	0.0	0.0	0.0	18.6
1.017D	NEA 017: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.018A	NEA 018: Zuluft	LrT	81.0	-12.0	3	234	-58.4	2.7	-1.5	-1.2	-0.2	0.0	0.0	0.0	13.3
1.018B	NEA 018: Abluft	LrT	95.0	-12.0	0	245	-58.8	2.7	-7.8	-0.9	0.0	0.7	0.0	0.0	18.9
1.018C	NEA 018: Kamin	LrT	90.0	-12.0	0	248	-58.9	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	20.1
1.018D	NEA 018: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.101A	NEA 101: Zuluft	LrT	81.0	-12.0	3	224	-58.0	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.8
1.101B	NEA 101: Abluft	LrT	95.0	-12.0	0	241	-58.6	2.7	-7.7	-0.9	0.0	0.4	0.0	0.0	18.8
1.101C	NEA 101: Kamin	LrT	90.0	-12.0	0	243	-58.7	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	20.3
1.101D	NEA 101: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.102A	NEA 102: Zuluft	LrT	81.0	-12.0	3	227	-58.1	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.7
1.102B	NEA 102: Abluft	LrT	95.0	-12.0	0	243	-58.7	2.7	-20.2	-0.5	0.0	0.0	0.0	0.0	6.2
1.102C	NEA 102: Kamin	LrT	90.0	-12.0	0	244	-58.7	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	20.3
1.102D	NEA 102: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.103A	NEA 103: Zuluft	LrT	81.0	-12.0	3	240	-58.6	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.1
1.103B	NEA 103: Abluft	LrT	95.0	-12.0	0	256	-59.2	2.7	-7.6	-1.0	0.0	0.7	0.0	0.0	18.6
1.103C	NEA 103: Kamin	LrT	90.0	-12.0	0	259	-59.3	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	19.7
1.103D	NEA 103: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.104A	NEA 104: Zuluft	LrT	81.0	-12.0	3	244	-58.7	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.0
1.104B	NEA 104: Abluft	LrT	95.0	-12.0	0	259	-59.2	2.7	-20.0	-0.6	0.0	0.0	0.0	0.0	5.9
1.104C	NEA 104: Kamin	LrT	90.0	-12.0	0	260	-59.3	2.7	0.0	-1.7	0.0	0.0	0.0	0.0	19.7
1.104D	NEA 104: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.105A	NEA 105: Zuluft	LrT	81.0	-12.0	3	259	-59.3	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	14.4
1.105B	NEA 105: Abluft	LrT	95.0	-12.0	0	274	-59.8	2.7	-7.6	-1.0	0.0	0.8	0.0	0.0	18.1
1.105C	NEA 105: Kamin	LrT	90.0	-12.0	0	277	-59.8	2.7	0.0	-1.7	0.0	0.0	0.0	0.0	19.1
1.105D	NEA 105: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.106A	NEA 106: Zuluft	LrT	81.0	-12.0	3	263	-59.4	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	14.3
1.106B	NEA 106: Abluft	LrT	95.0	-12.0	0	277	-59.8	2.7	-19.8	-0.6	0.0	0.0	0.0	0.0	5.5
1.106C	NEA 106: Kamin	LrT	90.0	-12.0	0	278	-59.9	2.7	-0.8	-2.1	0.0	0.0	0.0	0.0	17.8
1.106D	NEA 106: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.107A	NEA 107: Zuluft	LrT	81.0	-12.0	3	270	-59.6	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	14.0
1.107B	NEA 107: Abluft	LrT	95.0	-12.0	0	285	-60.1	2.7	-7.6	-1.1	0.0	0.0	0.0	0.0	17.0
1.107C	NEA 107: Kamin	LrT	90.0	-12.0	0	287	-60.2	2.7	0.0	-1.8	0.0	0.0	0.0	0.0	18.7
1.107D	NEA 107: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.108A	NEA 108: Zuluft	LrT	81.0	-12.0	3	274	-59.8	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	13.9

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.108B	NEA 108: Abluft	LrT	95.0	-12.0	0	287	-60.2	2.7	-19.5	-0.6	0.0	0.0	0.0	0.0	5.4
1.108C	NEA 108: Kamin	LrT	90.0	-12.0	0	288	-60.2	2.7	-0.9	-2.2	0.0	0.0	0.0	0.0	17.4
1.108D	NEA 108: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.109A	NEA 109: Zuluft	LrT	81.0	-12.0	3	364	-62.2	2.7	-22.0	-0.8	-0.5	0.0	0.0	0.0	-10.9
1.109B	NEA 109: Abluft	LrT	95.0	-12.0	0	353	-61.9	2.7	-24.3	-0.8	0.0	0.0	0.0	0.0	-1.4
1.109C	NEA 109: Kamin	LrT	90.0	-12.0	0	353	-61.9	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.6
1.109D	NEA 109: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.110A	NEA 110: Zuluft	LrT	81.0	-12.0	3	367	-62.3	2.7	-22.7	-0.8	-0.5	0.1	0.0	0.0	-11.6
1.110B	NEA 110: Abluft	LrT	95.0	-12.0	0	351	-61.9	2.7	-11.3	-0.8	0.0	0.0	0.0	0.0	11.6
1.110C	NEA 110: Kamin	LrT	90.0	-12.0	0	354	-62.0	2.7	-0.8	-2.5	0.0	0.0	0.0	0.0	15.4
1.110D	NEA 110: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.111A	NEA 111: Zuluft	LrT	81.0	-12.0	3	382	-62.6	2.7	-24.2	-1.0	-0.6	0.0	0.0	0.0	-13.7
1.111B	NEA 111: Abluft	LrT	95.0	-12.0	0	371	-62.4	2.7	-25.7	-1.0	0.0	0.0	0.0	0.0	-3.5
1.111C	NEA 111: Kamin	LrT	90.0	-12.0	0	371	-62.4	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.1
1.111D	NEA 111: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.112A	NEA 112: Zuluft	LrT	81.0	-12.0	3	385	-62.7	2.7	-24.4	-1.0	-0.6	0.0	0.0	0.0	-14.1
1.112B	NEA 112: Abluft	LrT	95.0	-12.0	0	369	-62.3	2.7	-11.3	-0.9	0.0	0.0	0.0	0.0	11.2
1.112C	NEA 112: Kamin	LrT	90.0	-12.0	0	372	-62.4	2.7	-0.8	-2.6	0.0	0.0	0.0	0.0	14.9
1.112D	NEA 112: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.113A	NEA 113: Zuluft	LrT	81.0	-12.0	3	392	-62.9	2.7	-24.7	-1.0	-0.7	0.5	0.0	0.0	-14.1
1.113B	NEA 113: Abluft	LrT	95.0	-12.0	0	382	-62.6	2.7	-26.4	-1.2	0.0	0.0	0.0	0.0	-4.5
1.113C	NEA 113: Kamin	LrT	90.0	-12.0	0	382	-62.6	2.7	-1.3	-1.8	0.0	0.0	0.0	0.0	14.9
1.113D	NEA 113: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.114A	NEA 114: Zuluft	LrT	81.0	-12.0	3	396	-62.9	2.7	-26.3	-1.2	-0.7	0.0	0.0	0.0	-16.5
1.114B	NEA 114: Abluft	LrT	95.0	-12.0	0	380	-62.6	2.7	-20.2	-0.7	0.0	0.0	0.0	0.0	2.2
1.114C	NEA 114: Kamin	LrT	90.0	-12.0	0	383	-62.7	2.7	-1.3	-1.8	0.0	0.0	0.0	0.0	14.9
1.114D	NEA 114: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.115A	NEA 115: Zuluft	LrT	81.0	-12.0	3	265	-59.5	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	14.2
1.115B	NEA 115: Abluft	LrT	95.0	-12.0	0	272	-59.7	2.7	-22.0	-0.6	0.0	0.0	0.0	0.0	3.4
1.115C	NEA 115: Kamin	LrT	90.0	-12.0	0	274	-59.7	2.7	-0.8	-2.1	0.0	0.0	0.0	0.0	18.1
1.115D	NEA 115: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.116A	NEA 116: Zuluft	LrT	81.0	-12.0	3	260	-59.3	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	14.4
1.116B	NEA 116: Abluft	LrT	95.0	-12.0	0	269	-59.6	2.7	-8.1	-0.9	0.0	1.2	0.0	0.0	18.3
1.116C	NEA 116: Kamin	LrT	90.0	-12.0	0	272	-59.7	2.7	0.0	-1.7	0.0	0.0	0.0	0.0	19.2
1.116D	NEA 116: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.117A	NEA 117: Zuluft	LrT	81.0	-12.0	3	240	-58.6	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.1
1.117B	NEA 117: Abluft	LrT	95.0	-12.0	0	248	-58.9	2.7	-21.4	-0.5	0.0	0.0	0.0	0.0	4.9
1.117C	NEA 117: Kamin	LrT	90.0	-12.0	0	249	-58.9	2.7	-0.9	-2.0	0.0	0.0	0.0	0.0	18.9
1.117D	NEA 117: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.118A	NEA 118: Zuluft	LrT	81.0	-12.0	3	235	-58.4	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.3
1.118B	NEA 118: Abluft	LrT	95.0	-12.0	0	245	-58.8	2.7	-7.8	-0.9	0.0	0.7	0.0	0.0	18.9
1.118C	NEA 118: Kamin	LrT	90.0	-12.0	0	248	-58.9	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	20.2
1.118D	NEA 118: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.201A	NEA 201: Zuluft	LrT	81.0	-12.0	3	224	-58.0	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.8
1.201B	NEA 201: Abluft	LrT	95.0	-12.0	0	241	-58.6	2.7	-7.7	-0.9	0.0	0.4	0.0	0.0	18.8
1.201C	NEA 201: Kamin	LrT	90.0	-12.0	0	242	-58.7	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	20.4
1.201D	NEA 201: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.202A	NEA 202: Zuluft	LrT	81.0	-12.0	3	227	-58.1	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.7
1.202B	NEA 202: Abluft	LrT	95.0	-12.0	0	243	-58.7	2.7	-20.2	-0.5	0.0	0.0	0.0	0.0	6.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.202C	NEA 202: Kamin	LrT	90.0	-12.0	0	243	-58.7	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	20.3
1.202D	NEA 202: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.203A	NEA 203: Zuluft	LrT	81.0	-12.0	3	241	-58.6	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.1
1.203B	NEA 203: Abluft	LrT	95.0	-12.0	0	256	-59.2	2.7	-7.6	-1.0	0.0	0.7	0.0	0.0	18.6
1.203C	NEA 203: Kamin	LrT	90.0	-12.0	0	258	-59.2	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	19.8
1.203D	NEA 203: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.204A	NEA 204: Zuluft	LrT	81.0	-12.0	3	244	-58.7	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.0
1.204B	NEA 204: Abluft	LrT	95.0	-12.0	0	259	-59.2	2.7	-20.0	-0.6	0.0	0.0	0.0	0.0	5.9
1.204C	NEA 204: Kamin	LrT	90.0	-12.0	0	259	-59.3	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	19.7
1.204D	NEA 204: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.205A	NEA 205: Zuluft	LrT	81.0	-12.0	3	259	-59.3	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	14.4
1.205B	NEA 205: Abluft	LrT	95.0	-12.0	0	274	-59.8	2.7	-7.6	-1.0	0.0	0.8	0.0	0.0	18.1
1.205C	NEA 205: Kamin	LrT	90.0	-12.0	0	276	-59.8	2.7	0.0	-1.7	0.0	0.0	0.0	0.0	19.1
1.205D	NEA 205: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.206A	NEA 206: Zuluft	LrT	81.0	-12.0	3	263	-59.4	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	14.3
1.206B	NEA 206: Abluft	LrT	95.0	-12.0	0	277	-59.8	2.7	-19.8	-0.6	0.0	0.0	0.0	0.0	5.5
1.206C	NEA 206: Kamin	LrT	90.0	-12.0	0	277	-59.8	2.7	0.0	-1.7	0.0	0.0	0.0	0.0	19.1
1.206D	NEA 206: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.207A	NEA 207: Zuluft	LrT	81.0	-12.0	3	270	-59.6	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	14.0
1.207B	NEA 207: Abluft	LrT	95.0	-12.0	0	285	-60.1	2.7	-7.6	-1.1	0.0	0.0	0.0	0.0	17.0
1.207C	NEA 207: Kamin	LrT	90.0	-12.0	0	286	-60.1	2.7	0.0	-1.8	0.0	0.0	0.0	0.0	18.7
1.207D	NEA 207: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.208A	NEA 208: Zuluft	LrT	81.0	-12.0	3	274	-59.8	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	13.9
1.208B	NEA 208: Abluft	LrT	95.0	-12.0	0	287	-60.2	2.7	-19.5	-0.6	0.0	0.0	0.0	0.0	5.4
1.208C	NEA 208: Kamin	LrT	90.0	-12.0	0	287	-60.2	2.7	0.0	-1.8	0.0	0.0	0.0	0.0	18.7
1.208D	NEA 208: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.209A	NEA 209: Zuluft	LrT	81.0	-12.0	3	364	-62.2	2.7	-21.6	-0.8	-0.1	0.0	0.0	0.0	-10.1
1.209B	NEA 209: Abluft	LrT	95.0	-12.0	0	353	-61.9	2.7	-24.3	-0.8	0.0	0.0	0.0	0.0	-1.4
1.209C	NEA 209: Kamin	LrT	90.0	-12.0	0	354	-62.0	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.6
1.209D	NEA 209: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.210A	NEA 210: Zuluft	LrT	81.0	-12.0	3	367	-62.3	2.7	-22.1	-0.8	-0.2	0.1	0.0	0.0	-10.6
1.210B	NEA 210: Abluft	LrT	95.0	-12.0	0	351	-61.9	2.7	-11.3	-0.8	0.0	0.0	0.0	0.0	11.6
1.210C	NEA 210: Kamin	LrT	90.0	-12.0	0	355	-62.0	2.7	-0.8	-2.5	0.0	0.0	0.0	0.0	15.4
1.210D	NEA 210: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.211A	NEA 211: Zuluft	LrT	81.0	-12.0	3	382	-62.6	2.7	-23.4	-0.8	-0.3	0.0	0.0	0.0	-12.5
1.211B	NEA 211: Abluft	LrT	95.0	-12.0	0	371	-62.4	2.7	-25.7	-1.0	0.0	0.0	0.0	0.0	-3.5
1.211C	NEA 211: Kamin	LrT	90.0	-12.0	0	372	-62.4	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.1
1.211D	NEA 211: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.212A	NEA 212: Zuluft	LrT	81.0	-12.0	3	385	-62.7	2.7	-23.6	-0.9	-0.3	0.0	0.0	0.0	-12.8
1.212B	NEA 212: Abluft	LrT	95.0	-12.0	0	369	-62.3	2.7	-11.3	-0.9	0.0	0.0	0.0	0.0	11.2
1.212C	NEA 212: Kamin	LrT	90.0	-12.0	0	373	-62.4	2.7	-0.8	-2.6	0.0	0.0	0.0	0.0	14.8
1.212D	NEA 212: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.213A	NEA 213: Zuluft	LrT	81.0	-12.0	3	392	-62.9	2.7	-24.2	-0.9	-0.3	0.4	0.0	0.0	-13.3
1.213B	NEA 213: Abluft	LrT	95.0	-12.0	0	382	-62.6	2.7	-26.4	-1.2	0.0	0.0	0.0	0.0	-4.5
1.213C	NEA 213: Kamin	LrT	90.0	-12.0	0	383	-62.7	2.7	-1.3	-1.8	0.0	0.0	0.0	0.0	14.9
1.213D	NEA 213: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.214A	NEA 214: Zuluft	LrT	81.0	-12.0	3	396	-62.9	2.7	-26.2	-1.2	-0.3	0.0	0.0	0.0	-16.0
1.214B	NEA 214: Abluft	LrT	95.0	-12.0	0	380	-62.6	2.7	-20.2	-0.7	0.0	0.0	0.0	0.0	2.2
1.214C	NEA 214: Kamin	LrT	90.0	-12.0	0	384	-62.7	2.7	-1.4	-1.8	0.0	0.0	0.0	0.0	14.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.214D	NEA 214: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.215A	NEA 215: Zuluft	LrT	81.0	-12.0	3	265	-59.5	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	14.2
1.215B	NEA 215: Abluft	LrT	95.0	-12.0	0	272	-59.7	2.7	-22.0	-0.6	0.0	0.0	0.0	0.0	3.4
1.215C	NEA 215: Kamin	LrT	90.0	-12.0	0	273	-59.7	2.7	0.0	-1.7	0.0	0.0	0.0	0.0	19.2
1.215D	NEA 215: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.216A	NEA 216: Zuluft	LrT	81.0	-12.0	3	260	-59.3	2.7	0.0	-1.0	0.0	0.0	0.0	0.0	14.4
1.216B	NEA 216: Abluft	LrT	95.0	-12.0	0	269	-59.6	2.7	-8.1	-0.9	0.0	1.2	0.0	0.0	18.3
1.216C	NEA 216: Kamin	LrT	90.0	-12.0	0	272	-59.7	2.7	0.0	-1.7	0.0	0.0	0.0	0.0	19.3
1.216D	NEA 216: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.217A	NEA 217: Zuluft	LrT	81.0	-12.0	3	240	-58.6	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.1
1.217B	NEA 217: Abluft	LrT	95.0	-12.0	0	248	-58.9	2.7	-21.4	-0.5	0.0	0.0	0.0	0.0	4.9
1.217C	NEA 217: Kamin	LrT	90.0	-12.0	0	249	-58.9	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	20.1
1.217D	NEA 217: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3
1.218A	NEA 218: Zuluft	LrT	81.0	-12.0	3	235	-58.4	2.7	0.0	-0.9	0.0	0.0	0.0	0.0	15.3
1.218B	NEA 218: Abluft	LrT	95.0	-12.0	0	245	-58.8	2.7	-7.8	-0.9	0.0	0.7	0.0	0.0	18.9
1.218C	NEA 218: Kamin	LrT	90.0	-12.0	0	247	-58.8	2.7	0.0	-1.6	0.0	0.0	0.0	0.0	20.2
1.218D	NEA 218: Stationäre Lastbank	LrT	104.0	-12.0	0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	0.0	32.3

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
Io 5 - Kleingartensiedlung EG LAT; 51 dB(A)															
1.002A	NEA 002: Zuluft	LrT	81.0	-12.0	3	163	-55.2	2.6	0.0	-0.7	-0.5	0.0	0.0	0.0	18.2
1.002B	NEA 002: Abluft	LrT	95.0	-12.0	0	183	-56.2	2.6	-10.8	-0.5	0.0	0.1	0.0	0.0	18.1
1.002C	NEA 002: Kamin	LrT	90.0	-12.0	0	189	-56.5	2.6	0.0	-1.3	0.0	0.0	0.0	0.0	22.7
1.002D	NEA 002: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.003A	NEA 003: Zuluft	LrT	81.0	-12.0	3	155	-54.8	2.6	0.0	-0.7	-0.5	0.0	0.0	0.0	18.6
1.003B	NEA 003: Abluft	LrT	95.0	-12.0	0	176	-55.9	2.6	-10.9	-0.4	0.0	0.0	0.0	0.0	18.3
1.003C	NEA 003: Kamin	LrT	90.0	-12.0	0	181	-56.2	2.6	-1.2	-1.7	0.0	0.0	0.0	0.0	21.6
1.003D	NEA 003: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.004A	NEA 004: Zuluft	LrT	81.0	-12.0	3	154	-54.7	2.6	0.0	-0.6	-0.5	0.0	0.0	0.0	18.7
1.004B	NEA 004: Abluft	LrT	95.0	-12.0	0	175	-55.9	2.6	-10.8	-0.5	0.0	0.0	0.0	0.0	18.5
1.004C	NEA 004: Kamin	LrT	90.0	-12.0	0	181	-56.1	2.6	-1.1	-1.6	0.0	0.0	0.0	0.0	21.7
1.004D	NEA 004: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.005A	NEA 005: Zuluft	LrT	81.0	-12.0	3	150	-54.5	2.6	0.0	-0.6	-0.5	0.0	0.0	0.0	18.9
1.005B	NEA 005: Abluft	LrT	95.0	-12.0	0	171	-55.7	2.6	-11.0	-0.4	0.0	0.0	0.0	0.0	18.4
1.005C	NEA 005: Kamin	LrT	90.0	-12.0	0	177	-55.9	2.6	-7.3	-1.2	0.0	0.0	0.0	0.0	16.1
1.005D	NEA 005: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.006A	NEA 006: Zuluft	LrT	81.0	-12.0	3	150	-54.5	2.6	0.0	-0.6	-0.5	0.0	0.0	0.0	19.0
1.006B	NEA 006: Abluft	LrT	95.0	-12.0	0	171	-55.7	2.6	-11.1	-0.4	0.0	0.0	0.0	0.0	18.4
1.006C	NEA 006: Kamin	LrT	90.0	-12.0	0	177	-55.9	2.6	-7.3	-1.2	0.0	0.0	0.0	0.0	16.1
1.006D	NEA 006: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.007A	NEA 007: Zuluft	LrT	81.0	-12.0	3	149	-54.5	2.6	0.0	-0.6	-0.5	0.0	0.0	0.0	19.0
1.007B	NEA 007: Abluft	LrT	95.0	-12.0	0	171	-55.6	2.6	-11.0	-0.4	0.0	0.0	0.0	0.0	18.5
1.007C	NEA 007: Kamin	LrT	90.0	-12.0	0	176	-55.9	2.6	-7.3	-1.2	0.0	0.0	0.0	0.0	16.1
1.007D	NEA 007: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.008A	NEA 008: Zuluft	LrT	81.0	-12.0	3	149	-54.5	2.6	0.0	-0.6	-0.5	0.0	0.0	0.0	18.9
1.008B	NEA 008: Abluft	LrT	95.0	-12.0	0	171	-55.6	2.6	-11.0	-0.4	0.0	0.0	0.0	0.0	18.5
1.008C	NEA 008: Kamin	LrT	90.0	-12.0	0	176	-55.9	2.6	-7.3	-1.2	0.0	0.0	0.0	0.0	16.1
1.008D	NEA 008: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.009A	NEA 009: Zuluft	LrT	81.0	-12.0	3	210	-57.4	2.6	-17.6	-0.5	-1.0	0.0	0.0	0.0	-1.9
1.009B	NEA 009: Abluft	LrT	95.0	-12.0	0	209	-57.4	2.6	-23.7	-0.5	0.0	0.0	0.0	0.0	3.9
1.009C	NEA 009: Kamin	LrT	90.0	-12.0	0	210	-57.4	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	21.7
1.009D	NEA 009: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.010A	NEA 010: Zuluft	LrT	81.0	-12.0	3	214	-57.6	2.6	-18.4	-0.5	-1.0	0.0	0.0	0.0	-3.0
1.010B	NEA 010: Abluft	LrT	95.0	-12.0	0	206	-57.3	2.6	-17.3	-0.4	0.0	0.0	0.0	0.0	10.6
1.010C	NEA 010: Kamin	LrT	90.0	-12.0	0	211	-57.5	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	21.6
1.010D	NEA 010: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.011A	NEA 011: Zuluft	LrT	81.0	-12.0	3	235	-58.4	2.6	-20.3	-0.5	-1.1	0.5	0.0	0.0	-5.3
1.011B	NEA 011: Abluft	LrT	95.0	-12.0	0	235	-58.4	2.6	-24.5	-0.6	0.0	0.2	0.0	0.0	2.2
1.011C	NEA 011: Kamin	LrT	90.0	-12.0	0	235	-58.4	2.6	0.0	-1.6	0.0	0.0	0.0	0.0	20.5
1.011D	NEA 011: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.012A	NEA 012: Zuluft	LrT	81.0	-12.0	3	240	-58.6	2.6	-20.6	-0.6	-1.1	0.0	0.0	0.0	-6.4
1.012B	NEA 012: Abluft	LrT	95.0	-12.0	0	232	-58.3	2.6	-18.0	-0.4	0.0	0.0	0.0	0.0	8.9
1.012C	NEA 012: Kamin	LrT	90.0	-12.0	0	237	-58.5	2.6	0.0	-1.6	0.0	0.0	0.0	0.0	20.5
1.012D	NEA 012: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.013A	NEA 013: Zuluft	LrT	81.0	-12.0	3	249	-58.9	2.7	-21.0	-0.6	-1.2	0.0	0.0	0.0	-7.0
1.013B	NEA 013: Abluft	LrT	95.0	-12.0	0	250	-58.9	2.6	-25.6	-0.7	0.0	0.6	0.0	0.0	0.8
1.013C	NEA 013: Kamin	LrT	90.0	-12.0	0	250	-58.9	2.6	-0.7	-1.9	0.0	0.0	0.0	0.0	19.0
1.013D	NEA 013: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.014A	NEA 014: Zuluft	LrT	81.0	-12.0	3	255	-59.1	2.7	-24.2	-0.7	-1.2	0.0	0.0	0.0	-10.4
1.014B	NEA 014: Abluft	LrT	95.0	-12.0	0	246	-58.8	2.6	-18.9	-0.5	0.0	0.0	0.0	0.0	7.3
1.014C	NEA 014: Kamin	LrT	90.0	-12.0	0	251	-59.0	2.6	-0.8	-2.0	0.0	0.0	0.0	0.0	18.8
1.014D	NEA 014: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.015A	NEA 015: Zuluft	LrT	81.0	-12.0	3	232	-58.3	2.6	-24.5	-0.6	-1.0	0.0	0.0	0.0	-9.9
1.015B	NEA 015: Abluft	LrT	95.0	-12.0	0	226	-58.1	2.6	-26.0	-0.7	0.0	0.6	0.0	0.0	1.4
1.015C	NEA 015: Kamin	LrT	90.0	-12.0	0	228	-58.2	2.6	0.0	-1.5	0.0	0.0	0.0	0.0	20.8
1.015D	NEA 015: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.016A	NEA 016: Zuluft	LrT	81.0	-12.0	3	227	-58.1	2.6	-24.3	-0.6	-0.9	0.0	0.0	0.0	-9.5
1.016B	NEA 016: Abluft	LrT	95.0	-12.0	0	223	-58.0	2.6	-19.4	-0.4	0.0	0.0	0.0	0.0	7.8
1.016C	NEA 016: Kamin	LrT	90.0	-12.0	0	227	-58.1	2.6	0.0	-1.5	0.0	0.0	0.0	0.0	20.9
1.016D	NEA 016: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.017A	NEA 017: Zuluft	LrT	81.0	-12.0	3	208	-57.3	2.6	-23.4	-0.5	-0.8	0.0	0.0	0.0	-7.5
1.017B	NEA 017: Abluft	LrT	95.0	-12.0	0	201	-57.1	2.6	-25.9	-0.6	0.0	0.0	0.0	0.0	2.0
1.017C	NEA 017: Kamin	LrT	90.0	-12.0	0	203	-57.2	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	22.0
1.017D	NEA 017: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.018A	NEA 018: Zuluft	LrT	81.0	-12.0	3	203	-57.1	2.6	-26.7	-0.7	-0.8	0.0	0.0	0.0	-10.7
1.018B	NEA 018: Abluft	LrT	95.0	-12.0	0	198	-56.9	2.6	-17.0	-0.4	0.0	0.0	0.0	0.0	11.2
1.018C	NEA 018: Kamin	LrT	90.0	-12.0	0	202	-57.1	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	22.1
1.018D	NEA 018: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.101A	NEA 101: Zuluft	LrT	81.0	-12.0	3	166	-55.4	2.6	0.0	-0.7	0.0	0.0	0.0	0.0	18.5
1.101B	NEA 101: Abluft	LrT	95.0	-12.0	0	184	-56.3	2.6	-23.6	-0.5	0.0	0.0	0.0	0.0	5.2
1.101C	NEA 101: Kamin	LrT	90.0	-12.0	0	188	-56.5	2.6	0.0	-1.3	0.0	0.0	0.0	0.0	22.7
1.101D	NEA 101: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.102A	NEA 102: Zuluft	LrT	81.0	-12.0	3	163	-55.3	2.6	0.0	-0.7	0.0	0.0	0.0	0.0	18.6
1.102B	NEA 102: Abluft	LrT	95.0	-12.0	0	183	-56.2	2.6	-10.8	-0.5	0.0	0.1	0.0	0.0	18.1
1.102C	NEA 102: Kamin	LrT	90.0	-12.0	0	187	-56.4	2.6	0.0	-1.3	0.0	0.0	0.0	0.0	22.8
1.102D	NEA 102: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.103A	NEA 103: Zuluft	LrT	81.0	-12.0	3	156	-54.8	2.6	0.0	-0.7	0.0	0.0	0.0	0.0	19.1
1.103B	NEA 103: Abluft	LrT	95.0	-12.0	0	176	-55.9	2.6	-10.9	-0.4	0.0	0.0	0.0	0.0	18.3
1.103C	NEA 103: Kamin	LrT	90.0	-12.0	0	180	-56.1	2.6	-1.1	-1.6	0.0	0.0	0.0	0.0	21.7
1.103D	NEA 103: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.104A	NEA 104: Zuluft	LrT	81.0	-12.0	3	154	-54.8	2.6	0.0	-0.6	0.0	0.0	0.0	0.0	19.1
1.104B	NEA 104: Abluft	LrT	95.0	-12.0	0	175	-55.9	2.6	-10.8	-0.5	0.0	0.0	0.0	0.0	18.5
1.104C	NEA 104: Kamin	LrT	90.0	-12.0	0	179	-56.1	2.6	-1.2	-1.7	0.0	0.0	0.0	0.0	21.7
1.104D	NEA 104: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.105A	NEA 105: Zuluft	LrT	81.0	-12.0	3	151	-54.6	2.6	0.0	-0.6	0.0	0.0	0.0	0.0	19.4
1.105B	NEA 105: Abluft	LrT	95.0	-12.0	0	171	-55.7	2.6	-11.0	-0.4	0.0	0.0	0.0	0.0	18.4
1.105C	NEA 105: Kamin	LrT	90.0	-12.0	0	176	-55.9	2.6	-1.3	-1.7	0.0	0.0	0.0	0.0	21.7
1.105D	NEA 105: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.106A	NEA 106: Zuluft	LrT	81.0	-12.0	3	150	-54.5	2.6	0.0	-0.6	0.0	0.0	0.0	0.0	19.4
1.106B	NEA 106: Abluft	LrT	95.0	-12.0	0	171	-55.7	2.6	-11.1	-0.4	0.0	0.0	0.0	0.0	18.4
1.106C	NEA 106: Kamin	LrT	90.0	-12.0	0	175	-55.9	2.6	-1.3	-1.7	0.0	0.0	0.0	0.0	21.8
1.106D	NEA 106: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.107A	NEA 107: Zuluft	LrT	81.0	-12.0	3	150	-54.5	2.6	0.0	-0.6	0.0	0.0	0.0	0.0	19.4
1.107B	NEA 107: Abluft	LrT	95.0	-12.0	0	171	-55.6	2.6	-11.0	-0.4	0.0	0.0	0.0	0.0	18.5
1.107C	NEA 107: Kamin	LrT	90.0	-12.0	0	175	-55.9	2.6	-1.3	-1.7	0.0	0.0	0.0	0.0	21.7
1.107D	NEA 107: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.108A	NEA 108: Zuluft	LrT	81.0	-12.0	3	150	-54.5	2.6	0.0	-0.6	0.0	0.0	0.0	0.0	19.4

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.108B	NEA 108: Abluft	LrT	95.0	-12.0	0	171	-55.6	2.6	-11.0	-0.4	0.0	0.0	0.0	0.0	18.5
1.108C	NEA 108: Kamin	LrT	90.0	-12.0	0	175	-55.9	2.6	-1.3	-1.7	0.0	0.0	0.0	0.0	21.8
1.108D	NEA 108: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.109A	NEA 109: Zuluft	LrT	81.0	-12.0	3	210	-57.4	2.6	-17.6	-0.5	-0.4	0.0	0.0	0.0	-1.3
1.109B	NEA 109: Abluft	LrT	95.0	-12.0	0	209	-57.4	2.6	-23.7	-0.5	0.0	0.0	0.0	0.0	3.9
1.109C	NEA 109: Kamin	LrT	90.0	-12.0	0	210	-57.4	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	21.7
1.109D	NEA 109: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.110A	NEA 110: Zuluft	LrT	81.0	-12.0	3	215	-57.6	2.6	-18.4	-0.5	-0.4	0.0	0.0	0.0	-2.3
1.110B	NEA 110: Abluft	LrT	95.0	-12.0	0	206	-57.3	2.6	-17.3	-0.4	0.0	0.0	0.0	0.0	10.6
1.110C	NEA 110: Kamin	LrT	90.0	-12.0	0	212	-57.5	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	21.6
1.110D	NEA 110: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.111A	NEA 111: Zuluft	LrT	81.0	-12.0	3	235	-58.4	2.6	-20.2	-0.5	-0.6	0.5	0.0	0.0	-4.7
1.111B	NEA 111: Abluft	LrT	95.0	-12.0	0	235	-58.4	2.6	-24.5	-0.6	0.0	0.2	0.0	0.0	2.2
1.111C	NEA 111: Kamin	LrT	90.0	-12.0	0	236	-58.4	2.6	0.0	-1.6	0.0	0.0	0.0	0.0	20.5
1.111D	NEA 111: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.112A	NEA 112: Zuluft	LrT	81.0	-12.0	3	240	-58.6	2.6	-20.5	-0.5	-0.6	0.0	0.0	0.0	-5.8
1.112B	NEA 112: Abluft	LrT	95.0	-12.0	0	232	-58.3	2.6	-18.0	-0.4	0.0	0.0	0.0	0.0	8.9
1.112C	NEA 112: Kamin	LrT	90.0	-12.0	0	237	-58.5	2.6	0.0	-1.6	0.0	0.0	0.0	0.0	20.5
1.112D	NEA 112: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.113A	NEA 113: Zuluft	LrT	81.0	-12.0	3	250	-58.9	2.6	-20.9	-0.6	-0.7	0.0	0.0	0.0	-6.6
1.113B	NEA 113: Abluft	LrT	95.0	-12.0	0	250	-58.9	2.6	-25.6	-0.7	0.0	0.6	0.0	0.0	0.8
1.113C	NEA 113: Kamin	LrT	90.0	-12.0	0	250	-59.0	2.6	-0.7	-1.9	0.0	0.0	0.0	0.0	18.9
1.113D	NEA 113: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.114A	NEA 114: Zuluft	LrT	81.0	-12.0	3	255	-59.1	2.6	-24.1	-0.7	-0.7	0.0	0.0	0.0	-10.0
1.114B	NEA 114: Abluft	LrT	95.0	-12.0	0	246	-58.8	2.6	-18.9	-0.5	0.0	0.0	0.0	0.0	7.3
1.114C	NEA 114: Kamin	LrT	90.0	-12.0	0	252	-59.0	2.6	-0.8	-2.0	0.0	0.0	0.0	0.0	18.8
1.114D	NEA 114: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.115A	NEA 115: Zuluft	LrT	81.0	-12.0	3	233	-58.3	2.6	-24.5	-0.6	-0.5	0.0	0.0	0.0	-9.4
1.115B	NEA 115: Abluft	LrT	95.0	-12.0	0	226	-58.1	2.6	-26.0	-0.7	0.0	0.6	0.0	0.0	1.4
1.115C	NEA 115: Kamin	LrT	90.0	-12.0	0	229	-58.2	2.6	0.0	-1.5	0.0	0.0	0.0	0.0	20.8
1.115D	NEA 115: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.116A	NEA 116: Zuluft	LrT	81.0	-12.0	3	228	-58.1	2.6	-24.3	-0.6	-0.4	0.0	0.0	0.0	-9.0
1.116B	NEA 116: Abluft	LrT	95.0	-12.0	0	223	-58.0	2.6	-19.4	-0.4	0.0	0.0	0.0	0.0	7.8
1.116C	NEA 116: Kamin	LrT	90.0	-12.0	0	227	-58.1	2.6	0.0	-1.5	0.0	0.0	0.0	0.0	20.9
1.116D	NEA 116: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.117A	NEA 117: Zuluft	LrT	81.0	-12.0	3	208	-57.4	2.6	-23.3	-0.5	-0.3	0.0	0.0	0.0	-6.9
1.117B	NEA 117: Abluft	LrT	95.0	-12.0	0	201	-57.1	2.6	-25.9	-0.6	0.0	0.0	0.0	0.0	2.0
1.117C	NEA 117: Kamin	LrT	90.0	-12.0	0	204	-57.2	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	22.0
1.117D	NEA 117: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.118A	NEA 118: Zuluft	LrT	81.0	-12.0	3	203	-57.1	2.6	-23.0	-0.5	-0.2	0.0	0.0	0.0	-6.3
1.118B	NEA 118: Abluft	LrT	95.0	-12.0	0	198	-56.9	2.6	-17.0	-0.4	0.0	0.0	0.0	0.0	11.2
1.118C	NEA 118: Kamin	LrT	90.0	-12.0	0	202	-57.1	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	22.0
1.118D	NEA 118: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.201A	NEA 201: Zuluft	LrT	81.0	-12.0	3	167	-55.4	2.6	0.0	-0.7	0.0	0.0	0.0	0.0	18.4
1.201B	NEA 201: Abluft	LrT	95.0	-12.0	0	184	-56.3	2.6	-23.6	-0.5	0.0	0.0	0.0	0.0	5.2
1.201C	NEA 201: Kamin	LrT	90.0	-12.0	0	187	-56.4	2.6	0.0	-1.3	0.0	0.0	0.0	0.0	22.8
1.201D	NEA 201: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.202A	NEA 202: Zuluft	LrT	81.0	-12.0	3	164	-55.3	2.6	0.0	-0.7	0.0	0.0	0.0	0.0	18.6
1.202B	NEA 202: Abluft	LrT	95.0	-12.0	0	183	-56.2	2.6	-10.8	-0.5	0.0	0.1	0.0	0.0	18.1

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.202C	NEA 202: Kamin	LrT	90.0	-12.0	0	186	-56.4	2.6	0.0	-1.3	0.0	0.0	0.0	0.0	22.8
1.202D	NEA 202: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.203A	NEA 203: Zuluft	LrT	81.0	-12.0	3	157	-54.9	2.6	0.0	-0.7	0.0	0.0	0.0	0.0	19.0
1.203B	NEA 203: Abluft	LrT	95.0	-12.0	0	176	-55.9	2.6	-10.9	-0.4	0.0	0.0	0.0	0.0	18.3
1.203C	NEA 203: Kamin	LrT	90.0	-12.0	0	179	-56.0	2.6	0.0	-1.3	0.0	0.0	0.0	0.0	23.2
1.203D	NEA 203: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.204A	NEA 204: Zuluft	LrT	81.0	-12.0	3	155	-54.8	2.6	0.0	-0.7	0.0	0.0	0.0	0.0	19.1
1.204B	NEA 204: Abluft	LrT	95.0	-12.0	0	175	-55.9	2.6	-10.8	-0.5	0.0	0.0	0.0	0.0	18.5
1.204C	NEA 204: Kamin	LrT	90.0	-12.0	0	178	-56.0	2.6	0.0	-1.3	0.0	0.0	0.0	0.0	23.3
1.204D	NEA 204: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.205A	NEA 205: Zuluft	LrT	81.0	-12.0	3	152	-54.6	2.6	0.0	-0.6	0.0	0.0	0.0	0.0	19.3
1.205B	NEA 205: Abluft	LrT	95.0	-12.0	0	171	-55.7	2.6	-11.0	-0.4	0.0	0.0	0.0	0.0	18.4
1.205C	NEA 205: Kamin	LrT	90.0	-12.0	0	174	-55.8	2.6	0.0	-1.2	0.0	0.0	0.0	0.0	23.5
1.205D	NEA 205: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.206A	NEA 206: Zuluft	LrT	81.0	-12.0	3	151	-54.6	2.6	0.0	-0.6	0.0	0.0	0.0	0.0	19.3
1.206B	NEA 206: Abluft	LrT	95.0	-12.0	0	171	-55.7	2.6	-11.1	-0.4	0.0	0.0	0.0	0.0	18.4
1.206C	NEA 206: Kamin	LrT	90.0	-12.0	0	174	-55.8	2.6	0.0	-1.2	0.0	0.0	0.0	0.0	23.5
1.206D	NEA 206: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.207A	NEA 207: Zuluft	LrT	81.0	-12.0	3	151	-54.6	2.6	0.0	-0.6	0.0	0.0	0.0	0.0	19.4
1.207B	NEA 207: Abluft	LrT	95.0	-12.0	0	171	-55.6	2.6	-11.0	-0.4	0.0	0.0	0.0	0.0	18.5
1.207C	NEA 207: Kamin	LrT	90.0	-12.0	0	174	-55.8	2.6	0.0	-1.2	0.0	0.0	0.0	0.0	23.5
1.207D	NEA 207: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.208A	NEA 208: Zuluft	LrT	81.0	-12.0	3	151	-54.6	2.6	0.0	-0.6	0.0	0.0	0.0	0.0	19.4
1.208B	NEA 208: Abluft	LrT	95.0	-12.0	0	171	-55.6	2.6	-11.0	-0.4	0.0	0.0	0.0	0.0	18.5
1.208C	NEA 208: Kamin	LrT	90.0	-12.0	0	174	-55.8	2.6	0.0	-1.2	0.0	0.0	0.0	0.0	23.5
1.208D	NEA 208: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.209A	NEA 209: Zuluft	LrT	81.0	-12.0	3	211	-57.5	2.6	-17.2	-0.4	0.0	0.0	0.0	0.0	-0.6
1.209B	NEA 209: Abluft	LrT	95.0	-12.0	0	209	-57.4	2.6	-23.7	-0.5	0.0	0.0	0.0	0.0	3.9
1.209C	NEA 209: Kamin	LrT	90.0	-12.0	0	210	-57.5	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	21.6
1.209D	NEA 209: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.210A	NEA 210: Zuluft	LrT	81.0	-12.0	3	215	-57.7	2.6	-18.0	-0.4	0.0	0.0	0.0	0.0	-1.6
1.210B	NEA 210: Abluft	LrT	95.0	-12.0	0	206	-57.3	2.6	-17.3	-0.4	0.0	0.0	0.0	0.0	10.6
1.210C	NEA 210: Kamin	LrT	90.0	-12.0	0	212	-57.5	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	21.6
1.210D	NEA 210: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.211A	NEA 211: Zuluft	LrT	81.0	-12.0	3	236	-58.4	2.6	-20.0	-0.5	-0.1	0.5	0.0	0.0	-3.9
1.211B	NEA 211: Abluft	LrT	95.0	-12.0	0	235	-58.4	2.6	-24.5	-0.6	0.0	0.2	0.0	0.0	2.2
1.211C	NEA 211: Kamin	LrT	90.0	-12.0	0	236	-58.5	2.6	0.0	-1.6	0.0	0.0	0.0	0.0	20.5
1.211D	NEA 211: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.212A	NEA 212: Zuluft	LrT	81.0	-12.0	3	241	-58.6	2.6	-20.3	-0.5	-0.1	0.0	0.0	0.0	-5.0
1.212B	NEA 212: Abluft	LrT	95.0	-12.0	0	232	-58.3	2.6	-18.0	-0.4	0.0	0.0	0.0	0.0	8.9
1.212C	NEA 212: Kamin	LrT	90.0	-12.0	0	238	-58.5	2.6	0.0	-1.6	0.0	0.0	0.0	0.0	20.4
1.212D	NEA 212: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.213A	NEA 213: Zuluft	LrT	81.0	-12.0	3	250	-59.0	2.6	-20.7	-0.6	-0.2	0.0	0.0	0.0	-5.9
1.213B	NEA 213: Abluft	LrT	95.0	-12.0	0	250	-58.9	2.6	-25.6	-0.7	0.0	0.6	0.0	0.0	0.8
1.213C	NEA 213: Kamin	LrT	90.0	-12.0	0	250	-59.0	2.6	-0.7	-2.0	0.0	0.0	0.0	0.0	18.9
1.213D	NEA 213: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.214A	NEA 214: Zuluft	LrT	81.0	-12.0	3	255	-59.1	2.6	-24.0	-0.7	-0.2	0.0	0.0	0.0	-9.5
1.214B	NEA 214: Abluft	LrT	95.0	-12.0	0	246	-58.8	2.6	-18.9	-0.5	0.0	0.0	0.0	0.0	7.3
1.214C	NEA 214: Kamin	LrT	90.0	-12.0	0	252	-59.0	2.6	-0.8	-2.0	0.0	0.0	0.0	0.0	18.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.214D	NEA 214: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.215A	NEA 215: Zuluft	LrT	81.0	-12.0	3	233	-58.4	2.6	-24.4	-0.6	0.0	0.0	0.0	0.0	-8.8
1.215B	NEA 215: Abluft	LrT	95.0	-12.0	0	226	-58.1	2.6	-26.0	-0.7	0.0	0.6	0.0	0.0	1.4
1.215C	NEA 215: Kamin	LrT	90.0	-12.0	0	229	-58.2	2.6	0.0	-1.5	0.0	0.0	0.0	0.0	20.8
1.215D	NEA 215: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.216A	NEA 216: Zuluft	LrT	81.0	-12.0	3	228	-58.2	2.6	-24.2	-0.6	0.0	0.0	0.0	0.0	-8.4
1.216B	NEA 216: Abluft	LrT	95.0	-12.0	0	223	-58.0	2.6	-19.4	-0.4	0.0	0.0	0.0	0.0	7.8
1.216C	NEA 216: Kamin	LrT	90.0	-12.0	0	228	-58.1	2.6	0.0	-1.5	0.0	0.0	0.0	0.0	20.9
1.216D	NEA 216: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.217A	NEA 217: Zuluft	LrT	81.0	-12.0	3	209	-57.4	2.6	-23.2	-0.5	0.0	0.0	0.0	0.0	-6.6
1.217B	NEA 217: Abluft	LrT	95.0	-12.0	0	201	-57.1	2.6	-25.9	-0.6	0.0	0.0	0.0	0.0	2.0
1.217C	NEA 217: Kamin	LrT	90.0	-12.0	0	204	-57.2	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	21.9
1.217D	NEA 217: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8
1.218A	NEA 218: Zuluft	LrT	81.0	-12.0	3	204	-57.2	2.6	-22.9	-0.5	0.0	0.0	0.0	0.0	-6.0
1.218B	NEA 218: Abluft	LrT	95.0	-12.0	0	198	-56.9	2.6	-17.0	-0.4	0.0	0.0	0.0	0.0	11.2
1.218C	NEA 218: Kamin	LrT	90.0	-12.0	0	203	-57.1	2.6	0.0	-1.4	0.0	0.0	0.0	0.0	22.0
1.218D	NEA 218: Stationäre Lastbank	LrT	104.0	-12.0	0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	0.0	33.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
lo 6 - Eppsteiner Straße 64 2.OG LAT, 148 dB(A)															
1.002A	NEA 002: Zuluft	LrT	81.0	-12.0	3	383	-62.6	2.7	0.0	-1.4	-1.0	0.1	0.0	0.0	9.7
1.002B	NEA 002: Abluft	LrT	95.0	-12.0	0	397	-63.0	2.7	-7.5	-1.4	0.0	0.8	0.0	0.0	14.6
1.002C	NEA 002: Kamin	LrT	90.0	-12.0	0	400	-63.0	2.7	0.0	-2.2	0.0	0.0	0.0	0.0	15.3
1.002D	NEA 002: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.003A	NEA 003: Zuluft	LrT	81.0	-12.0	3	366	-62.3	2.7	0.0	-1.3	-1.0	0.0	0.0	0.0	10.0
1.003B	NEA 003: Abluft	LrT	95.0	-12.0	0	380	-62.6	2.7	-19.7	-0.8	0.0	0.0	0.0	0.0	2.7
1.003C	NEA 003: Kamin	LrT	90.0	-12.0	0	382	-62.6	2.7	-0.8	-2.7	0.0	0.0	0.0	0.0	14.5
1.003D	NEA 003: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.004A	NEA 004: Zuluft	LrT	81.0	-12.0	3	362	-62.2	2.7	0.0	-1.3	-1.0	0.0	0.0	0.0	10.2
1.004B	NEA 004: Abluft	LrT	95.0	-12.0	0	377	-62.5	2.7	-7.5	-1.3	0.0	0.8	0.0	0.0	15.1
1.004C	NEA 004: Kamin	LrT	90.0	-12.0	0	380	-62.6	2.7	0.0	-2.2	0.0	0.0	0.0	0.0	15.8
1.004D	NEA 004: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.005A	NEA 005: Zuluft	LrT	81.0	-12.0	3	347	-61.8	2.7	0.0	-1.3	-0.9	0.0	0.0	0.0	10.7
1.005B	NEA 005: Abluft	LrT	95.0	-12.0	0	361	-62.1	2.7	-19.8	-0.7	0.0	0.0	0.0	0.0	2.9
1.005C	NEA 005: Kamin	LrT	90.0	-12.0	0	363	-62.2	2.7	-0.8	-2.6	0.0	0.0	0.0	0.0	15.1
1.005D	NEA 005: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.006A	NEA 006: Zuluft	LrT	81.0	-12.0	3	343	-61.7	2.7	0.0	-1.3	-0.8	0.0	0.0	0.0	10.9
1.006B	NEA 006: Abluft	LrT	95.0	-12.0	0	359	-62.1	2.7	-7.5	-1.3	0.0	0.0	0.0	0.0	14.8
1.006C	NEA 006: Kamin	LrT	90.0	-12.0	0	362	-62.2	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.4
1.006D	NEA 006: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.007A	NEA 007: Zuluft	LrT	81.0	-12.0	3	336	-61.5	2.7	0.0	-1.2	-0.8	0.0	0.0	0.0	11.0
1.007B	NEA 007: Abluft	LrT	95.0	-12.0	0	351	-61.9	2.7	-19.8	-0.7	0.0	0.0	0.0	0.0	3.3
1.007C	NEA 007: Kamin	LrT	90.0	-12.0	0	353	-62.0	2.7	-1.3	-2.8	0.0	0.0	0.0	0.0	14.5
1.007D	NEA 007: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.008A	NEA 008: Zuluft	LrT	81.0	-12.0	3	333	-61.4	2.7	0.0	-1.2	-0.8	0.0	0.0	0.0	11.2
1.008B	NEA 008: Abluft	LrT	95.0	-12.0	0	349	-61.8	2.7	-7.5	-1.3	0.0	0.8	0.0	0.0	15.8
1.008C	NEA 008: Kamin	LrT	90.0	-12.0	0	352	-61.9	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.6
1.008D	NEA 008: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.009A	NEA 009: Zuluft	LrT	81.0	-12.0	3	322	-61.1	2.7	0.0	-1.2	-0.9	0.0	0.0	0.0	11.4
1.009B	NEA 009: Abluft	LrT	95.0	-12.0	0	335	-61.5	2.7	-18.6	-0.7	0.0	0.0	0.0	0.0	4.8
1.009C	NEA 009: Kamin	LrT	90.0	-12.0	0	336	-61.5	2.7	0.0	-2.0	0.0	0.0	0.0	0.0	17.1
1.009D	NEA 009: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.010A	NEA 010: Zuluft	LrT	81.0	-12.0	3	327	-61.3	2.7	0.0	-1.2	-0.9	0.0	0.0	0.0	11.3
1.010B	NEA 010: Abluft	LrT	95.0	-12.0	0	332	-61.4	2.7	-7.6	-1.2	0.0	1.1	0.0	0.0	16.5
1.010C	NEA 010: Kamin	LrT	90.0	-12.0	0	337	-61.5	2.7	0.0	-2.0	0.0	0.0	0.0	0.0	17.1
1.010D	NEA 010: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.011A	NEA 011: Zuluft	LrT	81.0	-12.0	3	347	-61.8	2.7	0.0	-1.3	-1.0	0.0	0.0	0.0	10.6
1.011B	NEA 011: Abluft	LrT	95.0	-12.0	0	360	-62.1	2.7	-18.8	-0.7	0.0	0.0	0.0	0.0	4.0
1.011C	NEA 011: Kamin	LrT	90.0	-12.0	0	360	-62.1	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.4
1.011D	NEA 011: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.012A	NEA 012: Zuluft	LrT	81.0	-12.0	3	352	-61.9	2.7	0.0	-1.3	-1.0	0.0	0.0	0.0	10.4
1.012B	NEA 012: Abluft	LrT	95.0	-12.0	0	357	-62.0	2.7	-7.6	-1.3	0.0	1.1	0.0	0.0	15.9
1.012C	NEA 012: Kamin	LrT	90.0	-12.0	0	362	-62.2	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.4
1.012D	NEA 012: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.013A	NEA 013: Zuluft	LrT	81.0	-12.0	3	362	-62.2	2.7	0.0	-1.3	-1.0	0.0	0.0	0.0	10.2
1.013B	NEA 013: Abluft	LrT	95.0	-12.0	0	374	-62.5	2.7	-18.7	-0.7	0.0	0.0	0.0	0.0	3.8
1.013C	NEA 013: Kamin	LrT	90.0	-12.0	0	374	-62.5	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.0
1.013D	NEA 013: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.014A	NEA 014: Zuluft	LrT	81.0	-12.0	3	367	-62.3	2.7	0.0	-1.3	-1.0	0.0	0.0	0.0	10.0
1.014B	NEA 014: Abluft	LrT	95.0	-12.0	0	371	-62.4	2.7	-7.5	-1.3	0.0	0.0	0.0	0.0	14.4
1.014C	NEA 014: Kamin	LrT	90.0	-12.0	0	376	-62.5	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.0
1.014D	NEA 014: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.015A	NEA 015: Zuluft	LrT	81.0	-12.0	3	449	-64.0	2.7	-26.1	-1.3	-1.2	0.0	0.0	0.0	-18.0
1.015B	NEA 015: Abluft	LrT	95.0	-12.0	0	436	-63.8	2.7	-26.2	-1.3	-0.2	0.0	0.0	0.0	-5.7
1.015C	NEA 015: Kamin	LrT	90.0	-12.0	0	435	-63.8	2.7	-1.1	-2.0	0.0	0.0	0.0	0.0	13.8
1.015D	NEA 015: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.016A	NEA 016: Zuluft	LrT	81.0	-12.0	3	445	-64.0	2.7	-26.0	-1.3	-1.2	0.0	0.0	0.0	-17.8
1.016B	NEA 016: Abluft	LrT	95.0	-12.0	0	433	-63.7	2.7	-21.2	-0.8	-0.2	0.0	0.0	0.0	-0.2
1.016C	NEA 016: Kamin	LrT	90.0	-12.0	0	434	-63.7	2.7	-1.6	-1.9	0.0	0.0	0.0	0.0	13.4
1.016D	NEA 016: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.017A	NEA 017: Zuluft	LrT	81.0	-12.0	3	430	-63.7	2.7	-25.4	-1.1	-1.2	0.0	0.0	0.0	-16.7
1.017B	NEA 017: Abluft	LrT	95.0	-12.0	0	416	-63.4	2.7	-23.1	-0.9	-0.1	0.0	0.0	0.0	-1.8
1.017C	NEA 017: Kamin	LrT	90.0	-12.0	0	416	-63.4	2.7	0.0	-2.3	0.0	0.0	0.0	0.0	14.9
1.017D	NEA 017: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.018A	NEA 018: Zuluft	LrT	81.0	-12.0	3	426	-63.6	2.7	-25.1	-1.1	-1.2	0.0	0.0	0.0	-16.3
1.018B	NEA 018: Abluft	LrT	95.0	-12.0	0	414	-63.3	2.7	-21.8	-0.8	-0.1	0.0	0.0	0.0	-0.3
1.018C	NEA 018: Kamin	LrT	90.0	-12.0	0	415	-63.3	2.7	-1.1	-1.9	0.0	0.0	0.0	0.0	14.3
1.018D	NEA 018: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.101A	NEA 101: Zuluft	LrT	81.0	-12.0	3	387	-62.7	2.7	0.0	-1.4	-0.7	0.1	0.0	0.0	10.0
1.101B	NEA 101: Abluft	LrT	95.0	-12.0	0	400	-63.0	2.7	-19.4	-0.8	0.0	0.0	0.0	0.0	2.5
1.101C	NEA 101: Kamin	LrT	90.0	-12.0	0	400	-63.0	2.7	-0.8	-2.8	0.0	0.0	0.0	0.0	14.0
1.101D	NEA 101: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.102A	NEA 102: Zuluft	LrT	81.0	-12.0	3	383	-62.7	2.7	0.0	-1.4	-0.7	0.1	0.0	0.0	10.1
1.102B	NEA 102: Abluft	LrT	95.0	-12.0	0	397	-63.0	2.7	-7.5	-1.4	0.0	0.8	0.0	0.0	14.6
1.102C	NEA 102: Kamin	LrT	90.0	-12.0	0	399	-63.0	2.7	0.0	-2.2	0.0	0.0	0.0	0.0	15.4
1.102D	NEA 102: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.103A	NEA 103: Zuluft	LrT	81.0	-12.0	3	366	-62.3	2.7	0.0	-1.3	-0.6	0.0	0.0	0.0	10.4
1.103B	NEA 103: Abluft	LrT	95.0	-12.0	0	380	-62.6	2.7	-19.7	-0.8	0.0	0.0	0.0	0.0	2.7
1.103C	NEA 103: Kamin	LrT	90.0	-12.0	0	381	-62.6	2.7	-0.8	-2.7	0.0	0.0	0.0	0.0	14.6
1.103D	NEA 103: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.104A	NEA 104: Zuluft	LrT	81.0	-12.0	3	362	-62.2	2.7	0.0	-1.3	-0.6	0.0	0.0	0.0	10.5
1.104B	NEA 104: Abluft	LrT	95.0	-12.0	0	377	-62.5	2.7	-7.5	-1.3	0.0	0.8	0.0	0.0	15.1
1.104C	NEA 104: Kamin	LrT	90.0	-12.0	0	379	-62.6	2.7	0.0	-2.2	0.0	0.0	0.0	0.0	15.9
1.104D	NEA 104: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.105A	NEA 105: Zuluft	LrT	81.0	-12.0	3	347	-61.8	2.7	0.0	-1.3	-0.5	0.0	0.0	0.0	11.1
1.105B	NEA 105: Abluft	LrT	95.0	-12.0	0	361	-62.1	2.7	-19.8	-0.7	0.0	0.0	0.0	0.0	2.9
1.105C	NEA 105: Kamin	LrT	90.0	-12.0	0	362	-62.2	2.7	-0.8	-2.6	0.0	0.0	0.0	0.0	15.1
1.105D	NEA 105: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.106A	NEA 106: Zuluft	LrT	81.0	-12.0	3	343	-61.7	2.7	0.0	-1.3	-0.5	0.0	0.0	0.0	11.2
1.106B	NEA 106: Abluft	LrT	95.0	-12.0	0	359	-62.1	2.7	-7.5	-1.3	0.0	0.0	0.0	0.0	14.8
1.106C	NEA 106: Kamin	LrT	90.0	-12.0	0	361	-62.1	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.4
1.106D	NEA 106: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.107A	NEA 107: Zuluft	LrT	81.0	-12.0	3	336	-61.5	2.7	0.0	-1.2	-0.5	0.0	0.0	0.0	11.4
1.107B	NEA 107: Abluft	LrT	95.0	-12.0	0	351	-61.9	2.7	-19.8	-0.7	0.0	0.0	0.0	0.0	3.3
1.107C	NEA 107: Kamin	LrT	90.0	-12.0	0	352	-61.9	2.7	-0.8	-2.5	0.0	0.0	0.0	0.0	15.4
1.107D	NEA 107: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.108A	NEA 108: Zuluft	LrT	81.0	-12.0	3	333	-61.4	2.7	0.0	-1.2	-0.5	0.0	0.0	0.0	11.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.108B	NEA 108: Abluft	LrT	95.0	-12.0	0	349	-61.8	2.7	-7.5	-1.3	0.0	0.8	0.0	0.0	15.8
1.108C	NEA 108: Kamin	LrT	90.0	-12.0	0	351	-61.9	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.7
1.108D	NEA 108: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.109A	NEA 109: Zuluft	LrT	81.0	-12.0	3	322	-61.2	2.7	0.0	-1.2	-0.5	0.0	0.0	0.0	11.8
1.109B	NEA 109: Abluft	LrT	95.0	-12.0	0	335	-61.5	2.7	-18.6	-0.7	0.0	0.0	0.0	0.0	4.8
1.109C	NEA 109: Kamin	LrT	90.0	-12.0	0	335	-61.5	2.7	0.0	-2.0	0.0	0.0	0.0	0.0	17.1
1.109D	NEA 109: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.110A	NEA 110: Zuluft	LrT	81.0	-12.0	3	327	-61.3	2.7	0.0	-1.2	-0.5	0.0	0.0	0.0	11.6
1.110B	NEA 110: Abluft	LrT	95.0	-12.0	0	332	-61.4	2.7	-7.6	-1.2	0.0	1.1	0.0	0.0	16.5
1.110C	NEA 110: Kamin	LrT	90.0	-12.0	0	336	-61.5	2.7	-0.8	-2.4	0.0	0.0	0.0	0.0	15.9
1.110D	NEA 110: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.111A	NEA 111: Zuluft	LrT	81.0	-12.0	3	347	-61.8	2.7	0.0	-1.3	-0.6	0.0	0.0	0.0	11.0
1.111B	NEA 111: Abluft	LrT	95.0	-12.0	0	360	-62.1	2.7	-18.8	-0.7	0.0	0.0	0.0	0.0	4.0
1.111C	NEA 111: Kamin	LrT	90.0	-12.0	0	360	-62.1	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.4
1.111D	NEA 111: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.112A	NEA 112: Zuluft	LrT	81.0	-12.0	3	353	-61.9	2.7	0.0	-1.3	-0.6	0.0	0.0	0.0	10.8
1.112B	NEA 112: Abluft	LrT	95.0	-12.0	0	357	-62.0	2.7	-7.6	-1.3	0.0	1.1	0.0	0.0	15.9
1.112C	NEA 112: Kamin	LrT	90.0	-12.0	0	361	-62.1	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.4
1.112D	NEA 112: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.113A	NEA 113: Zuluft	LrT	81.0	-12.0	3	362	-62.2	2.7	0.0	-1.3	-0.7	0.0	0.0	0.0	10.5
1.113B	NEA 113: Abluft	LrT	95.0	-12.0	0	374	-62.5	2.7	-18.7	-0.7	0.0	0.0	0.0	0.0	3.8
1.113C	NEA 113: Kamin	LrT	90.0	-12.0	0	373	-62.4	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.0
1.113D	NEA 113: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.114A	NEA 114: Zuluft	LrT	81.0	-12.0	3	367	-62.3	2.7	0.0	-1.3	-0.7	0.0	0.0	0.0	10.4
1.114B	NEA 114: Abluft	LrT	95.0	-12.0	0	371	-62.4	2.7	-7.5	-1.3	0.0	0.0	0.0	0.0	14.4
1.114C	NEA 114: Kamin	LrT	90.0	-12.0	0	375	-62.5	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.0
1.114D	NEA 114: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.115A	NEA 115: Zuluft	LrT	81.0	-12.0	3	449	-64.0	2.7	-26.1	-1.3	-0.9	0.0	0.0	0.0	-17.6
1.115B	NEA 115: Abluft	LrT	95.0	-12.0	0	436	-63.8	2.7	-26.2	-1.3	-0.2	0.0	0.0	0.0	-5.7
1.115C	NEA 115: Kamin	LrT	90.0	-12.0	0	436	-63.8	2.7	-1.1	-2.0	0.0	0.0	0.0	0.0	13.7
1.115D	NEA 115: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.116A	NEA 116: Zuluft	LrT	81.0	-12.0	3	445	-64.0	2.7	-26.0	-1.2	-0.9	0.0	0.0	0.0	-17.4
1.116B	NEA 116: Abluft	LrT	95.0	-12.0	0	433	-63.7	2.7	-21.2	-0.8	-0.2	0.0	0.0	0.0	-0.2
1.116C	NEA 116: Kamin	LrT	90.0	-12.0	0	435	-63.8	2.7	-1.2	-2.0	0.0	0.0	0.0	0.0	13.7
1.116D	NEA 116: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.117A	NEA 117: Zuluft	LrT	81.0	-12.0	3	430	-63.7	2.7	-25.3	-1.1	-0.9	0.0	0.0	0.0	-16.3
1.117B	NEA 117: Abluft	LrT	95.0	-12.0	0	416	-63.4	2.7	-23.1	-0.9	-0.1	0.0	0.0	0.0	-1.8
1.117C	NEA 117: Kamin	LrT	90.0	-12.0	0	417	-63.4	2.7	-1.1	-2.0	0.0	0.0	0.0	0.0	14.2
1.117D	NEA 117: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.118A	NEA 118: Zuluft	LrT	81.0	-12.0	3	426	-63.6	2.7	-25.0	-1.1	-0.9	0.0	0.0	0.0	-15.9
1.118B	NEA 118: Abluft	LrT	95.0	-12.0	0	414	-63.3	2.7	-21.8	-0.8	-0.1	0.0	0.0	0.0	-0.3
1.118C	NEA 118: Kamin	LrT	90.0	-12.0	0	416	-63.4	2.7	-1.3	-1.9	0.0	0.0	0.0	0.0	14.1
1.118D	NEA 118: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.201A	NEA 201: Zuluft	LrT	81.0	-12.0	3	387	-62.8	2.7	0.0	-1.4	-0.3	0.0	0.0	0.0	10.2
1.201B	NEA 201: Abluft	LrT	95.0	-12.0	0	400	-63.0	2.7	-19.4	-0.8	0.0	0.0	0.0	0.0	2.5
1.201C	NEA 201: Kamin	LrT	90.0	-12.0	0	400	-63.0	2.7	0.0	-2.2	0.0	0.0	0.0	0.0	15.4
1.201D	NEA 201: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.202A	NEA 202: Zuluft	LrT	81.0	-12.0	3	383	-62.7	2.7	0.0	-1.4	-0.3	0.0	0.0	0.0	10.3
1.202B	NEA 202: Abluft	LrT	95.0	-12.0	0	397	-63.0	2.7	-7.5	-1.4	0.0	0.8	0.0	0.0	14.6

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.202C	NEA 202: Kamin	LrT	90.0	-12.0	0	398	-63.0	2.7	0.0	-2.2	0.0	0.0	0.0	0.0	15.4
1.202D	NEA 202: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.203A	NEA 203: Zuluft	LrT	81.0	-12.0	3	367	-62.3	2.7	0.0	-1.3	-0.3	0.0	0.0	0.0	10.8
1.203B	NEA 203: Abluft	LrT	95.0	-12.0	0	380	-62.6	2.7	-19.7	-0.8	0.0	0.0	0.0	0.0	2.7
1.203C	NEA 203: Kamin	LrT	90.0	-12.0	0	380	-62.6	2.7	0.0	-2.2	0.0	0.0	0.0	0.0	15.9
1.203D	NEA 203: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.204A	NEA 204: Zuluft	LrT	81.0	-12.0	3	363	-62.2	2.7	0.0	-1.3	-0.3	0.0	0.0	0.0	10.9
1.204B	NEA 204: Abluft	LrT	95.0	-12.0	0	377	-62.5	2.7	-7.5	-1.3	0.0	0.8	0.0	0.0	15.1
1.204C	NEA 204: Kamin	LrT	90.0	-12.0	0	379	-62.6	2.7	0.0	-2.2	0.0	0.0	0.0	0.0	15.9
1.204D	NEA 204: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.205A	NEA 205: Zuluft	LrT	81.0	-12.0	3	347	-61.8	2.7	0.0	-1.3	-0.2	0.0	0.0	0.0	11.4
1.205B	NEA 205: Abluft	LrT	95.0	-12.0	0	361	-62.1	2.7	-19.8	-0.7	0.0	0.0	0.0	0.0	2.9
1.205C	NEA 205: Kamin	LrT	90.0	-12.0	0	361	-62.1	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.4
1.205D	NEA 205: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.206A	NEA 206: Zuluft	LrT	81.0	-12.0	3	343	-61.7	2.7	0.0	-1.3	-0.2	0.0	0.0	0.0	11.5
1.206B	NEA 206: Abluft	LrT	95.0	-12.0	0	359	-62.1	2.7	-7.5	-1.3	0.0	0.0	0.0	0.0	14.8
1.206C	NEA 206: Kamin	LrT	90.0	-12.0	0	360	-62.1	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.4
1.206D	NEA 206: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.207A	NEA 207: Zuluft	LrT	81.0	-12.0	3	337	-61.5	2.7	0.0	-1.2	-0.2	0.0	0.0	0.0	11.7
1.207B	NEA 207: Abluft	LrT	95.0	-12.0	0	351	-61.9	2.7	-19.8	-0.7	0.0	0.0	0.0	0.0	3.3
1.207C	NEA 207: Kamin	LrT	90.0	-12.0	0	351	-61.9	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.7
1.207D	NEA 207: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.208A	NEA 208: Zuluft	LrT	81.0	-12.0	3	333	-61.4	2.7	0.0	-1.2	-0.1	0.0	0.0	0.0	11.8
1.208B	NEA 208: Abluft	LrT	95.0	-12.0	0	349	-61.8	2.7	-7.5	-1.3	0.0	0.8	0.0	0.0	15.8
1.208C	NEA 208: Kamin	LrT	90.0	-12.0	0	350	-61.9	2.7	0.0	-2.0	0.0	0.0	0.0	0.0	16.7
1.208D	NEA 208: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.209A	NEA 209: Zuluft	LrT	81.0	-12.0	3	322	-61.2	2.7	0.0	-1.2	-0.1	0.0	0.0	0.0	12.2
1.209B	NEA 209: Abluft	LrT	95.0	-12.0	0	335	-61.5	2.7	-18.6	-0.7	0.0	0.0	0.0	0.0	4.8
1.209C	NEA 209: Kamin	LrT	90.0	-12.0	0	334	-61.5	2.7	0.0	-2.0	0.0	0.0	0.0	0.0	17.2
1.209D	NEA 209: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.210A	NEA 210: Zuluft	LrT	81.0	-12.0	3	327	-61.3	2.7	0.0	-1.2	-0.2	0.0	0.0	0.0	12.0
1.210B	NEA 210: Abluft	LrT	95.0	-12.0	0	332	-61.4	2.7	-7.6	-1.2	0.0	1.1	0.0	0.0	16.5
1.210C	NEA 210: Kamin	LrT	90.0	-12.0	0	336	-61.5	2.7	0.0	-2.0	0.0	0.0	0.0	0.0	17.1
1.210D	NEA 210: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.211A	NEA 211: Zuluft	LrT	81.0	-12.0	3	348	-61.8	2.7	0.0	-1.3	-0.3	0.0	0.0	0.0	11.3
1.211B	NEA 211: Abluft	LrT	95.0	-12.0	0	360	-62.1	2.7	-18.8	-0.7	0.0	0.0	0.0	0.0	4.0
1.211C	NEA 211: Kamin	LrT	90.0	-12.0	0	359	-62.1	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.4
1.211D	NEA 211: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.212A	NEA 212: Zuluft	LrT	81.0	-12.0	3	353	-61.9	2.7	0.0	-1.3	-0.3	0.0	0.0	0.0	11.1
1.212B	NEA 212: Abluft	LrT	95.0	-12.0	0	357	-62.0	2.7	-7.6	-1.3	0.0	1.1	0.0	0.0	15.9
1.212C	NEA 212: Kamin	LrT	90.0	-12.0	0	361	-62.1	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.4
1.212D	NEA 212: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.213A	NEA 213: Zuluft	LrT	81.0	-12.0	3	362	-62.2	2.7	0.0	-1.3	-0.4	0.0	0.0	0.0	10.8
1.213B	NEA 213: Abluft	LrT	95.0	-12.0	0	374	-62.5	2.7	-18.7	-0.7	0.0	0.0	0.0	0.0	3.8
1.213C	NEA 213: Kamin	LrT	90.0	-12.0	0	373	-62.4	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.1
1.213D	NEA 213: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.214A	NEA 214: Zuluft	LrT	81.0	-12.0	3	367	-62.3	2.7	0.0	-1.3	-0.4	0.0	0.0	0.0	10.7
1.214B	NEA 214: Abluft	LrT	95.0	-12.0	0	371	-62.4	2.7	-7.5	-1.3	0.0	0.0	0.0	0.0	14.4
1.214C	NEA 214: Kamin	LrT	90.0	-12.0	0	374	-62.5	2.7	0.0	-2.1	0.0	0.0	0.0	0.0	16.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.214D	NEA 214: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.215A	NEA 215: Zuluft	LrT	81.0	-12.0	3	449	-64.0	2.7	-25.8	-1.2	-0.6	0.0	0.0	0.0	-17.0
1.215B	NEA 215: Abluft	LrT	95.0	-12.0	0	436	-63.8	2.7	-26.2	-1.3	-0.2	0.0	0.0	0.0	-5.7
1.215C	NEA 215: Kamin	LrT	90.0	-12.0	0	437	-63.8	2.7	-1.2	-2.0	0.0	0.0	0.0	0.0	13.7
1.215D	NEA 215: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.216A	NEA 216: Zuluft	LrT	81.0	-12.0	3	445	-64.0	2.7	-25.7	-1.2	-0.6	0.0	0.0	0.0	-16.9
1.216B	NEA 216: Abluft	LrT	95.0	-12.0	0	433	-63.7	2.7	-21.2	-0.8	-0.2	0.0	0.0	0.0	-0.2
1.216C	NEA 216: Kamin	LrT	90.0	-12.0	0	436	-63.8	2.7	-1.1	-2.0	0.0	0.0	0.0	0.0	13.8
1.216D	NEA 216: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.217A	NEA 217: Zuluft	LrT	81.0	-12.0	3	430	-63.7	2.7	-25.1	-1.1	-0.6	0.0	0.0	0.0	-15.7
1.217B	NEA 217: Abluft	LrT	95.0	-12.0	0	416	-63.4	2.7	-23.1	-0.9	-0.1	0.0	0.0	0.0	-1.8
1.217C	NEA 217: Kamin	LrT	90.0	-12.0	0	418	-63.4	2.7	-1.2	-1.9	0.0	0.0	0.0	0.0	14.1
1.217D	NEA 217: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0
1.218A	NEA 218: Zuluft	LrT	81.0	-12.0	3	426	-63.6	2.7	-24.8	-1.0	-0.5	0.0	0.0	0.0	-15.3
1.218B	NEA 218: Abluft	LrT	95.0	-12.0	0	414	-63.3	2.7	-21.8	-0.8	-0.1	0.0	0.0	0.0	-0.3
1.218C	NEA 218: Kamin	LrT	90.0	-12.0	0	417	-63.4	2.7	-1.3	-1.9	0.0	0.0	0.0	0.0	14.1
1.218D	NEA 218: Stationäre Lastbank	LrT	104.0	-12.0	0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	0.0	30.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
lo 7 - Kettelerstraße 48 - 50. 3.OG. LAT: 47 dB(A)															
1.002A	NEA 002: Zuluft	LrT	81.0	-12.0	3	434	-63.7	2.7	-5.2	-2.3	-0.9	0.1	0.0	0.0	2.6
1.002B	NEA 002: Abluft	LrT	95.0	-12.0	0	453	-64.1	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.5
1.002C	NEA 002: Kamin	LrT	90.0	-12.0	0	456	-64.2	2.7	-0.4	-2.7	0.0	0.0	0.0	0.0	13.4
1.002D	NEA 002: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.003A	NEA 003: Zuluft	LrT	81.0	-12.0	3	430	-63.7	2.7	-0.1	-1.5	-0.9	0.0	0.0	0.0	8.6
1.003B	NEA 003: Abluft	LrT	95.0	-12.0	0	449	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.003C	NEA 003: Kamin	LrT	90.0	-12.0	0	451	-64.1	2.7	-0.9	-3.1	0.0	0.0	0.0	0.0	12.6
1.003D	NEA 003: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.004A	NEA 004: Zuluft	LrT	81.0	-12.0	3	429	-63.6	2.7	-0.1	-1.5	-0.9	0.0	0.0	0.0	8.6
1.004B	NEA 004: Abluft	LrT	95.0	-12.0	0	449	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.004C	NEA 004: Kamin	LrT	90.0	-12.0	0	451	-64.1	2.7	-0.9	-3.0	0.0	0.0	0.0	0.0	12.7
1.004D	NEA 004: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.005A	NEA 005: Zuluft	LrT	81.0	-12.0	3	427	-63.6	2.7	0.0	-1.5	-0.9	0.0	0.0	0.0	8.7
1.005B	NEA 005: Abluft	LrT	95.0	-12.0	0	446	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.005C	NEA 005: Kamin	LrT	90.0	-12.0	0	449	-64.0	2.7	-1.1	-3.2	0.0	0.0	0.0	0.0	12.3
1.005D	NEA 005: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.006A	NEA 006: Zuluft	LrT	81.0	-12.0	3	427	-63.6	2.7	-0.1	-1.6	-0.9	0.0	0.0	0.0	8.5
1.006B	NEA 006: Abluft	LrT	95.0	-12.0	0	446	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.006C	NEA 006: Kamin	LrT	90.0	-12.0	0	449	-64.0	2.7	-1.1	-3.2	0.0	0.0	0.0	0.0	12.3
1.006D	NEA 006: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.007A	NEA 007: Zuluft	LrT	81.0	-12.0	3	426	-63.6	2.7	0.0	-1.5	-0.9	0.0	0.0	0.0	8.7
1.007B	NEA 007: Abluft	LrT	95.0	-12.0	0	445	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.007C	NEA 007: Kamin	LrT	90.0	-12.0	0	448	-64.0	2.7	-1.1	-3.2	0.0	0.0	0.0	0.0	12.4
1.007D	NEA 007: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.008A	NEA 008: Zuluft	LrT	81.0	-12.0	3	426	-63.6	2.7	0.0	-1.5	-0.9	0.0	0.0	0.0	8.7
1.008B	NEA 008: Abluft	LrT	95.0	-12.0	0	445	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.008C	NEA 008: Kamin	LrT	90.0	-12.0	0	448	-64.0	2.7	-1.1	-3.2	0.0	0.0	0.0	0.0	12.4
1.008D	NEA 008: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.009A	NEA 009: Zuluft	LrT	81.0	-12.0	3	472	-64.5	2.7	-10.5	-1.0	-1.0	0.0	0.0	0.0	-2.3
1.009B	NEA 009: Abluft	LrT	95.0	-12.0	0	474	-64.5	2.7	-20.3	-0.8	-0.2	0.0	0.0	0.0	-0.2
1.009C	NEA 009: Kamin	LrT	90.0	-12.0	0	473	-64.5	2.7	0.0	-2.5	0.0	0.1	0.0	0.0	13.7
1.009D	NEA 009: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.010A	NEA 010: Zuluft	LrT	81.0	-12.0	3	477	-64.6	2.7	-11.1	-1.0	-1.0	0.0	0.0	0.0	-3.1
1.010B	NEA 010: Abluft	LrT	95.0	-12.0	0	471	-64.5	2.7	-7.5	-1.6	-0.2	0.5	0.0	0.0	12.4
1.010C	NEA 010: Kamin	LrT	90.0	-12.0	0	475	-64.5	2.7	-0.5	-2.9	0.0	0.1	0.0	0.0	12.9
1.010D	NEA 010: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.011A	NEA 011: Zuluft	LrT	81.0	-12.0	3	499	-65.0	2.7	-13.0	-1.0	-1.1	0.0	0.0	0.0	-5.4
1.011B	NEA 011: Abluft	LrT	95.0	-12.0	0	502	-65.0	2.7	-22.0	-1.0	-0.3	0.0	0.0	0.0	-2.6
1.011C	NEA 011: Kamin	LrT	90.0	-12.0	0	500	-65.0	2.7	0.0	-2.6	0.0	0.1	0.0	0.0	13.2
1.011D	NEA 011: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.012A	NEA 012: Zuluft	LrT	81.0	-12.0	3	505	-65.1	2.7	-13.3	-1.0	-1.1	0.0	0.0	0.0	-5.8
1.012B	NEA 012: Abluft	LrT	95.0	-12.0	0	498	-64.9	2.7	-7.7	-1.6	-0.3	0.4	0.0	0.0	11.5
1.012C	NEA 012: Kamin	LrT	90.0	-12.0	0	502	-65.0	2.7	-0.5	-3.0	0.0	0.1	0.0	0.0	12.3
1.012D	NEA 012: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.013A	NEA 013: Zuluft	LrT	81.0	-12.0	3	515	-65.2	2.8	-13.6	-1.0	-1.1	0.0	0.0	0.0	-6.2
1.013B	NEA 013: Abluft	LrT	95.0	-12.0	0	517	-65.3	2.7	-22.8	-1.1	-0.4	0.0	0.0	0.0	-3.8
1.013C	NEA 013: Kamin	LrT	90.0	-12.0	0	516	-65.2	2.7	0.0	-2.7	0.0	0.1	0.0	0.0	12.8
1.013D	NEA 013: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.014A	NEA 014: Zuluft	LrT	81.0	-12.0	3	520	-65.3	2.8	-17.6	-1.0	-1.1	0.0	0.0	0.0	-10.2
1.014B	NEA 014: Abluft	LrT	95.0	-12.0	0	514	-65.2	2.7	-22.1	-1.0	-0.4	0.0	0.0	0.0	-3.0
1.014C	NEA 014: Kamin	LrT	90.0	-12.0	0	517	-65.3	2.7	-0.5	-3.0	0.0	0.1	0.0	0.0	12.0
1.014D	NEA 014: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.015A	NEA 015: Zuluft	LrT	81.0	-12.0	3	501	-65.0	2.7	-20.7	-1.0	-1.0	0.0	0.0	0.0	-13.0
1.015B	NEA 015: Abluft	LrT	95.0	-12.0	0	496	-64.9	2.7	-24.9	-1.2	-0.3	5.1	0.0	0.0	-0.4
1.015C	NEA 015: Kamin	LrT	90.0	-12.0	0	496	-64.9	2.7	-0.5	-3.0	0.0	0.0	0.0	0.0	12.3
1.015D	NEA 015: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.016A	NEA 016: Zuluft	LrT	81.0	-12.0	3	495	-64.9	2.7	-20.4	-0.9	-1.0	0.0	0.0	0.0	-12.6
1.016B	NEA 016: Abluft	LrT	95.0	-12.0	0	493	-64.8	2.7	-10.1	-1.2	-0.3	0.1	0.0	0.0	9.3
1.016C	NEA 016: Kamin	LrT	90.0	-12.0	0	495	-64.9	2.7	0.0	-2.6	0.0	0.0	0.0	0.0	13.2
1.016D	NEA 016: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.017A	NEA 017: Zuluft	LrT	81.0	-12.0	3	474	-64.5	2.7	-19.0	-0.9	-1.0	0.0	0.0	0.0	-10.7
1.017B	NEA 017: Abluft	LrT	95.0	-12.0	0	469	-64.4	2.7	-20.3	-0.8	-0.2	0.0	0.0	0.0	-0.1
1.017C	NEA 017: Kamin	LrT	90.0	-12.0	0	469	-64.4	2.7	-0.5	-2.9	0.0	0.1	0.0	0.0	12.9
1.017D	NEA 017: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.018A	NEA 018: Zuluft	LrT	81.0	-12.0	3	468	-64.4	2.7	-18.9	-0.9	-1.0	0.0	0.0	0.0	-10.5
1.018B	NEA 018: Abluft	LrT	95.0	-12.0	0	466	-64.4	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.2
1.018C	NEA 018: Kamin	LrT	90.0	-12.0	0	467	-64.4	2.7	0.0	-2.5	0.0	0.0	0.0	0.0	13.8
1.018D	NEA 018: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.101A	NEA 101: Zuluft	LrT	81.0	-12.0	3	435	-63.8	2.7	0.0	-1.5	-0.6	0.1	0.0	0.0	8.9
1.101B	NEA 101: Abluft	LrT	95.0	-12.0	0	453	-64.1	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.5
1.101C	NEA 101: Kamin	LrT	90.0	-12.0	0	454	-64.1	2.7	-0.4	-2.7	0.0	0.0	0.0	0.0	13.5
1.101D	NEA 101: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.102A	NEA 102: Zuluft	LrT	81.0	-12.0	3	434	-63.7	2.7	-0.7	-1.7	-0.6	0.0	0.0	0.0	7.9
1.102B	NEA 102: Abluft	LrT	95.0	-12.0	0	453	-64.1	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.5
1.102C	NEA 102: Kamin	LrT	90.0	-12.0	0	454	-64.1	2.7	-0.4	-2.7	0.0	0.0	0.0	0.0	13.5
1.102D	NEA 102: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.103A	NEA 103: Zuluft	LrT	81.0	-12.0	3	430	-63.7	2.7	0.0	-1.5	-0.6	0.0	0.0	0.0	8.9
1.103B	NEA 103: Abluft	LrT	95.0	-12.0	0	449	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.103C	NEA 103: Kamin	LrT	90.0	-12.0	0	450	-64.1	2.7	-0.4	-2.7	0.0	0.0	0.0	0.0	13.6
1.103D	NEA 103: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.104A	NEA 104: Zuluft	LrT	81.0	-12.0	3	429	-63.6	2.7	0.0	-1.5	-0.6	0.0	0.0	0.0	8.9
1.104B	NEA 104: Abluft	LrT	95.0	-12.0	0	449	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.104C	NEA 104: Kamin	LrT	90.0	-12.0	0	450	-64.1	2.7	-0.4	-2.7	0.0	0.0	0.0	0.0	13.6
1.104D	NEA 104: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.105A	NEA 105: Zuluft	LrT	81.0	-12.0	3	427	-63.6	2.7	0.0	-1.5	-0.6	0.0	0.0	0.0	9.0
1.105B	NEA 105: Abluft	LrT	95.0	-12.0	0	446	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.105C	NEA 105: Kamin	LrT	90.0	-12.0	0	447	-64.0	2.7	-0.4	-2.7	0.0	0.0	0.0	0.0	13.6
1.105D	NEA 105: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.106A	NEA 106: Zuluft	LrT	81.0	-12.0	3	427	-63.6	2.7	0.0	-1.5	-0.6	0.0	0.0	0.0	8.9
1.106B	NEA 106: Abluft	LrT	95.0	-12.0	0	446	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.106C	NEA 106: Kamin	LrT	90.0	-12.0	0	447	-64.0	2.7	-0.4	-2.7	0.0	0.0	0.0	0.0	13.6
1.106D	NEA 106: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.107A	NEA 107: Zuluft	LrT	81.0	-12.0	3	426	-63.6	2.7	0.0	-1.5	-0.6	0.0	0.0	0.0	9.0
1.107B	NEA 107: Abluft	LrT	95.0	-12.0	0	445	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.107C	NEA 107: Kamin	LrT	90.0	-12.0	0	447	-64.0	2.7	-0.4	-2.7	0.0	0.0	0.0	0.0	13.6
1.107D	NEA 107: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.108A	NEA 108: Zuluft	LrT	81.0	-12.0	3	426	-63.6	2.7	0.0	-1.5	-0.6	0.0	0.0	0.0	9.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.108B	NEA 108: Abluft	LrT	95.0	-12.0	0	445	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.108C	NEA 108: Kamin	LrT	90.0	-12.0	0	446	-64.0	2.7	-0.4	-2.7	0.0	0.0	0.0	0.0	13.6
1.108D	NEA 108: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.109A	NEA 109: Zuluft	LrT	81.0	-12.0	3	472	-64.5	2.7	-10.4	-1.0	-0.8	0.0	0.0	0.0	-2.0
1.109B	NEA 109: Abluft	LrT	95.0	-12.0	0	474	-64.5	2.7	-20.3	-0.8	-0.2	0.0	0.0	0.0	-0.2
1.109C	NEA 109: Kamin	LrT	90.0	-12.0	0	473	-64.5	2.7	0.0	-2.5	0.0	0.0	0.0	0.0	13.6
1.109D	NEA 109: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.110A	NEA 110: Zuluft	LrT	81.0	-12.0	3	477	-64.6	2.7	-11.1	-1.0	-0.8	0.0	0.0	0.0	-2.8
1.110B	NEA 110: Abluft	LrT	95.0	-12.0	0	471	-64.5	2.7	-7.5	-1.6	-0.2	0.5	0.0	0.0	12.4
1.110C	NEA 110: Kamin	LrT	90.0	-12.0	0	475	-64.5	2.7	-0.5	-2.9	0.0	0.0	0.0	0.0	12.7
1.110D	NEA 110: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.111A	NEA 111: Zuluft	LrT	81.0	-12.0	3	499	-65.0	2.7	-13.0	-1.0	-0.8	0.0	0.0	0.0	-5.1
1.111B	NEA 111: Abluft	LrT	95.0	-12.0	0	502	-65.0	2.7	-22.0	-1.0	-0.3	0.0	0.0	0.0	-2.6
1.111C	NEA 111: Kamin	LrT	90.0	-12.0	0	501	-65.0	2.7	0.0	-2.6	0.0	0.1	0.0	0.0	13.2
1.111D	NEA 111: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.112A	NEA 112: Zuluft	LrT	81.0	-12.0	3	505	-65.1	2.7	-13.3	-1.0	-0.8	0.0	0.0	0.0	-5.5
1.112B	NEA 112: Abluft	LrT	95.0	-12.0	0	498	-64.9	2.7	-7.7	-1.6	-0.3	0.4	0.0	0.0	11.5
1.112C	NEA 112: Kamin	LrT	90.0	-12.0	0	502	-65.0	2.7	-0.5	-3.0	0.0	0.1	0.0	0.0	12.3
1.112D	NEA 112: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.113A	NEA 113: Zuluft	LrT	81.0	-12.0	3	515	-65.2	2.7	-13.6	-1.0	-0.9	0.0	0.0	0.0	-6.0
1.113B	NEA 113: Abluft	LrT	95.0	-12.0	0	517	-65.3	2.7	-22.8	-1.1	-0.4	0.0	0.0	0.0	-3.8
1.113C	NEA 113: Kamin	LrT	90.0	-12.0	0	516	-65.2	2.7	-1.3	-2.2	0.0	0.0	0.0	0.0	12.0
1.113D	NEA 113: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.114A	NEA 114: Zuluft	LrT	81.0	-12.0	3	520	-65.3	2.7	-17.5	-1.0	-0.9	0.0	0.0	0.0	-10.1
1.114B	NEA 114: Abluft	LrT	95.0	-12.0	0	514	-65.2	2.7	-22.1	-1.0	-0.4	0.0	0.0	0.0	-3.0
1.114C	NEA 114: Kamin	LrT	90.0	-12.0	0	518	-65.3	2.7	-1.2	-2.2	0.0	0.0	0.0	0.0	12.0
1.114D	NEA 114: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.115A	NEA 115: Zuluft	LrT	81.0	-12.0	3	501	-65.0	2.7	-20.6	-0.9	-0.8	0.0	0.0	0.0	-12.7
1.115B	NEA 115: Abluft	LrT	95.0	-12.0	0	496	-64.9	2.7	-24.9	-1.2	-0.3	5.1	0.0	0.0	-0.4
1.115C	NEA 115: Kamin	LrT	90.0	-12.0	0	497	-64.9	2.7	-0.5	-2.9	0.0	0.1	0.0	0.0	12.4
1.115D	NEA 115: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.116A	NEA 116: Zuluft	LrT	81.0	-12.0	3	495	-64.9	2.7	-20.4	-0.9	-0.8	0.0	0.0	0.0	-12.3
1.116B	NEA 116: Abluft	LrT	95.0	-12.0	0	493	-64.8	2.7	-10.1	-1.2	-0.3	0.1	0.0	0.0	9.3
1.116C	NEA 116: Kamin	LrT	90.0	-12.0	0	495	-64.9	2.7	0.0	-2.6	0.0	0.0	0.0	0.0	13.2
1.116D	NEA 116: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.117A	NEA 117: Zuluft	LrT	81.0	-12.0	3	474	-64.5	2.7	-19.0	-0.9	-0.7	0.0	0.0	0.0	-10.4
1.117B	NEA 117: Abluft	LrT	95.0	-12.0	0	469	-64.4	2.7	-20.3	-0.8	-0.2	0.0	0.0	0.0	-0.1
1.117C	NEA 117: Kamin	LrT	90.0	-12.0	0	469	-64.4	2.7	-0.5	-2.9	0.0	0.0	0.0	0.0	12.9
1.117D	NEA 117: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.118A	NEA 118: Zuluft	LrT	81.0	-12.0	3	468	-64.4	2.7	-18.9	-0.9	-0.7	0.0	0.0	0.0	-10.2
1.118B	NEA 118: Abluft	LrT	95.0	-12.0	0	466	-64.4	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.2
1.118C	NEA 118: Kamin	LrT	90.0	-12.0	0	468	-64.4	2.7	0.0	-2.5	0.0	0.0	0.0	0.0	13.8
1.118D	NEA 118: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.201A	NEA 201: Zuluft	LrT	81.0	-12.0	3	435	-63.8	2.7	0.0	-1.5	-0.3	0.1	0.0	0.0	9.1
1.201B	NEA 201: Abluft	LrT	95.0	-12.0	0	453	-64.1	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.5
1.201C	NEA 201: Kamin	LrT	90.0	-12.0	0	453	-64.1	2.7	0.0	-2.4	0.0	0.0	0.0	0.0	14.1
1.201D	NEA 201: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.202A	NEA 202: Zuluft	LrT	81.0	-12.0	3	434	-63.7	2.7	-0.1	-1.6	-0.3	0.0	0.0	0.0	8.9
1.202B	NEA 202: Abluft	LrT	95.0	-12.0	0	453	-64.1	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.202C	NEA 202: Kamin	LrT	90.0	-12.0	0	453	-64.1	2.7	0.0	-2.4	0.0	0.0	0.0	0.0	14.1
1.202D	NEA 202: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.203A	NEA 203: Zuluft	LrT	81.0	-12.0	3	430	-63.7	2.7	0.0	-1.5	-0.3	0.0	0.0	0.0	9.2
1.203B	NEA 203: Abluft	LrT	95.0	-12.0	0	449	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.203C	NEA 203: Kamin	LrT	90.0	-12.0	0	449	-64.0	2.7	0.0	-2.4	0.0	0.0	0.0	0.0	14.2
1.203D	NEA 203: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.204A	NEA 204: Zuluft	LrT	81.0	-12.0	3	429	-63.6	2.7	0.0	-1.5	-0.3	0.0	0.0	0.0	9.2
1.204B	NEA 204: Abluft	LrT	95.0	-12.0	0	449	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.204C	NEA 204: Kamin	LrT	90.0	-12.0	0	449	-64.0	2.7	0.0	-2.4	0.0	0.0	0.0	0.0	14.2
1.204D	NEA 204: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.205A	NEA 205: Zuluft	LrT	81.0	-12.0	3	427	-63.6	2.7	0.0	-1.5	-0.4	0.0	0.0	0.0	9.2
1.205B	NEA 205: Abluft	LrT	95.0	-12.0	0	446	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.205C	NEA 205: Kamin	LrT	90.0	-12.0	0	446	-64.0	2.7	0.0	-2.4	0.0	0.0	0.0	0.0	14.2
1.205D	NEA 205: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.206A	NEA 206: Zuluft	LrT	81.0	-12.0	3	427	-63.6	2.7	0.0	-1.5	-0.4	0.0	0.0	0.0	9.2
1.206B	NEA 206: Abluft	LrT	95.0	-12.0	0	446	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.206C	NEA 206: Kamin	LrT	90.0	-12.0	0	446	-64.0	2.7	0.0	-2.4	0.0	0.0	0.0	0.0	14.2
1.206D	NEA 206: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.207A	NEA 207: Zuluft	LrT	81.0	-12.0	3	426	-63.6	2.7	0.0	-1.5	-0.4	0.0	0.0	0.0	9.2
1.207B	NEA 207: Abluft	LrT	95.0	-12.0	0	445	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.207C	NEA 207: Kamin	LrT	90.0	-12.0	0	445	-64.0	2.7	0.0	-2.4	0.0	0.0	0.0	0.0	14.3
1.207D	NEA 207: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.208A	NEA 208: Zuluft	LrT	81.0	-12.0	3	426	-63.6	2.7	0.0	-1.5	-0.4	0.0	0.0	0.0	9.2
1.208B	NEA 208: Abluft	LrT	95.0	-12.0	0	445	-64.0	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.6
1.208C	NEA 208: Kamin	LrT	90.0	-12.0	0	445	-64.0	2.7	0.0	-2.4	0.0	0.0	0.0	0.0	14.3
1.208D	NEA 208: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.209A	NEA 209: Zuluft	LrT	81.0	-12.0	3	472	-64.5	2.7	-10.3	-1.0	-0.5	0.0	0.0	0.0	-1.7
1.209B	NEA 209: Abluft	LrT	95.0	-12.0	0	474	-64.5	2.7	-20.3	-0.8	-0.2	0.0	0.0	0.0	-0.2
1.209C	NEA 209: Kamin	LrT	90.0	-12.0	0	473	-64.5	2.7	0.0	-2.5	0.0	0.0	0.0	0.0	13.6
1.209D	NEA 209: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.210A	NEA 210: Zuluft	LrT	81.0	-12.0	3	477	-64.6	2.7	-11.0	-1.0	-0.5	0.0	0.0	0.0	-2.4
1.210B	NEA 210: Abluft	LrT	95.0	-12.0	0	471	-64.5	2.7	-7.5	-1.6	-0.2	0.5	0.0	0.0	12.4
1.210C	NEA 210: Kamin	LrT	90.0	-12.0	0	475	-64.5	2.7	-0.6	-2.9	0.0	0.0	0.0	0.0	12.6
1.210D	NEA 210: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.211A	NEA 211: Zuluft	LrT	81.0	-12.0	3	499	-65.0	2.7	-12.8	-1.0	-0.6	0.0	0.0	0.0	-4.7
1.211B	NEA 211: Abluft	LrT	95.0	-12.0	0	502	-65.0	2.7	-22.0	-1.0	-0.3	0.0	0.0	0.0	-2.6
1.211C	NEA 211: Kamin	LrT	90.0	-12.0	0	501	-65.0	2.7	-1.0	-2.2	0.0	0.1	0.0	0.0	12.5
1.211D	NEA 211: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.212A	NEA 212: Zuluft	LrT	81.0	-12.0	3	505	-65.1	2.7	-13.1	-1.0	-0.6	0.0	0.0	0.0	-5.1
1.212B	NEA 212: Abluft	LrT	95.0	-12.0	0	498	-64.9	2.7	-7.7	-1.6	-0.3	0.4	0.0	0.0	11.5
1.212C	NEA 212: Kamin	LrT	90.0	-12.0	0	502	-65.0	2.7	-0.9	-2.3	0.0	0.1	0.0	0.0	12.6
1.212D	NEA 212: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.213A	NEA 213: Zuluft	LrT	81.0	-12.0	3	515	-65.2	2.7	-13.4	-1.0	-0.6	0.0	0.0	0.0	-5.6
1.213B	NEA 213: Abluft	LrT	95.0	-12.0	0	517	-65.3	2.7	-22.8	-1.1	-0.4	0.0	0.0	0.0	-3.8
1.213C	NEA 213: Kamin	LrT	90.0	-12.0	0	516	-65.2	2.7	-1.3	-2.2	0.0	0.0	0.0	0.0	12.0
1.213D	NEA 213: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.214A	NEA 214: Zuluft	LrT	81.0	-12.0	3	520	-65.3	2.7	-17.2	-0.9	-0.7	0.0	0.0	0.0	-9.4
1.214B	NEA 214: Abluft	LrT	95.0	-12.0	0	514	-65.2	2.7	-22.1	-1.0	-0.4	0.0	0.0	0.0	-3.0
1.214C	NEA 214: Kamin	LrT	90.0	-12.0	0	518	-65.3	2.7	-1.1	-2.3	0.0	0.0	0.0	0.0	12.1

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.214D	NEA 214: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.215A	NEA 215: Zuluft	LrT	81.0	-12.0	3	501	-65.0	2.7	-20.5	-0.9	-0.6	0.0	0.0	0.0	-12.4
1.215B	NEA 215: Abluft	LrT	95.0	-12.0	0	496	-64.9	2.7	-24.9	-1.2	-0.3	5.1	0.0	0.0	-0.4
1.215C	NEA 215: Kamin	LrT	90.0	-12.0	0	497	-64.9	2.7	-0.5	-2.9	0.0	0.0	0.0	0.0	12.4
1.215D	NEA 215: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.216A	NEA 216: Zuluft	LrT	81.0	-12.0	3	495	-64.9	2.7	-20.3	-0.9	-0.6	0.0	0.0	0.0	-12.0
1.216B	NEA 216: Abluft	LrT	95.0	-12.0	0	493	-64.8	2.7	-10.1	-1.2	-0.3	0.1	0.0	0.0	9.3
1.216C	NEA 216: Kamin	LrT	90.0	-12.0	0	495	-64.9	2.7	0.0	-2.6	0.0	0.0	0.0	0.0	13.2
1.216D	NEA 216: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.217A	NEA 217: Zuluft	LrT	81.0	-12.0	3	474	-64.5	2.7	-18.9	-0.9	-0.5	0.0	0.0	0.0	-10.1
1.217B	NEA 217: Abluft	LrT	95.0	-12.0	0	469	-64.4	2.7	-20.3	-0.8	-0.2	0.0	0.0	0.0	-0.1
1.217C	NEA 217: Kamin	LrT	90.0	-12.0	0	470	-64.4	2.7	-0.5	-2.8	0.0	0.0	0.0	0.0	12.9
1.217D	NEA 217: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2
1.218A	NEA 218: Zuluft	LrT	81.0	-12.0	3	468	-64.4	2.7	-18.8	-0.8	-0.5	0.0	0.0	0.0	-9.9
1.218B	NEA 218: Abluft	LrT	95.0	-12.0	0	466	-64.4	2.7	-7.5	-1.6	-0.1	0.1	0.0	0.0	12.2
1.218C	NEA 218: Kamin	LrT	90.0	-12.0	0	468	-64.4	2.7	0.0	-2.5	0.0	0.0	0.0	0.0	13.7
1.218D	NEA 218: Stationäre Lastbank	LrT	104.0	-12.0	0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	0.0	29.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
Io 8 - Steinheimer Straße 39 3.OG LAT: 44 dB(A)															
1.002A	NEA 002: Zuluft	LrT	81.0	-12.0	3	554	-65.9	2.7	-6.5	-1.3	-1.0	0.0	0.0	0.0	0.0
1.002B	NEA 002: Abluft	LrT	95.0	-12.0	0	573	-66.2	2.7	-15.0	-1.1	-0.4	0.0	0.0	0.0	3.0
1.002C	NEA 002: Kamin	LrT	90.0	-12.0	0	576	-66.2	2.7	-4.9	-2.1	0.0	0.0	0.0	0.0	7.4
1.002D	NEA 002: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.003A	NEA 003: Zuluft	LrT	81.0	-12.0	3	549	-65.8	2.7	-4.6	-1.5	-1.0	0.0	0.0	0.0	1.8
1.003B	NEA 003: Abluft	LrT	95.0	-12.0	0	568	-66.1	2.7	-15.1	-1.1	-0.4	0.0	0.0	0.0	3.0
1.003C	NEA 003: Kamin	LrT	90.0	-12.0	0	570	-66.1	2.7	-3.3	-2.6	0.0	0.0	0.0	0.0	8.6
1.003D	NEA 003: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.004A	NEA 004: Zuluft	LrT	81.0	-12.0	3	548	-65.8	2.7	-4.1	-1.6	-1.0	0.0	0.0	0.0	2.1
1.004B	NEA 004: Abluft	LrT	95.0	-12.0	0	567	-66.1	2.7	-14.9	-1.1	-0.4	0.0	0.0	0.0	3.2
1.004C	NEA 004: Kamin	LrT	90.0	-12.0	0	570	-66.1	2.7	-3.2	-2.6	0.0	0.0	0.0	0.0	8.7
1.004D	NEA 004: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.005A	NEA 005: Zuluft	LrT	81.0	-12.0	3	544	-65.7	2.7	0.0	-1.8	-1.0	0.0	0.0	0.0	6.1
1.005B	NEA 005: Abluft	LrT	95.0	-12.0	0	563	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.005C	NEA 005: Kamin	LrT	90.0	-12.0	0	565	-66.0	2.7	-0.8	-3.5	0.0	0.0	0.0	0.0	10.3
1.005D	NEA 005: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.006A	NEA 006: Zuluft	LrT	81.0	-12.0	3	543	-65.7	2.7	0.0	-1.8	-1.0	0.0	0.0	0.0	6.1
1.006B	NEA 006: Abluft	LrT	95.0	-12.0	0	563	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.006C	NEA 006: Kamin	LrT	90.0	-12.0	0	565	-66.0	2.7	-0.8	-3.5	0.0	0.0	0.0	0.0	10.3
1.006D	NEA 006: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.007A	NEA 007: Zuluft	LrT	81.0	-12.0	3	542	-65.7	2.7	0.0	-1.8	-1.0	0.0	0.0	0.0	6.1
1.007B	NEA 007: Abluft	LrT	95.0	-12.0	0	561	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.007C	NEA 007: Kamin	LrT	90.0	-12.0	0	563	-66.0	2.7	-0.8	-3.5	0.0	0.0	0.0	0.0	10.4
1.007D	NEA 007: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.008A	NEA 008: Zuluft	LrT	81.0	-12.0	3	541	-65.7	2.7	0.0	-1.8	-1.0	0.0	0.0	0.0	6.1
1.008B	NEA 008: Abluft	LrT	95.0	-12.0	0	560	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.008C	NEA 008: Kamin	LrT	90.0	-12.0	0	563	-66.0	2.7	-0.8	-3.5	0.0	0.0	0.0	0.0	10.4
1.008D	NEA 008: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.009A	NEA 009: Zuluft	LrT	81.0	-12.0	3	578	-66.2	2.9	-24.3	-1.4	-1.1	0.0	0.0	0.0	-18.1
1.009B	NEA 009: Abluft	LrT	95.0	-12.0	0	583	-66.3	2.7	-25.8	-1.5	-0.5	0.0	0.0	0.0	-8.4
1.009C	NEA 009: Kamin	LrT	90.0	-12.0	0	581	-66.3	2.7	-5.3	-4.3	0.0	0.0	0.0	0.0	4.8
1.009D	NEA 009: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.010A	NEA 010: Zuluft	LrT	81.0	-12.0	3	584	-66.3	3.0	-24.3	-1.4	-1.1	0.0	0.0	0.0	-18.2
1.010B	NEA 010: Abluft	LrT	95.0	-12.0	0	579	-66.3	2.7	-8.4	-1.7	-0.5	0.0	0.0	0.0	8.8
1.010C	NEA 010: Kamin	LrT	90.0	-12.0	0	583	-66.3	2.7	-5.4	-4.2	0.0	0.0	0.0	0.0	4.7
1.010D	NEA 010: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.011A	NEA 011: Zuluft	LrT	81.0	-12.0	3	606	-66.6	3.1	-24.4	-1.4	-1.2	0.0	0.0	0.0	-18.5
1.011B	NEA 011: Abluft	LrT	95.0	-12.0	0	611	-66.7	2.7	-26.2	-1.7	-0.5	0.0	0.0	0.0	-9.5
1.011C	NEA 011: Kamin	LrT	90.0	-12.0	0	609	-66.7	2.7	-0.9	-2.6	-0.1	0.0	0.0	0.0	10.4
1.011D	NEA 011: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.012A	NEA 012: Zuluft	LrT	81.0	-12.0	3	611	-66.7	3.2	-24.4	-1.4	-1.2	0.0	0.0	0.0	-18.5
1.012B	NEA 012: Abluft	LrT	95.0	-12.0	0	607	-66.7	2.7	-23.3	-1.1	-0.5	0.0	0.0	0.0	-5.9
1.012C	NEA 012: Kamin	LrT	90.0	-12.0	0	611	-66.7	2.7	-0.9	-2.6	-0.1	0.0	0.0	0.0	10.4
1.012D	NEA 012: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.013A	NEA 013: Zuluft	LrT	81.0	-12.0	3	621	-66.9	3.2	-24.4	-1.4	-1.2	0.0	0.0	0.0	-18.7
1.013B	NEA 013: Abluft	LrT	95.0	-12.0	0	626	-66.9	2.7	-26.3	-1.7	-0.6	0.0	0.0	0.0	-9.8
1.013C	NEA 013: Kamin	LrT	90.0	-12.0	0	624	-66.9	2.7	-1.3	-2.4	-0.1	0.0	0.0	0.0	9.9
1.013D	NEA 013: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.014A	NEA 014: Zuluft	LrT	81.0	-12.0	3	627	-66.9	3.3	-24.4	-1.4	-1.2	0.0	0.0	0.0	-18.7
1.014B	NEA 014: Abluft	LrT	95.0	-12.0	0	622	-66.9	2.7	-25.9	-1.6	-0.6	0.0	0.0	0.0	-9.3
1.014C	NEA 014: Kamin	LrT	90.0	-12.0	0	626	-66.9	2.7	-1.5	-2.3	-0.1	0.0	0.0	0.0	9.8
1.014D	NEA 014: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.015A	NEA 015: Zuluft	LrT	81.0	-12.0	3	622	-66.9	3.1	-24.8	-1.5	-1.1	0.0	0.0	0.0	-19.3
1.015B	NEA 015: Abluft	LrT	95.0	-12.0	0	617	-66.8	2.7	-25.1	-1.5	-0.5	1.5	0.0	0.0	-6.9
1.015C	NEA 015: Kamin	LrT	90.0	-12.0	0	617	-66.8	2.7	-8.6	-1.3	-0.1	0.0	0.0	0.0	3.9
1.015D	NEA 015: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.016A	NEA 016: Zuluft	LrT	81.0	-12.0	3	617	-66.8	3.0	-24.7	-1.5	-1.1	0.0	0.0	0.0	-19.1
1.016B	NEA 016: Abluft	LrT	95.0	-12.0	0	614	-66.7	2.7	-24.4	-1.4	-0.5	0.0	0.0	0.0	-7.4
1.016C	NEA 016: Kamin	LrT	90.0	-12.0	0	615	-66.8	2.7	-6.9	-1.6	0.0	0.0	0.0	0.0	5.3
1.016D	NEA 016: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.017A	NEA 017: Zuluft	LrT	81.0	-12.0	3	596	-66.5	2.9	-24.3	-1.4	-1.1	0.0	0.0	0.0	-18.5
1.017B	NEA 017: Abluft	LrT	95.0	-12.0	0	590	-66.4	2.7	-24.8	-1.5	-0.5	0.0	0.0	0.0	-7.5
1.017C	NEA 017: Kamin	LrT	90.0	-12.0	0	590	-66.4	2.7	-5.2	-2.1	0.0	0.0	0.0	0.0	6.9
1.017D	NEA 017: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.018A	NEA 018: Zuluft	LrT	81.0	-12.0	3	590	-66.4	2.8	-24.3	-1.4	-1.1	0.0	0.0	0.0	-18.4
1.018B	NEA 018: Abluft	LrT	95.0	-12.0	0	587	-66.4	2.7	-15.3	-1.1	-0.4	0.0	0.0	0.0	2.4
1.018C	NEA 018: Kamin	LrT	90.0	-12.0	0	588	-66.4	2.7	-5.2	-2.1	0.0	0.0	0.0	0.0	6.9
1.018D	NEA 018: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.101A	NEA 101: Zuluft	LrT	81.0	-12.0	3	556	-65.9	2.7	-6.0	-1.4	-0.8	0.0	0.0	0.0	0.6
1.101B	NEA 101: Abluft	LrT	95.0	-12.0	0	574	-66.2	2.7	-15.2	-1.1	-0.4	0.0	0.0	0.0	2.8
1.101C	NEA 101: Kamin	LrT	90.0	-12.0	0	575	-66.2	2.7	-5.0	-2.1	0.0	0.0	0.0	0.0	7.4
1.101D	NEA 101: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.102A	NEA 102: Zuluft	LrT	81.0	-12.0	3	555	-65.9	2.7	-5.7	-1.4	-0.8	0.0	0.0	0.0	0.9
1.102B	NEA 102: Abluft	LrT	95.0	-12.0	0	573	-66.2	2.7	-15.0	-1.1	-0.4	0.0	0.0	0.0	3.0
1.102C	NEA 102: Kamin	LrT	90.0	-12.0	0	575	-66.2	2.7	-4.9	-2.1	0.0	0.0	0.0	0.0	7.4
1.102D	NEA 102: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.103A	NEA 103: Zuluft	LrT	81.0	-12.0	3	549	-65.8	2.7	-4.2	-1.6	-0.8	0.0	0.0	0.0	2.3
1.103B	NEA 103: Abluft	LrT	95.0	-12.0	0	568	-66.1	2.7	-15.1	-1.1	-0.4	0.0	0.0	0.0	3.0
1.103C	NEA 103: Kamin	LrT	90.0	-12.0	0	569	-66.1	2.7	-3.4	-2.6	0.0	0.0	0.0	0.0	8.6
1.103D	NEA 103: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.104A	NEA 104: Zuluft	LrT	81.0	-12.0	3	548	-65.8	2.7	-3.8	-1.6	-0.8	0.0	0.0	0.0	2.6
1.104B	NEA 104: Abluft	LrT	95.0	-12.0	0	567	-66.1	2.7	-14.9	-1.1	-0.4	0.0	0.0	0.0	3.2
1.104C	NEA 104: Kamin	LrT	90.0	-12.0	0	568	-66.1	2.7	-3.3	-2.6	0.0	0.0	0.0	0.0	8.7
1.104D	NEA 104: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.105A	NEA 105: Zuluft	LrT	81.0	-12.0	3	544	-65.7	2.7	0.0	-1.8	-0.8	0.0	0.0	0.0	6.3
1.105B	NEA 105: Abluft	LrT	95.0	-12.0	0	563	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.105C	NEA 105: Kamin	LrT	90.0	-12.0	0	564	-66.0	2.7	-0.4	-3.1	0.0	0.0	0.0	0.0	11.2
1.105D	NEA 105: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.106A	NEA 106: Zuluft	LrT	81.0	-12.0	3	544	-65.7	2.7	0.0	-1.8	-0.8	0.0	0.0	0.0	6.3
1.106B	NEA 106: Abluft	LrT	95.0	-12.0	0	563	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.106C	NEA 106: Kamin	LrT	90.0	-12.0	0	564	-66.0	2.7	-0.4	-3.1	0.0	0.0	0.0	0.0	11.2
1.106D	NEA 106: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.107A	NEA 107: Zuluft	LrT	81.0	-12.0	3	542	-65.7	2.7	0.0	-1.8	-0.8	0.0	0.0	0.0	6.3
1.107B	NEA 107: Abluft	LrT	95.0	-12.0	0	561	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.107C	NEA 107: Kamin	LrT	90.0	-12.0	0	562	-66.0	2.7	-0.4	-3.1	0.0	0.0	0.0	0.0	11.2
1.107D	NEA 107: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.108A	NEA 108: Zuluft	LrT	81.0	-12.0	3	541	-65.7	2.7	0.0	-1.8	-0.8	0.0	0.0	0.0	6.3

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.108B	NEA 108: Abluft	LrT	95.0	-12.0	0	560	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.108C	NEA 108: Kamin	LrT	90.0	-12.0	0	562	-66.0	2.7	-0.4	-3.1	0.0	0.0	0.0	0.0	11.2
1.108D	NEA 108: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.109A	NEA 109: Zuluft	LrT	81.0	-12.0	3	578	-66.2	2.7	-24.1	-1.3	-0.9	0.0	0.0	0.0	-17.9
1.109B	NEA 109: Abluft	LrT	95.0	-12.0	0	583	-66.3	2.7	-25.8	-1.5	-0.5	0.0	0.0	0.0	-8.4
1.109C	NEA 109: Kamin	LrT	90.0	-12.0	0	581	-66.3	2.7	-5.5	-4.1	0.0	0.0	0.0	0.0	4.8
1.109D	NEA 109: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.110A	NEA 110: Zuluft	LrT	81.0	-12.0	3	584	-66.3	2.7	-24.1	-1.4	-0.9	0.0	0.0	0.0	-18.0
1.110B	NEA 110: Abluft	LrT	95.0	-12.0	0	579	-66.3	2.7	-8.4	-1.7	-0.5	0.0	0.0	0.0	8.8
1.110C	NEA 110: Kamin	LrT	90.0	-12.0	0	583	-66.3	2.7	-5.6	-4.1	0.0	0.0	0.0	0.0	4.7
1.110D	NEA 110: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.111A	NEA 111: Zuluft	LrT	81.0	-12.0	3	606	-66.6	2.7	-24.1	-1.4	-1.0	0.0	0.0	0.0	-18.4
1.111B	NEA 111: Abluft	LrT	95.0	-12.0	0	611	-66.7	2.7	-26.2	-1.7	-0.5	0.0	0.0	0.0	-9.5
1.111C	NEA 111: Kamin	LrT	90.0	-12.0	0	609	-66.7	2.7	-0.9	-2.6	-0.1	0.0	0.0	0.0	10.4
1.111D	NEA 111: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.112A	NEA 112: Zuluft	LrT	81.0	-12.0	3	611	-66.7	2.7	-24.1	-1.4	-1.0	0.0	0.0	0.0	-18.5
1.112B	NEA 112: Abluft	LrT	95.0	-12.0	0	607	-66.7	2.7	-23.3	-1.1	-0.5	0.0	0.0	0.0	-5.9
1.112C	NEA 112: Kamin	LrT	90.0	-12.0	0	611	-66.7	2.7	-0.9	-2.6	-0.1	0.0	0.0	0.0	10.4
1.112D	NEA 112: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.113A	NEA 113: Zuluft	LrT	81.0	-12.0	3	621	-66.9	2.7	-24.1	-1.4	-1.0	0.0	0.0	0.0	-18.7
1.113B	NEA 113: Abluft	LrT	95.0	-12.0	0	626	-66.9	2.7	-26.3	-1.7	-0.6	0.0	0.0	0.0	-9.8
1.113C	NEA 113: Kamin	LrT	90.0	-12.0	0	624	-66.9	2.7	-1.3	-2.4	-0.1	0.0	0.0	0.0	9.9
1.113D	NEA 113: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.114A	NEA 114: Zuluft	LrT	81.0	-12.0	3	627	-66.9	2.7	-24.1	-1.4	-1.0	0.0	0.0	0.0	-18.8
1.114B	NEA 114: Abluft	LrT	95.0	-12.0	0	622	-66.9	2.7	-25.9	-1.6	-0.6	0.0	0.0	0.0	-9.3
1.114C	NEA 114: Kamin	LrT	90.0	-12.0	0	626	-66.9	2.7	-1.3	-2.4	-0.1	0.0	0.0	0.0	9.9
1.114D	NEA 114: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.115A	NEA 115: Zuluft	LrT	81.0	-12.0	3	622	-66.9	2.7	-24.6	-1.5	-1.0	0.0	0.0	0.0	-19.3
1.115B	NEA 115: Abluft	LrT	95.0	-12.0	0	617	-66.8	2.7	-25.1	-1.5	-0.5	1.5	0.0	0.0	-6.9
1.115C	NEA 115: Kamin	LrT	90.0	-12.0	0	617	-66.8	2.7	-8.8	-1.3	-0.1	0.0	0.0	0.0	3.7
1.115D	NEA 115: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.116A	NEA 116: Zuluft	LrT	81.0	-12.0	3	617	-66.8	2.7	-24.5	-1.5	-1.0	0.0	0.0	0.0	-19.1
1.116B	NEA 116: Abluft	LrT	95.0	-12.0	0	614	-66.7	2.7	-24.4	-1.4	-0.5	0.0	0.0	0.0	-7.4
1.116C	NEA 116: Kamin	LrT	90.0	-12.0	0	616	-66.8	2.7	-8.7	-1.3	0.0	0.0	0.0	0.0	3.8
1.116D	NEA 116: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.117A	NEA 117: Zuluft	LrT	81.0	-12.0	3	596	-66.5	2.7	-24.2	-1.4	-0.9	0.0	0.0	0.0	-18.4
1.117B	NEA 117: Abluft	LrT	95.0	-12.0	0	590	-66.4	2.7	-24.8	-1.5	-0.5	0.0	0.0	0.0	-7.5
1.117C	NEA 117: Kamin	LrT	90.0	-12.0	0	590	-66.4	2.7	-5.3	-2.1	0.0	0.0	0.0	0.0	6.8
1.117D	NEA 117: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.118A	NEA 118: Zuluft	LrT	81.0	-12.0	3	590	-66.4	2.7	-24.2	-1.4	-0.9	0.0	0.0	0.0	-18.3
1.118B	NEA 118: Abluft	LrT	95.0	-12.0	0	587	-66.4	2.7	-15.3	-1.1	-0.4	0.0	0.0	0.0	2.4
1.118C	NEA 118: Kamin	LrT	90.0	-12.0	0	589	-66.4	2.7	-5.3	-2.1	0.0	0.0	0.0	0.0	6.8
1.118D	NEA 118: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.201A	NEA 201: Zuluft	LrT	81.0	-12.0	3	556	-65.9	2.7	-5.8	-1.4	-0.6	0.0	0.0	0.0	1.0
1.201B	NEA 201: Abluft	LrT	95.0	-12.0	0	574	-66.2	2.7	-15.2	-1.1	-0.4	0.0	0.0	0.0	2.8
1.201C	NEA 201: Kamin	LrT	90.0	-12.0	0	574	-66.2	2.7	-5.0	-2.1	0.0	0.0	0.0	0.0	7.4
1.201D	NEA 201: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.202A	NEA 202: Zuluft	LrT	81.0	-12.0	3	555	-65.9	2.7	-5.4	-1.4	-0.6	0.0	0.0	0.0	1.3
1.202B	NEA 202: Abluft	LrT	95.0	-12.0	0	573	-66.2	2.7	-15.0	-1.1	-0.4	0.0	0.0	0.0	3.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.202C	NEA 202: Kamin	LrT	90.0	-12.0	0	573	-66.2	2.7	-4.9	-2.1	0.0	0.0	0.0	0.0	7.5
1.202D	NEA 202: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.203A	NEA 203: Zuluft	LrT	81.0	-12.0	3	550	-65.8	2.7	-4.0	-1.6	-0.6	0.0	0.0	0.0	2.7
1.203B	NEA 203: Abluft	LrT	95.0	-12.0	0	568	-66.1	2.7	-15.1	-1.1	-0.4	0.0	0.0	0.0	3.0
1.203C	NEA 203: Kamin	LrT	90.0	-12.0	0	567	-66.1	2.7	-3.4	-2.6	0.0	0.0	0.0	0.0	8.6
1.203D	NEA 203: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.204A	NEA 204: Zuluft	LrT	81.0	-12.0	3	548	-65.8	2.7	-3.7	-1.7	-0.6	0.0	0.0	0.0	2.9
1.204B	NEA 204: Abluft	LrT	95.0	-12.0	0	567	-66.1	2.7	-14.9	-1.1	-0.4	0.0	0.0	0.0	3.2
1.204C	NEA 204: Kamin	LrT	90.0	-12.0	0	567	-66.1	2.7	-3.3	-2.6	0.0	0.0	0.0	0.0	8.7
1.204D	NEA 204: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.205A	NEA 205: Zuluft	LrT	81.0	-12.0	3	544	-65.7	2.7	0.0	-1.8	-0.6	0.0	0.0	0.0	6.5
1.205B	NEA 205: Abluft	LrT	95.0	-12.0	0	563	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.205C	NEA 205: Kamin	LrT	90.0	-12.0	0	563	-66.0	2.7	0.0	-2.8	0.0	0.0	0.0	0.0	11.8
1.205D	NEA 205: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.206A	NEA 206: Zuluft	LrT	81.0	-12.0	3	544	-65.7	2.7	0.0	-1.8	-0.6	0.0	0.0	0.0	6.5
1.206B	NEA 206: Abluft	LrT	95.0	-12.0	0	563	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.206C	NEA 206: Kamin	LrT	90.0	-12.0	0	562	-66.0	2.7	0.0	-2.8	0.0	0.0	0.0	0.0	11.8
1.206D	NEA 206: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.207A	NEA 207: Zuluft	LrT	81.0	-12.0	3	542	-65.7	2.7	0.0	-1.8	-0.6	0.0	0.0	0.0	6.5
1.207B	NEA 207: Abluft	LrT	95.0	-12.0	0	561	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.207C	NEA 207: Kamin	LrT	90.0	-12.0	0	560	-66.0	2.7	0.0	-2.8	0.0	0.0	0.0	0.0	11.9
1.207D	NEA 207: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.208A	NEA 208: Zuluft	LrT	81.0	-12.0	3	542	-65.7	2.7	0.0	-1.8	-0.6	0.0	0.0	0.0	6.6
1.208B	NEA 208: Abluft	LrT	95.0	-12.0	0	560	-66.0	2.7	-7.5	-1.9	-0.4	0.0	0.0	0.0	9.9
1.208C	NEA 208: Kamin	LrT	90.0	-12.0	0	560	-66.0	2.7	0.0	-2.8	0.0	0.0	0.0	0.0	11.9
1.208D	NEA 208: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.209A	NEA 209: Zuluft	LrT	81.0	-12.0	3	578	-66.2	2.7	-24.5	-1.2	-0.7	0.0	0.0	0.0	-18.0
1.209B	NEA 209: Abluft	LrT	95.0	-12.0	0	583	-66.3	2.7	-25.8	-1.5	-0.5	0.0	0.0	0.0	-8.4
1.209C	NEA 209: Kamin	LrT	90.0	-12.0	0	581	-66.3	2.7	-5.6	-4.0	0.0	0.0	0.0	0.0	4.7
1.209D	NEA 209: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.210A	NEA 210: Zuluft	LrT	81.0	-12.0	3	584	-66.3	2.7	-24.5	-1.2	-0.7	0.0	0.0	0.0	-18.1
1.210B	NEA 210: Abluft	LrT	95.0	-12.0	0	579	-66.3	2.7	-8.4	-1.7	-0.5	0.0	0.0	0.0	8.8
1.210C	NEA 210: Kamin	LrT	90.0	-12.0	0	583	-66.3	2.7	-5.7	-4.0	0.0	0.0	0.0	0.0	4.7
1.210D	NEA 210: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.211A	NEA 211: Zuluft	LrT	81.0	-12.0	3	606	-66.6	2.7	-24.5	-1.2	-0.8	0.0	0.0	0.0	-18.5
1.211B	NEA 211: Abluft	LrT	95.0	-12.0	0	611	-66.7	2.7	-26.2	-1.7	-0.5	0.0	0.0	0.0	-9.5
1.211C	NEA 211: Kamin	LrT	90.0	-12.0	0	609	-66.7	2.7	-0.8	-2.6	-0.1	0.0	0.0	0.0	10.5
1.211D	NEA 211: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.212A	NEA 212: Zuluft	LrT	81.0	-12.0	3	612	-66.7	2.7	-24.5	-1.2	-0.8	0.0	0.0	0.0	-18.6
1.212B	NEA 212: Abluft	LrT	95.0	-12.0	0	607	-66.7	2.7	-23.3	-1.1	-0.5	0.0	0.0	0.0	-5.9
1.212C	NEA 212: Kamin	LrT	90.0	-12.0	0	611	-66.7	2.7	-0.8	-2.6	-0.1	0.0	0.0	0.0	10.4
1.212D	NEA 212: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.213A	NEA 213: Zuluft	LrT	81.0	-12.0	3	621	-66.9	2.7	-24.5	-1.2	-0.8	0.0	0.0	0.0	-18.7
1.213B	NEA 213: Abluft	LrT	95.0	-12.0	0	626	-66.9	2.7	-26.3	-1.7	-0.6	0.0	0.0	0.0	-9.8
1.213C	NEA 213: Kamin	LrT	90.0	-12.0	0	624	-66.9	2.7	-1.6	-2.3	-0.1	0.0	0.0	0.0	9.8
1.213D	NEA 213: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.214A	NEA 214: Zuluft	LrT	81.0	-12.0	3	627	-66.9	2.7	-24.5	-1.2	-0.8	0.0	0.0	0.0	-18.8
1.214B	NEA 214: Abluft	LrT	95.0	-12.0	0	622	-66.9	2.7	-25.9	-1.6	-0.6	0.0	0.0	0.0	-9.3
1.214C	NEA 214: Kamin	LrT	90.0	-12.0	0	626	-66.9	2.7	-1.6	-2.3	-0.1	0.0	0.0	0.0	9.7

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	KR	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB(A)
1.214D	NEA 214: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.215A	NEA 215: Zuluft	LrT	81.0	-12.0	3	623	-66.9	2.7	-24.5	-1.5	-0.8	0.0	0.0	0.0	-18.9
1.215B	NEA 215: Abluft	LrT	95.0	-12.0	0	617	-66.8	2.7	-25.1	-1.5	-0.5	1.5	0.0	0.0	-6.9
1.215C	NEA 215: Kamin	LrT	90.0	-12.0	0	617	-66.8	2.7	-5.1	-2.2	-0.1	0.0	0.0	0.0	6.5
1.215D	NEA 215: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.216A	NEA 216: Zuluft	LrT	81.0	-12.0	3	617	-66.8	2.7	-24.4	-1.4	-0.8	0.0	0.0	0.0	-18.8
1.216B	NEA 216: Abluft	LrT	95.0	-12.0	0	614	-66.7	2.7	-24.4	-1.4	-0.5	0.0	0.0	0.0	-7.4
1.216C	NEA 216: Kamin	LrT	90.0	-12.0	0	616	-66.8	2.7	-5.1	-2.2	-0.1	0.0	0.0	0.0	6.5
1.216D	NEA 216: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.217A	NEA 217: Zuluft	LrT	81.0	-12.0	3	596	-66.5	2.7	-24.1	-1.4	-0.7	0.0	0.0	0.0	-18.0
1.217B	NEA 217: Abluft	LrT	95.0	-12.0	0	590	-66.4	2.7	-24.8	-1.5	-0.5	0.0	0.0	0.0	-7.5
1.217C	NEA 217: Kamin	LrT	90.0	-12.0	0	591	-66.4	2.7	-5.3	-2.1	0.0	0.0	0.0	0.0	6.8
1.217D	NEA 217: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5
1.218A	NEA 218: Zuluft	LrT	81.0	-12.0	3	591	-66.4	2.7	-24.1	-1.4	-0.7	0.0	0.0	0.0	-17.9
1.218B	NEA 218: Abluft	LrT	95.0	-12.0	0	587	-66.4	2.7	-15.3	-1.1	-0.4	0.0	0.0	0.0	2.4
1.218C	NEA 218: Kamin	LrT	90.0	-12.0	0	589	-66.4	2.7	-5.4	-2.1	0.0	0.0	0.0	0.0	6.8
1.218D	NEA 218: Stationäre Lastbank	LrT	104.0	-12.0	0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	0.0	26.5

A2.4.3 Dokumentation der Ausbreitungsrechnung nachts (22:00 – 6:00 Uhr)

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agf	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
Io 1 - Kékulestraße 5 3.OG LAT,n 34 dB(A) LAT,nmax 18 dB(A)														
5.154	AIR-COOLED CHILLER 54	LrN	100.0	-13.0	0	89	-50.0	2.7	-17.1	-0.4	0.0	0.0	0.0	22.2
5.153	AIR-COOLED CHILLER 53	LrN	100.0	-13.0	0	94	-50.4	2.7	-16.8	-0.4	0.0	0.0	0.0	22.0
5.127	AIR-COOLED CHILLER 27	LrN	100.0	-13.0	0	96	-50.7	2.7	-16.8	-0.4	0.0	0.0	0.0	21.8
5.152	AIR-COOLED CHILLER 52	LrN	100.0	-13.0	0	99	-50.9	2.7	-17.8	-0.4	0.0	0.0	0.0	20.6
5.151	AIR-COOLED CHILLER 51	LrN	100.0	-13.0	0	104	-51.3	2.7	-18.6	-0.4	0.0	0.0	0.0	19.3
5.125	AIR-COOLED CHILLER 25	LrN	100.0	-13.0	0	106	-51.5	2.7	-21.9	-0.4	0.0	0.0	0.0	15.9
5.164	AIR-COOLED CHILLER 64	LrN	100.0	-13.0	0	111	-51.9	2.7	-22.5	-0.5	0.0	0.7	0.0	15.6
4.301	Landlord Trafo	LrN	73.0	0.0	3	129	-53.2	2.7	-13.4	-0.1	0.0	3.6	0.0	15.5
5.124	AIR-COOLED CHILLER 24	LrN	100.0	-13.0	0	111	-51.9	2.7	-22.1	-0.4	0.0	0.1	0.0	15.3
5.126	AIR-COOLED CHILLER 26	LrN	100.0	-13.0	0	101	-51.1	2.7	-23.0	-0.4	0.0	0.0	0.0	15.2
5.163	AIR-COOLED CHILLER 63	LrN	100.0	-13.0	0	116	-52.3	2.7	-22.7	-0.5	0.0	0.8	0.0	15.2
5.162	AIR-COOLED CHILLER 62	LrN	100.0	-13.0	0	121	-52.6	2.7	-22.8	-0.5	0.0	1.3	0.0	15.0
4.112	Trafo 112	LrN	55.0	1.0	3	63	-46.9	2.7	0.0	-0.1	0.0	0.0	0.0	14.7
5.161	AIR-COOLED CHILLER 61	LrN	100.0	-13.0	0	126	-53.0	2.7	-23.0	-0.5	0.0	1.4	0.0	14.6
4.012	Trafo 012	LrN	55.0	1.0	3	63	-47.0	2.7	0.0	-0.1	0.0	0.0	0.0	14.6
4.212	Trafo 212	LrN	55.0	1.0	3	63	-47.0	2.7	0.0	-0.1	0.0	0.0	0.0	14.6
4.111	Trafo 111	LrN	55.0	1.0	3	64	-47.1	2.7	0.0	-0.1	0.0	0.0	0.0	14.5
5.168	AIR-COOLED CHILLER 68	LrN	100.0	-13.0	0	90	-50.1	2.7	-27.2	-0.7	0.0	2.8	0.0	14.5
4.011	Trafo 011	LrN	55.0	1.0	3	64	-47.1	2.7	0.0	-0.1	0.0	0.0	0.0	14.5
4.211	Trafo 211	LrN	55.0	1.0	3	65	-47.2	2.7	0.0	-0.1	0.0	0.0	0.0	14.4
5.149	AIR-COOLED CHILLER 49	LrN	100.0	-13.0	0	114	-52.2	2.7	-22.7	-0.5	0.0	0.0	0.0	14.4
5.160	AIR-COOLED CHILLER 60	LrN	100.0	-13.0	0	131	-53.3	2.7	-23.1	-0.5	0.0	1.6	0.0	14.3
5.150	AIR-COOLED CHILLER 50	LrN	100.0	-13.0	0	109	-51.8	2.7	-23.2	-0.5	0.0	0.0	0.0	14.3
5.167	AIR-COOLED CHILLER 67	LrN	100.0	-13.0	0	95	-50.6	2.7	-27.2	-0.7	0.0	3.0	0.0	14.3
4.113	Trafo 113	LrN	55.0	1.0	3	67	-47.5	2.7	0.0	-0.1	0.0	0.0	0.0	14.1
4.013	Trafo 013	LrN	55.0	1.0	3	67	-47.5	2.6	0.0	-0.1	0.0	0.0	0.0	14.0
4.213	Trafo 213	LrN	55.0	1.0	3	68	-47.6	2.7	0.0	-0.1	0.0	0.0	0.0	14.0
4.114	Trafo 114	LrN	55.0	1.0	3	69	-47.8	2.7	0.0	-0.1	0.0	0.0	0.0	13.8
5.148	AIR-COOLED CHILLER 48	LrN	100.0	-13.0	0	120	-52.6	2.7	-22.9	-0.5	0.0	0.0	0.0	13.8
7.006	AHU06 (SO-F)	LrN	78.0	0.0	0	103	-51.3	2.7	-16.8	-0.2	0.0	1.4	0.0	13.8
4.014	Trafo 014	LrN	55.0	1.0	3	70	-47.8	2.6	0.0	-0.1	0.0	0.0	0.0	13.8
4.214	Trafo 214	LrN	55.0	1.0	3	70	-47.9	2.7	0.0	-0.1	0.0	0.0	0.0	13.7
4.110	Trafo 110	LrN	55.0	1.0	3	73	-48.2	2.7	0.0	-0.1	0.0	0.3	0.0	13.7
4.010	Trafo 010	LrN	55.0	1.0	3	73	-48.3	2.7	0.0	-0.1	0.0	0.3	0.0	13.7
5.159	AIR-COOLED CHILLER 59	LrN	100.0	-13.0	0	136	-53.7	2.7	-23.2	-0.6	0.0	1.4	0.0	13.6
5.166	AIR-COOLED CHILLER 66	LrN	100.0	-13.0	0	100	-51.0	2.7	-27.2	-0.7	0.0	2.8	0.0	13.6
5.116	AIR-COOLED CHILLER 16	LrN	100.0	-13.0	0	150	-54.5	2.7	-21.3	-0.6	0.0	0.3	0.0	13.5
5.117	AIR-COOLED CHILLER 17	LrN	100.0	-13.0	0	145	-54.2	2.7	-21.8	-0.6	0.0	0.4	0.0	13.5
7.001	AHU01 (NW-F)	LrN	78.0	0.0	0	134	-53.6	2.7	-16.8	-0.3	0.0	3.4	0.0	13.5
5.120	AIR-COOLED CHILLER 20	LrN	100.0	-13.0	0	130	-53.3	2.7	-22.8	-0.5	0.0	0.4	0.0	13.4
5.158	AIR-COOLED CHILLER 58	LrN	100.0	-13.0	0	141	-54.0	2.7	-23.3	-0.6	0.0	1.5	0.0	13.4
4.109	Trafo 109	LrN	55.0	1.0	3	76	-48.6	2.7	0.0	-0.1	0.0	0.4	0.0	13.4
4.009	Trafo 009	LrN	55.0	1.0	3	76	-48.6	2.7	0.0	-0.1	0.0	0.3	0.0	13.3
4.210	Trafo 210	LrN	55.0	1.0	3	73	-48.3	2.7	0.0	-0.1	0.0	0.0	0.0	13.3
7.002	AHU02 (NW-F)	LrN	78.0	0.0	0	125	-52.9	2.7	-16.7	-0.3	0.0	2.5	0.0	13.3
5.147	AIR-COOLED CHILLER 47	LrN	100.0	-13.0	0	125	-52.9	2.7	-23.0	-0.5	0.0	0.0	0.0	13.3
7.005	AHU05 (SO-F)	LrN	78.0	0.0	0	94	-50.5	2.7	-16.9	-0.2	0.0	0.1	0.0	13.1
5.155	AIR-COOLED CHILLER 55	LrN	100.0	-13.0	0	157	-54.9	2.7	-23.0	-0.7	0.0	2.0	0.0	13.1

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
4.209	Trafo 209	LrN	55.0	1.0	3	76	-48.7	2.7	0.0	-0.1	0.0	0.0	0.0	13.0
5.119	AIR-COOLED CHILLER 19	LrN	100.0	-13.0	0	135	-53.6	2.7	-23.0	-0.6	0.0	0.4	0.0	13.0
8.006	Condenser AHU 06 (SO-F)	LrN	72.0	1.0	0	95	-50.5	2.7	-14.5	-0.1	0.0	2.4	0.0	13.0
5.115	AIR-COOLED CHILLER 15	LrN	100.0	-13.0	0	155	-54.8	2.7	-21.5	-0.6	0.0	0.1	0.0	12.9
8.005	Condenser AHU 05 (SO-F)	LrN	72.0	1.0	0	93	-50.3	2.7	-14.8	-0.1	0.0	2.4	0.0	12.9
5.146	AIR-COOLED CHILLER 46	LrN	100.0	-13.0	0	130	-53.3	2.7	-23.1	-0.5	0.0	0.0	0.0	12.8
7.003	AHU03 (NW-F)	LrN	78.0	0.0	0	117	-52.4	2.7	-16.6	-0.3	0.0	1.3	0.0	12.8
5.118	AIR-COOLED CHILLER 18	LrN	100.0	-13.0	0	140	-53.9	2.7	-23.0	-0.6	0.0	0.4	0.0	12.6
5.114	AIR-COOLED CHILLER 14	LrN	100.0	-13.0	0	160	-55.1	2.7	-21.6	-0.6	0.0	0.1	0.0	12.5
5.156	AIR-COOLED CHILLER 56	LrN	100.0	-13.0	0	152	-54.6	2.7	-24.3	-0.7	0.0	2.3	0.0	12.4
5.157	AIR-COOLED CHILLER 57	LrN	100.0	-13.0	0	146	-54.3	2.7	-24.4	-0.7	0.0	2.1	0.0	12.4
5.145	AIR-COOLED CHILLER 45	LrN	100.0	-13.0	0	135	-53.6	2.7	-23.2	-0.6	0.0	0.0	0.0	12.3
5.113	AIR-COOLED CHILLER 13	LrN	100.0	-13.0	0	165	-55.4	2.7	-21.7	-0.7	0.0	0.1	0.0	12.1
5.165	AIR-COOLED CHILLER 65	LrN	100.0	-13.0	0	105	-51.5	2.7	-27.3	-0.8	0.0	1.8	0.0	12.0
5.144	AIR-COOLED CHILLER 44	LrN	100.0	-13.0	0	140	-53.9	2.7	-23.3	-0.6	0.0	0.0	0.0	11.9
5.112	AIR-COOLED CHILLER 12	LrN	100.0	-13.0	0	170	-55.6	2.7	-21.8	-0.7	0.0	0.1	0.0	11.7
5.104	AIR-COOLED CHILLER 04	LrN	100.0	-13.0	0	211	-57.5	2.7	-22.3	-0.8	0.0	2.5	0.0	11.7
5.103	AIR-COOLED CHILLER 03	LrN	100.0	-13.0	0	216	-57.7	2.7	-22.3	-0.8	0.0	2.8	0.0	11.6
5.102	AIR-COOLED CHILLER 02	LrN	100.0	-13.0	0	221	-57.9	2.7	-22.3	-0.9	0.0	3.0	0.0	11.6
5.101	AIR-COOLED CHILLER 01	LrN	100.0	-13.0	0	227	-58.1	2.7	-22.4	-0.9	0.0	3.2	0.0	11.5
5.143	AIR-COOLED CHILLER 43	LrN	100.0	-13.0	0	146	-54.3	2.7	-23.4	-0.6	0.0	0.0	0.0	11.5
5.111	AIR-COOLED CHILLER 11	LrN	100.0	-13.0	0	175	-55.9	2.7	-21.9	-0.7	0.0	0.1	0.0	11.3
5.142	AIR-COOLED CHILLER 42	LrN	100.0	-13.0	0	151	-54.6	2.7	-23.4	-0.6	0.0	0.0	0.0	11.1
8.002	Condenser AHU 02 (NW-F)	LrN	72.0	1.0	0	127	-53.1	2.7	-14.1	-0.1	0.0	2.5	0.0	10.9
5.110	AIR-COOLED CHILLER 10	LrN	100.0	-13.0	0	180	-56.1	2.7	-22.0	-0.7	0.0	0.0	0.0	10.9
5.141	AIR-COOLED CHILLER 41	LrN	100.0	-13.0	0	156	-54.8	2.7	-23.5	-0.6	0.0	0.0	0.0	10.7
5.109	AIR-COOLED CHILLER 09	LrN	100.0	-13.0	0	186	-56.4	2.7	-22.0	-0.7	0.0	0.0	0.0	10.6
5.108	AIR-COOLED CHILLER 08	LrN	100.0	-13.0	0	191	-56.6	2.7	-22.1	-0.8	0.0	0.1	0.0	10.4
5.140	AIR-COOLED CHILLER 40	LrN	100.0	-13.0	0	161	-55.1	2.7	-23.5	-0.7	0.0	0.0	0.0	10.4
8.003	Condenser AHU 03 (NW-F)	LrN	72.0	1.0	0	118	-52.4	2.7	-14.0	-0.1	0.0	1.1	0.0	10.3
8.001	Condenser AHU 01 (NW-F)	LrN	72.0	1.0	0	137	-53.7	2.7	-14.2	-0.1	0.0	2.5	0.0	10.2
5.122	AIR-COOLED CHILLER 22	LrN	100.0	-13.0	0	120	-52.6	2.7	-27.3	-0.8	0.0	1.1	0.0	10.1
5.107	AIR-COOLED CHILLER 07	LrN	100.0	-13.0	0	196	-56.8	2.7	-22.2	-0.8	0.0	0.1	0.0	10.1
5.139	AIR-COOLED CHILLER 39	LrN	100.0	-13.0	0	166	-55.4	2.7	-23.6	-0.7	0.0	0.0	0.0	10.1
5.106	AIR-COOLED CHILLER 06	LrN	100.0	-13.0	0	201	-57.1	2.7	-22.2	-0.8	0.0	0.4	0.0	10.0
6.167	AIR-COOLED CHILLER Pump 67	LrN	76.0	0.0	0	91	-50.2	2.7	-18.4	-0.3	0.0	0.2	0.0	10.0
5.132	AIR-COOLED CHILLER 32	LrN	100.0	-13.0	0	203	-57.1	2.7	-23.7	-0.8	0.0	1.8	0.0	9.8
5.121	AIR-COOLED CHILLER 21	LrN	100.0	-13.0	0	125	-52.9	2.7	-27.2	-0.9	0.0	1.1	0.0	9.8
5.138	AIR-COOLED CHILLER 38	LrN	100.0	-13.0	0	171	-55.7	2.7	-23.6	-0.7	0.0	0.0	0.0	9.8
5.131	AIR-COOLED CHILLER 31	LrN	100.0	-13.0	0	208	-57.3	2.7	-23.7	-0.8	0.0	1.9	0.0	9.7
5.105	AIR-COOLED CHILLER 05	LrN	100.0	-13.0	0	206	-57.3	2.7	-22.2	-0.8	0.0	0.2	0.0	9.6
5.130	AIR-COOLED CHILLER 30	LrN	100.0	-13.0	0	213	-57.6	2.7	-23.8	-0.9	0.0	2.1	0.0	9.6
5.129	AIR-COOLED CHILLER 29	LrN	100.0	-13.0	0	218	-57.8	2.7	-23.8	-0.9	0.0	2.3	0.0	9.5
5.128	AIR-COOLED CHILLER 28	LrN	100.0	-13.0	0	224	-58.0	2.7	-23.8	-0.9	0.0	2.4	0.0	9.5
5.137	AIR-COOLED CHILLER 37	LrN	100.0	-13.0	0	177	-55.9	2.7	-23.6	-0.7	0.0	0.0	0.0	9.5
5.123	AIR-COOLED CHILLER 23	LrN	100.0	-13.0	0	115	-52.2	2.7	-27.2	-0.8	0.0	0.0	0.0	9.4
5.136	AIR-COOLED CHILLER 36	LrN	100.0	-13.0	0	182	-56.2	2.7	-23.6	-0.7	0.0	0.1	0.0	9.2
6.166	AIR-COOLED CHILLER Pump 66	LrN	76.0	0.0	0	97	-50.7	2.7	-18.8	-0.4	0.0	0.3	0.0	9.1
8.014	Condenser FOC SOC VRF	LrN	79.0	1.0	0	170	-55.6	2.7	-20.4	-0.3	0.0	2.6	0.0	9.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
5.135	AIR-COOLED CHILLER 35	LrN	100.0	-13.0	0	187	-56.4	2.7	-23.7	-0.8	0.0	0.2	0.0	9.0
5.134	AIR-COOLED CHILLER 34	LrN	100.0	-13.0	0	192	-56.7	2.7	-23.7	-0.8	0.0	0.2	0.0	8.7
6.168	AIR-COOLED CHILLER Pump 68	LrN	76.0	0.0	0	86	-49.7	2.7	-20.6	-0.3	0.0	0.4	0.0	8.5
5.133	AIR-COOLED CHILLER 33	LrN	100.0	-13.0	0	198	-56.9	2.7	-23.7	-0.8	0.0	0.1	0.0	8.4
8.004	Condenser AHU 04 (NW-F)	LrN	72.0	1.0	0	109	-51.8	2.7	-18.1	-0.1	0.0	2.5	0.0	8.2
6.165	AIR-COOLED CHILLER Pump 65	LrN	76.0	0.0	0	102	-51.1	2.7	-19.4	-0.4	0.0	0.4	0.0	8.1
6.164	AIR-COOLED CHILLER Pump 64	LrN	76.0	0.0	0	107	-51.6	2.7	-19.6	-0.4	0.0	0.4	0.0	7.6
6.162	AIR-COOLED CHILLER Pump 62	LrN	76.0	0.0	0	117	-52.4	2.7	-18.9	-0.4	0.0	0.5	0.0	7.5
6.163	AIR-COOLED CHILLER Pump 63	LrN	76.0	0.0	0	112	-52.0	2.7	-19.3	-0.4	0.0	0.5	0.0	7.5
6.126	AIR-COOLED CHILLER Pump 26	LrN	76.0	0.0	0	103	-51.2	2.7	-20.4	-0.3	0.0	0.0	0.0	6.7
7.012	AHU12 (SW-F)	LrN	78.0	0.0	0	242	-58.7	2.7	-17.3	-0.5	0.0	2.4	0.0	6.7
7.010	AHU10 (SW-F)	LrN	78.0	0.0	0	241	-58.6	2.7	-17.3	-0.5	0.0	2.3	0.0	6.6
7.011	AHU11 (SW-F)	LrN	78.0	0.0	0	241	-58.6	2.7	-17.3	-0.5	0.0	2.3	0.0	6.6
7.004	AHU04 (NW-F)	LrN	78.0	0.0	0	108	-51.7	2.7	-22.2	-0.3	0.0	0.0	0.0	6.5
6.125	AIR-COOLED CHILLER Pump 25	LrN	76.0	0.0	0	108	-51.6	2.7	-20.6	-0.4	0.0	0.0	0.0	6.1
6.127	AIR-COOLED CHILLER Pump 27	LrN	76.0	0.0	0	98	-50.8	2.7	-21.9	-0.4	0.0	0.0	0.0	5.6
7.009	AHU09 (SW-F)	LrN	78.0	0.0	0	241	-58.6	2.7	-17.3	-0.5	0.0	0.5	0.0	4.8
6.149	AIR-COOLED CHILLER Pump 49	LrN	76.0	0.0	0	116	-52.3	2.7	-21.3	-0.4	0.0	0.0	0.0	4.7
6.160	AIR-COOLED CHILLER Pump 60	LrN	76.0	0.0	0	128	-53.1	2.7	-21.6	-0.4	0.0	1.1	0.0	4.7
6.161	AIR-COOLED CHILLER Pump 61	LrN	76.0	0.0	0	122	-52.7	2.7	-21.9	-0.4	0.0	1.1	0.0	4.7
8.010	Condenser AHU 10 (SW-F)	LrN	72.0	1.0	0	249	-58.9	2.7	-14.5	-0.2	0.0	2.5	0.0	4.6
8.009	Condenser AHU 09 (SW-F)	LrN	72.0	1.0	0	248	-58.9	2.7	-14.5	-0.2	0.0	2.5	0.0	4.6
8.011	Condenser AHU 11 (SW-F)	LrN	72.0	1.0	0	249	-58.9	2.7	-14.5	-0.2	0.0	2.5	0.0	4.6
8.012	Condenser AHU 12 (SW-F)	LrN	72.0	1.0	0	249	-58.9	2.7	-14.5	-0.2	0.0	2.5	0.0	4.6
6.159	AIR-COOLED CHILLER Pump 59	LrN	76.0	0.0	0	133	-53.4	2.7	-21.6	-0.5	0.0	1.3	0.0	4.5
7.008	AHU08 (SO-F)	LrN	78.0	0.0	0	198	-56.9	2.7	-24.4	-0.6	0.0	5.7	0.0	4.4
6.157	AIR-COOLED CHILLER Pump 57	LrN	76.0	0.0	0	143	-54.1	2.7	-21.8	-0.5	0.0	2.0	0.0	4.3
6.148	AIR-COOLED CHILLER Pump 48	LrN	76.0	0.0	0	121	-52.6	2.7	-21.4	-0.4	0.0	0.0	0.0	4.3
6.158	AIR-COOLED CHILLER Pump 58	LrN	76.0	0.0	0	138	-53.8	2.7	-21.7	-0.5	0.0	1.5	0.0	4.2
6.118	AIR-COOLED CHILLER Pump 18	LrN	76.0	0.0	0	142	-54.1	2.7	-20.3	-0.4	0.0	0.3	0.0	4.2
6.121	AIR-COOLED CHILLER Pump 21	LrN	76.0	0.0	0	127	-53.1	2.7	-21.3	-0.4	0.0	0.3	0.0	4.2
6.117	AIR-COOLED CHILLER Pump 17	LrN	76.0	0.0	0	147	-54.4	2.7	-19.9	-0.5	0.0	0.2	0.0	4.1
6.156	AIR-COOLED CHILLER Pump 56	LrN	76.0	0.0	0	148	-54.4	2.7	-21.9	-0.5	0.0	2.1	0.0	3.9
6.155	AIR-COOLED CHILLER Pump 55	LrN	76.0	0.0	0	154	-54.7	2.7	-21.9	-0.5	0.0	2.3	0.0	3.8
6.147	AIR-COOLED CHILLER Pump 47	LrN	76.0	0.0	0	126	-53.0	2.7	-21.5	-0.4	0.0	0.0	0.0	3.8
6.120	AIR-COOLED CHILLER Pump 20	LrN	76.0	0.0	0	132	-53.4	2.7	-21.4	-0.5	0.0	0.3	0.0	3.7
6.116	AIR-COOLED CHILLER Pump 16	LrN	76.0	0.0	0	152	-54.6	2.7	-20.1	-0.5	0.0	0.2	0.0	3.7
6.119	AIR-COOLED CHILLER Pump 19	LrN	76.0	0.0	0	137	-53.7	2.7	-21.5	-0.5	0.0	0.3	0.0	3.3
6.146	AIR-COOLED CHILLER Pump 46	LrN	76.0	0.0	0	131	-53.4	2.7	-21.6	-0.5	0.0	0.0	0.0	3.3
6.115	AIR-COOLED CHILLER Pump 15	LrN	76.0	0.0	0	157	-54.9	2.7	-20.2	-0.5	0.0	0.1	0.0	3.1
7.007	AHU07 (SO-F)	LrN	78.0	0.0	0	194	-56.8	2.7	-24.6	-0.6	0.0	4.2	0.0	3.0
6.145	AIR-COOLED CHILLER Pump 45	LrN	76.0	0.0	0	137	-53.7	2.7	-21.7	-0.5	0.0	0.0	0.0	2.8
6.114	AIR-COOLED CHILLER Pump 14	LrN	76.0	0.0	0	162	-55.2	2.7	-20.3	-0.5	0.0	0.1	0.0	2.7
6.144	AIR-COOLED CHILLER Pump 44	LrN	76.0	0.0	0	142	-54.0	2.7	-21.8	-0.5	0.0	0.0	0.0	2.4
6.113	AIR-COOLED CHILLER Pump 13	LrN	76.0	0.0	0	168	-55.5	2.7	-20.4	-0.5	0.0	0.1	0.0	2.3
6.143	AIR-COOLED CHILLER Pump 43	LrN	76.0	0.0	0	147	-54.3	2.7	-21.8	-0.5	0.0	0.0	0.0	2.0
6.112	AIR-COOLED CHILLER Pump 12	LrN	76.0	0.0	0	173	-55.7	2.7	-20.5	-0.5	0.0	0.1	0.0	2.0
6.104	AIR-COOLED CHILLER Pump 04	LrN	76.0	0.0	0	214	-57.6	2.7	-20.9	-0.7	0.0	2.3	0.0	1.9
6.103	AIR-COOLED CHILLER Pump 03	LrN	76.0	0.0	0	219	-57.8	2.7	-20.9	-0.7	0.0	2.5	0.0	1.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
6.102	AIR-COOLED CHILLER Pump 02	LrN	76.0	0.0	0	224	-58.0	2.7	-21.0	-0.7	0.0	2.7	0.0	1.8
6.101	AIR-COOLED CHILLER Pump 01	LrN	76.0	0.0	0	229	-58.2	2.7	-21.0	-0.7	0.0	2.9	0.0	1.7
6.142	AIR-COOLED CHILLER Pump 42	LrN	76.0	0.0	0	152	-54.6	2.7	-21.9	-0.5	0.0	0.0	0.0	1.7
6.111	AIR-COOLED CHILLER Pump 11	LrN	76.0	0.0	0	178	-56.0	2.7	-20.6	-0.6	0.0	0.0	0.0	1.6
6.141	AIR-COOLED CHILLER Pump 41	LrN	76.0	0.0	0	157	-54.9	2.7	-21.9	-0.5	0.0	0.0	0.0	1.3
6.110	AIR-COOLED CHILLER Pump 10	LrN	76.0	0.0	0	183	-56.2	2.7	-20.6	-0.6	0.0	0.0	0.0	1.2
6.109	AIR-COOLED CHILLER Pump 09	LrN	76.0	0.0	0	188	-56.5	2.7	-20.7	-0.6	0.0	0.1	0.0	1.0
6.140	AIR-COOLED CHILLER Pump 40	LrN	76.0	0.0	0	163	-55.2	2.7	-22.0	-0.6	0.0	0.0	0.0	1.0
6.108	AIR-COOLED CHILLER Pump 08	LrN	76.0	0.0	0	193	-56.7	2.7	-20.8	-0.6	0.0	0.1	0.0	0.7
6.139	AIR-COOLED CHILLER Pump 39	LrN	76.0	0.0	0	168	-55.5	2.7	-22.0	-0.6	0.0	0.1	0.0	0.7
6.154	AIR-COOLED CHILLER Pump 54	LrN	76.0	0.0	0	90	-50.1	2.7	-27.1	-0.9	0.0	0.0	0.0	0.6
6.107	AIR-COOLED CHILLER Pump 07	LrN	76.0	0.0	0	198	-56.9	2.7	-20.8	-0.6	0.0	0.1	0.0	0.5
6.106	AIR-COOLED CHILLER Pump 06	LrN	76.0	0.0	0	203	-57.2	2.7	-20.8	-0.6	0.0	0.3	0.0	0.4
6.138	AIR-COOLED CHILLER Pump 38	LrN	76.0	0.0	0	173	-55.8	2.7	-22.0	-0.6	0.0	0.0	0.0	0.4
8.008	Condenser AHU 08 (SO-F)	LrN	72.0	1.0	0	201	-57.0	2.7	-20.7	-0.2	0.0	2.5	0.0	0.3
6.153	AIR-COOLED CHILLER Pump 53	LrN	76.0	0.0	0	95	-50.5	2.7	-27.1	-0.9	0.0	0.0	0.0	0.2
6.137	AIR-COOLED CHILLER Pump 37	LrN	76.0	0.0	0	178	-56.0	2.7	-22.0	-0.6	0.0	0.0	0.0	0.1
6.105	AIR-COOLED CHILLER Pump 05	LrN	76.0	0.0	0	208	-57.4	2.7	-20.8	-0.6	0.0	0.2	0.0	0.0
6.136	AIR-COOLED CHILLER Pump 36	LrN	76.0	0.0	0	183	-56.3	2.7	-22.1	-0.6	0.0	0.1	0.0	-0.1
8.007	Condenser AHU 07 (SO-F)	LrN	72.0	1.0	0	193	-56.7	2.7	-21.1	-0.2	0.0	2.1	0.0	-0.2
6.152	AIR-COOLED CHILLER Pump 52	LrN	76.0	0.0	0	100	-51.0	2.7	-27.0	-0.9	0.0	0.0	0.0	-0.2
6.135	AIR-COOLED CHILLER Pump 35	LrN	76.0	0.0	0	189	-56.5	2.7	-22.1	-0.6	0.0	0.1	0.0	-0.4
6.151	AIR-COOLED CHILLER Pump 51	LrN	76.0	0.0	0	105	-51.4	2.7	-26.9	-0.9	0.0	0.0	0.0	-0.6
6.128	AIR-COOLED CHILLER Pump 28	LrN	76.0	0.0	0	225	-58.0	2.7	-22.1	-0.7	0.0	1.6	0.0	-0.6
6.134	AIR-COOLED CHILLER Pump 34	LrN	76.0	0.0	0	194	-56.7	2.7	-22.1	-0.6	0.0	0.1	0.0	-0.6
6.122	AIR-COOLED CHILLER Pump 22	LrN	76.0	0.0	0	122	-52.7	2.7	-26.7	-1.0	0.0	1.1	0.0	-0.6
6.124	AIR-COOLED CHILLER Pump 24	LrN	76.0	0.0	0	112	-52.0	2.7	-26.8	-1.0	0.0	0.3	0.0	-0.9
6.133	AIR-COOLED CHILLER Pump 33	LrN	76.0	0.0	0	199	-57.0	2.7	-22.1	-0.7	0.0	0.2	0.0	-0.9
6.129	AIR-COOLED CHILLER Pump 29	LrN	76.0	0.0	0	220	-57.8	2.7	-22.2	-0.7	0.0	1.1	0.0	-0.9
6.150	AIR-COOLED CHILLER Pump 50	LrN	76.0	0.0	0	111	-51.9	2.7	-26.9	-1.0	0.0	0.0	0.0	-1.0
6.131	AIR-COOLED CHILLER Pump 31	LrN	76.0	0.0	0	210	-57.4	2.7	-22.1	-0.7	0.0	0.4	0.0	-1.1
6.132	AIR-COOLED CHILLER Pump 32	LrN	76.0	0.0	0	204	-57.2	2.7	-22.1	-0.7	0.0	0.2	0.0	-1.1
6.130	AIR-COOLED CHILLER Pump 30	LrN	76.0	0.0	0	215	-57.6	2.7	-22.2	-0.7	0.0	0.4	0.0	-1.4
6.123	AIR-COOLED CHILLER Pump 23	LrN	76.0	0.0	0	117	-52.4	2.7	-26.8	-1.0	0.0	0.0	0.0	-1.5
9.203	Parkplatz 2: Abfahrt Pkw	LrN	71.0	7.0	0	284	-60.0	2.3	-25.8	-1.5	-1.1	0.0	0.0	-8.1
11.002	Trafostation B140 MVA	LrN	72.0	0.0	0	278	-59.9	2.6	-25.1	-0.3	-0.8	1.8	0.0	-9.6
9.202	Parkplatz 2	LrN	67.0	7.0	0	248	-58.9	2.3	-24.9	-1.2	-1.0	0.1	0.0	-9.6
11.001	Trafostation A140 MVA	LrN	72.0	0.0	0	279	-59.9	2.6	-24.6	-0.3	-0.8	0.0	0.0	-10.9
11.003	Wärmeübergangstation	LrN	72.0	0.0	0	269	-59.6	2.3	-25.5	-0.3	-0.9	0.0	0.0	-11.9
11.004	Pumps/Transformer/Switchroom/Piping	LrN	72.0	0.0	0	287	-60.2	2.3	-25.1	-0.3	-1.0	0.0	0.0	-12.2
4.208	Trafo 208	LrN	55.0	1.0	3	149	-54.5	2.7	-20.3	-0.2	0.0	0.0	0.0	-13.3
4.108	Trafo 108	LrN	55.0	1.0	3	149	-54.4	2.7	-20.4	-0.2	0.0	0.0	0.0	-13.3
4.008	Trafo 008	LrN	55.0	1.0	3	149	-54.4	2.7	-20.4	-0.2	0.0	0.0	0.0	-13.3
4.207	Trafo 207	LrN	55.0	1.0	3	154	-54.7	2.7	-21.0	-0.2	0.0	0.0	0.0	-14.1
4.107	Trafo 107	LrN	55.0	1.0	3	154	-54.7	2.7	-21.0	-0.2	0.0	0.0	0.0	-14.2
4.007	Trafo 007	LrN	55.0	1.0	3	154	-54.7	2.7	-21.0	-0.2	0.0	0.0	0.0	-14.2
9.102	Parkplatz 1	LrN	67.0	4.8	0	322	-61.1	2.3	-25.7	-1.5	-1.3	0.0	0.0	-15.6
4.206	Trafo 206	LrN	55.0	1.0	3	188	-56.5	2.7	-22.9	-0.2	0.0	0.0	0.0	-17.9
4.106	Trafo 106	LrN	55.0	1.0	3	188	-56.5	2.7	-23.0	-0.2	0.0	0.0	0.0	-17.9

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
4.006	Trafo 006	LrN	55.0	1.0	3	188	-56.5	2.7	-23.0	-0.2	0.0	0.0	0.0	-17.9
9.103	Parkplatz 1: Abfahrt Pkw	LrN	64.7	4.8	0	328	-61.3	2.3	-25.7	-1.6	-1.3	0.0	0.0	-18.1
4.205	Trafo 205	LrN	55.0	1.0	3	193	-56.7	2.7	-23.0	-0.2	0.0	0.0	0.0	-18.2
4.105	Trafo 105	LrN	55.0	1.0	3	193	-56.7	2.7	-23.1	-0.2	0.0	0.0	0.0	-18.3
4.005	Trafo 005	LrN	55.0	1.0	3	193	-56.7	2.7	-23.1	-0.2	0.0	0.0	0.0	-18.3
4.104	Trafo 104	LrN	55.0	1.0	3	214	-57.6	2.7	-23.6	-0.2	0.0	0.0	0.0	-19.7
4.204	Trafo 204	LrN	55.0	1.0	3	214	-57.6	2.7	-23.6	-0.2	0.0	0.0	0.0	-19.7
4.004	Trafo 004	LrN	55.0	1.0	3	214	-57.6	2.7	-23.6	-0.2	-0.1	0.0	0.0	-19.8
4.103	Trafo 103	LrN	55.0	1.0	3	219	-57.8	2.7	-23.6	-0.2	0.0	0.0	0.0	-20.0
4.203	Trafo 203	LrN	55.0	1.0	3	219	-57.8	2.7	-23.6	-0.2	0.0	0.0	0.0	-20.0
4.003	Trafo 003	LrN	55.0	1.0	3	219	-57.8	2.7	-23.6	-0.2	-0.1	0.0	0.0	-20.1
4.202	Trafo 202	LrN	55.0	1.0	3	240	-58.6	2.7	-23.8	-0.2	0.0	0.0	0.0	-21.0
4.102	Trafo 102	LrN	55.0	1.0	3	240	-58.6	2.7	-23.8	-0.3	0.0	0.0	0.0	-21.0
4.201	Trafo 201	LrN	55.0	1.0	3	246	-58.8	2.7	-23.8	-0.3	0.0	0.0	0.0	-21.2
4.002	Trafo 002	LrN	55.0	1.0	3	240	-58.6	2.7	-23.8	-0.3	-0.3	0.0	0.0	-21.2
4.101	Trafo 101	LrN	55.0	1.0	3	245	-58.8	2.7	-23.9	-0.3	0.0	0.0	0.0	-21.2
4.216	Trafo 216	LrN	55.0	1.0	3	249	-58.9	2.7	-25.9	-0.3	0.0	1.7	0.0	-21.7
4.116	Trafo 116	LrN	55.0	1.0	3	248	-58.9	2.7	-25.9	-0.3	0.0	1.7	0.0	-21.7
4.215	Trafo 215	LrN	55.0	1.0	3	249	-58.9	2.7	-25.7	-0.3	0.0	1.5	0.0	-21.7
4.115	Trafo 115	LrN	55.0	1.0	3	248	-58.9	2.7	-25.7	-0.3	0.0	1.4	0.0	-21.7
4.016	Trafo 016	LrN	55.0	1.0	3	248	-58.9	2.7	-25.9	-0.3	-0.5	1.7	0.0	-22.2
4.015	Trafo 015	LrN	55.0	1.0	3	248	-58.9	2.7	-25.7	-0.3	-0.6	1.5	0.0	-22.3
4.217	Trafo 217	LrN	55.0	1.0	3	250	-58.9	2.7	-26.0	-0.3	0.0	0.0	0.0	-23.5
4.218	Trafo 218	LrN	55.0	1.0	3	250	-59.0	2.7	-26.0	-0.3	0.0	0.0	0.0	-23.5
4.117	Trafo 117	LrN	55.0	1.0	3	249	-58.9	2.7	-26.1	-0.3	0.0	0.0	0.0	-23.6
4.118	Trafo 118	LrN	55.0	1.0	3	250	-59.0	2.7	-26.1	-0.3	0.0	0.0	0.0	-23.6
4.017	Trafo 017	LrN	55.0	1.0	3	250	-58.9	2.7	-26.1	-0.3	-0.5	0.0	0.0	-24.1
4.018	Trafo 018	LrN	55.0	1.0	3	250	-59.0	2.7	-26.1	-0.3	-0.5	0.0	0.0	-24.1
7.013	AHU FoH	LrN	84.3		0	166	-55.4	2.7	-20.5	-0.3	0.0	5.2	0.0	
10.003	Anlieferverkehr: Entladung Lkw	LrN	92.0		0	195	-56.8	2.4	-26.1	-1.0	-0.7	14.3	0.0	
10.002	Anlieferverkehr: Rangieren Lkw	LrN	84.0		0	205	-57.2	2.5	-26.1	-1.2	-0.8	18.2	0.0	
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrN	91.9		0	125	-52.9	2.5	-1.8	-0.6	0.0	1.8	0.0	
8.013	Condenser AHU FoH	LrN	73.0		0	168	-55.5	2.7	-19.8	-0.1	0.0	0.4	0.0	
8.015	Condenser General Office Area no. 1	LrN	86.0		0	100	-51.0	2.7	-22.3	-0.2	0.0	3.7	0.0	
8.016	Condenser General Office Area no. 2	LrN	86.0		0	103	-51.2	2.7	-16.5	-0.2	0.0	3.4	0.0	
8.017	Condenser General Office Area no. 3	LrN	86.0		0	105	-51.4	2.7	-16.5	-0.2	0.0	2.5	0.0	
3.001	Landlord Generator: Container	LrN	110.0		0	113	-52.1	2.7	-17.5	-0.2	0.0	0.0	0.0	
3.002	Landlord Generator: Kamin	LrN	90.0		0	91	-50.2	2.7	-4.1	-1.3	0.0	0.0	0.0	
3.004	Landlord Generator: Stationäre Lastbank	LrN	104.0		0	181	-56.1	2.7	-21.2	-0.4	0.0	0.0	0.0	
9.101	Parkplatz 1: Zufahrt Pkw	LrN	64.1		0	327	-61.3	2.3	-25.7	-1.5	-1.3	0.0	0.0	
9.201	Parkplatz 2: Zufahrt Pkw	LrN	71.1		0	282	-60.0	2.3	-25.8	-1.5	-1.1	0.0	0.0	
9.302	Parkplatz 3	LrN	67.0		0	125	-52.9	2.3	-14.2	-0.7	0.0	7.1	0.0	
9.303	Parkplatz 3: Abfahrt Pkw	LrN	74.6		0	226	-58.1	2.3	-24.1	-0.9	-0.7	17.2	0.0	
9.301	Parkplatz 3: Zufahrt Pkw	LrN	76.9		0	106	-51.5	2.4	-1.3	-0.7	0.0	1.8	0.0	

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
lo 2 - Mühlheimer Straße 151 2.OG LAT,n 35 dB(A) LAT,nmax 43 dB(A)														
11.001	Trafostation A140 MVA	LrN	72.0	0.0	0	139	-53.9	2.6	0.0	-0.2	0.0	0.0	0.0	20.6
11.002	Trafostation B140 MVA	LrN	72.0	0.0	0	149	-54.4	2.6	0.0	-0.2	0.0	0.0	0.0	20.0
5.128	AIR-COOLED CHILLER 28	LrN	100.0	-13.0	0	120	-52.6	2.7	-18.2	-0.5	0.0	1.3	0.0	19.7
5.134	AIR-COOLED CHILLER 34	LrN	100.0	-13.0	0	108	-51.7	2.7	-18.8	-0.5	0.0	0.2	0.0	19.0
5.159	AIR-COOLED CHILLER 59	LrN	100.0	-13.0	0	86	-49.7	2.7	-21.1	-0.4	0.0	0.4	0.0	19.0
5.132	AIR-COOLED CHILLER 32	LrN	100.0	-13.0	0	111	-51.9	2.7	-18.6	-0.5	0.0	0.3	0.0	19.0
5.133	AIR-COOLED CHILLER 33	LrN	100.0	-13.0	0	110	-51.8	2.7	-18.7	-0.5	0.0	0.2	0.0	19.0
5.168	AIR-COOLED CHILLER 68	LrN	100.0	-13.0	0	112	-52.0	2.7	-19.8	-0.5	0.0	1.4	0.0	18.8
5.158	AIR-COOLED CHILLER 58	LrN	100.0	-13.0	0	84	-49.5	2.7	-21.2	-0.4	0.0	0.1	0.0	18.8
5.155	AIR-COOLED CHILLER 55	LrN	100.0	-13.0	0	81	-49.1	2.7	-21.8	-0.3	0.0	0.3	0.0	18.7
5.131	AIR-COOLED CHILLER 31	LrN	100.0	-13.0	0	113	-52.1	2.7	-18.5	-0.5	0.0	0.0	0.0	18.7
5.130	AIR-COOLED CHILLER 30	LrN	100.0	-13.0	0	115	-52.2	2.7	-18.4	-0.5	0.0	0.1	0.0	18.6
5.129	AIR-COOLED CHILLER 29	LrN	100.0	-13.0	0	117	-52.4	2.7	-18.3	-0.5	0.0	0.1	0.0	18.6
5.160	AIR-COOLED CHILLER 60	LrN	100.0	-13.0	0	88	-49.9	2.7	-21.0	-0.4	0.0	0.1	0.0	18.5
5.166	AIR-COOLED CHILLER 66	LrN	100.0	-13.0	0	105	-51.4	2.7	-20.1	-0.4	0.0	0.8	0.0	18.5
5.167	AIR-COOLED CHILLER 67	LrN	100.0	-13.0	0	109	-51.7	2.7	-20.0	-0.5	0.0	0.8	0.0	18.4
5.161	AIR-COOLED CHILLER 61	LrN	100.0	-13.0	0	90	-50.1	2.7	-20.9	-0.4	0.0	0.0	0.0	18.3
5.162	AIR-COOLED CHILLER 62	LrN	100.0	-13.0	0	93	-50.3	2.7	-20.7	-0.4	0.0	0.0	0.0	18.2
5.163	AIR-COOLED CHILLER 63	LrN	100.0	-13.0	0	96	-50.6	2.7	-20.6	-0.4	0.0	0.0	0.0	18.1
8.014	Condenser FOC SOC VRF	LrN	79.0	1.0	0	57	-46.1	2.7	-20.9	-0.1	0.0	2.3	0.0	18.0
5.164	AIR-COOLED CHILLER 64	LrN	100.0	-13.0	0	99	-50.9	2.7	-20.5	-0.4	0.0	0.0	0.0	18.0
5.165	AIR-COOLED CHILLER 65	LrN	100.0	-13.0	0	102	-51.1	2.7	-20.3	-0.4	0.0	0.0	0.0	17.8
4.301	Landlord Trafö	LrN	73.0	0.0	3	76	-48.6	2.7	-12.9	-0.1	0.0	0.5	0.0	17.6
5.157	AIR-COOLED CHILLER 57	LrN	100.0	-13.0	0	83	-49.3	2.7	-22.6	-0.4	0.0	0.2	0.0	17.6
5.102	AIR-COOLED CHILLER 02	LrN	100.0	-13.0	0	145	-54.2	2.7	-21.0	-0.6	0.0	3.7	0.0	17.6
5.156	AIR-COOLED CHILLER 56	LrN	100.0	-13.0	0	82	-49.2	2.7	-22.6	-0.4	0.0	0.0	0.0	17.5
5.101	AIR-COOLED CHILLER 01	LrN	100.0	-13.0	0	147	-54.3	2.7	-20.9	-0.6	0.0	3.1	0.0	16.9
5.154	AIR-COOLED CHILLER 54	LrN	100.0	-13.0	0	131	-53.3	2.7	-22.6	-0.6	0.0	3.5	0.0	16.7
5.153	AIR-COOLED CHILLER 53	LrN	100.0	-13.0	0	128	-53.1	2.7	-22.8	-0.6	0.0	3.4	0.0	16.7
5.151	AIR-COOLED CHILLER 51	LrN	100.0	-13.0	0	122	-52.7	2.7	-23.0	-0.5	0.0	3.2	0.0	16.6
7.005	AHU05 (SO-F)	LrN	78.0	0.0	0	101	-51.1	2.7	-16.8	-0.2	0.0	2.6	0.0	15.2
5.104	AIR-COOLED CHILLER 04	LrN	100.0	-13.0	0	142	-54.0	2.7	-21.2	-0.6	0.0	1.1	0.0	15.1
5.103	AIR-COOLED CHILLER 03	LrN	100.0	-13.0	0	143	-54.1	2.7	-21.1	-0.6	0.0	0.9	0.0	14.9
5.127	AIR-COOLED CHILLER 27	LrN	100.0	-13.0	0	156	-54.9	2.7	-24.0	-0.7	0.0	4.6	0.0	14.7
5.126	AIR-COOLED CHILLER 26	LrN	100.0	-13.0	0	154	-54.7	2.7	-24.1	-0.7	0.0	4.5	0.0	14.7
5.144	AIR-COOLED CHILLER 44	LrN	100.0	-13.0	0	108	-51.7	2.7	-24.4	-0.5	0.0	1.5	0.0	14.6
5.105	AIR-COOLED CHILLER 05	LrN	100.0	-13.0	0	140	-53.9	2.7	-21.2	-0.6	0.0	0.5	0.0	14.4
5.122	AIR-COOLED CHILLER 22	LrN	100.0	-13.0	0	145	-54.2	2.7	-24.3	-0.7	0.0	3.9	0.0	14.4
5.147	AIR-COOLED CHILLER 47	LrN	100.0	-13.0	0	113	-52.1	2.7	-23.4	-0.5	0.0	0.3	0.0	14.0
5.148	AIR-COOLED CHILLER 48	LrN	100.0	-13.0	0	115	-52.2	2.7	-23.3	-0.5	0.0	0.3	0.0	14.0
5.149	AIR-COOLED CHILLER 49	LrN	100.0	-13.0	0	117	-52.4	2.7	-23.2	-0.5	0.0	0.3	0.0	13.9
5.146	AIR-COOLED CHILLER 46	LrN	100.0	-13.0	0	111	-51.9	2.7	-23.5	-0.5	0.0	0.1	0.0	13.9
7.006	AHU06 (SO-F)	LrN	78.0	0.0	0	94	-50.5	2.7	-17.1	-0.2	0.0	0.9	0.0	13.8
5.143	AIR-COOLED CHILLER 43	LrN	100.0	-13.0	0	107	-51.6	2.7	-24.4	-0.5	0.0	0.6	0.0	13.7
9.102	Parkplatz 1	LrN	67.0	4.8	0	208	-57.4	2.3	-0.5	-1.6	-1.0	0.1	0.0	13.7
5.150	AIR-COOLED CHILLER 50	LrN	100.0	-13.0	0	120	-52.6	2.7	-23.1	-0.5	0.0	0.1	0.0	13.7
5.152	AIR-COOLED CHILLER 52	LrN	100.0	-13.0	0	125	-52.9	2.7	-22.9	-0.5	0.0	0.2	0.0	13.5
5.116	AIR-COOLED CHILLER 16	LrN	100.0	-13.0	0	137	-53.7	2.7	-25.2	-0.7	0.0	3.4	0.0	13.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
7.007	AHU07 (SO-F)	LrN	78.0	0.0	0	91	-50.2	2.7	-17.5	-0.2	0.0	0.5	0.0	13.3
5.142	AIR-COOLED CHILLER 42	LrN	100.0	-13.0	0	106	-51.5	2.7	-24.5	-0.5	0.0	0.0	0.0	13.2
7.008	AHU08 (SO-F)	LrN	78.0	0.0	0	93	-50.3	2.7	-17.5	-0.2	0.0	0.5	0.0	13.2
5.145	AIR-COOLED CHILLER 45	LrN	100.0	-13.0	0	110	-51.8	2.7	-24.3	-0.5	0.0	0.1	0.0	13.1
5.139	AIR-COOLED CHILLER 39	LrN	100.0	-13.0	0	105	-51.4	2.7	-25.8	-0.6	0.0	1.2	0.0	13.0
5.140	AIR-COOLED CHILLER 40	LrN	100.0	-13.0	0	105	-51.4	2.7	-25.8	-0.6	0.0	1.2	0.0	13.0
5.138	AIR-COOLED CHILLER 38	LrN	100.0	-13.0	0	105	-51.4	2.7	-24.9	-0.5	0.0	0.1	0.0	13.0
5.141	AIR-COOLED CHILLER 41	LrN	100.0	-13.0	0	106	-51.5	2.7	-25.5	-0.6	0.0	0.7	0.0	12.9
5.137	AIR-COOLED CHILLER 37	LrN	100.0	-13.0	0	106	-51.5	2.7	-25.0	-0.5	0.0	0.1	0.0	12.7
5.136	AIR-COOLED CHILLER 36	LrN	100.0	-13.0	0	106	-51.5	2.7	-25.0	-0.6	0.0	0.1	0.0	12.7
5.135	AIR-COOLED CHILLER 35	LrN	100.0	-13.0	0	107	-51.6	2.7	-25.0	-0.6	0.0	0.1	0.0	12.6
5.123	AIR-COOLED CHILLER 23	LrN	100.0	-13.0	0	147	-54.3	2.7	-24.3	-0.7	0.0	2.1	0.0	12.5
9.201	Parkplatz 2: Zufahrt Pkw	LrN	71.1	7.0	0	193	-56.7	2.3	-9.1	-1.6	-1.1	0.5	0.0	12.4
5.124	AIR-COOLED CHILLER 24	LrN	100.0	-13.0	0	149	-54.5	2.7	-24.3	-0.7	0.0	2.1	0.0	12.4
5.115	AIR-COOLED CHILLER 15	LrN	100.0	-13.0	0	136	-53.7	2.7	-24.9	-0.7	0.0	1.6	0.0	12.0
5.125	AIR-COOLED CHILLER 25	LrN	100.0	-13.0	0	151	-54.6	2.7	-24.2	-0.7	0.0	1.6	0.0	11.9
5.113	AIR-COOLED CHILLER 13	LrN	100.0	-13.0	0	135	-53.6	2.7	-26.1	-0.8	0.0	2.3	0.0	11.6
5.112	AIR-COOLED CHILLER 12	LrN	100.0	-13.0	0	135	-53.6	2.7	-26.1	-0.8	0.0	2.3	0.0	11.5
5.107	AIR-COOLED CHILLER 07	LrN	100.0	-13.0	0	138	-53.8	2.7	-25.5	-0.7	0.0	1.7	0.0	11.4
5.106	AIR-COOLED CHILLER 06	LrN	100.0	-13.0	0	139	-53.8	2.7	-25.5	-0.7	0.0	1.7	0.0	11.4
5.120	AIR-COOLED CHILLER 20	LrN	100.0	-13.0	0	142	-54.0	2.7	-24.4	-0.7	0.0	0.4	0.0	11.0
5.121	AIR-COOLED CHILLER 21	LrN	100.0	-13.0	0	143	-54.1	2.7	-24.4	-0.7	0.0	0.4	0.0	11.0
7.009	AHU09 (SW-F)	LrN	78.0	0.0	0	139	-53.9	2.7	-23.5	-0.4	0.0	8.0	0.0	10.9
8.011	Condenser AHU 11 (SW-F)	LrN	72.0	1.0	0	149	-54.5	2.7	-13.8	-0.2	0.0	3.3	0.0	10.6
5.111	AIR-COOLED CHILLER 11	LrN	100.0	-13.0	0	135	-53.6	2.7	-25.4	-0.7	0.0	0.6	0.0	10.5
5.117	AIR-COOLED CHILLER 17	LrN	100.0	-13.0	0	138	-53.8	2.7	-25.2	-0.7	0.0	0.5	0.0	10.5
5.118	AIR-COOLED CHILLER 18	LrN	100.0	-13.0	0	139	-53.8	2.7	-25.1	-0.7	0.0	0.5	0.0	10.5
5.119	AIR-COOLED CHILLER 19	LrN	100.0	-13.0	0	140	-53.9	2.7	-25.1	-0.7	0.0	0.5	0.0	10.5
5.110	AIR-COOLED CHILLER 10	LrN	100.0	-13.0	0	136	-53.6	2.7	-25.5	-0.7	0.0	0.6	0.0	10.4
5.108	AIR-COOLED CHILLER 08	LrN	100.0	-13.0	0	137	-53.7	2.7	-25.5	-0.7	0.0	0.6	0.0	10.3
5.109	AIR-COOLED CHILLER 09	LrN	100.0	-13.0	0	136	-53.7	2.7	-25.6	-0.7	0.0	0.6	0.0	10.3
7.010	AHU10 (SW-F)	LrN	78.0	0.0	0	142	-54.0	2.7	-23.7	-0.4	0.0	7.7	0.0	10.3
6.128	AIR-COOLED CHILLER Pump 28	LrN	76.0	0.0	0	114	-52.1	2.7	-17.0	-0.4	0.0	0.8	0.0	10.0
11.004	Pumps/Transformer/Switchroom/Piping	LrN	72.0	0.0	0	172	-55.7	2.4	-8.0	-0.2	-0.5	0.0	0.0	10.0
8.010	Condenser AHU 10 (SW-F)	LrN	72.0	1.0	0	147	-54.3	2.7	-15.6	-0.1	0.0	4.3	0.0	10.0
6.134	AIR-COOLED CHILLER Pump 34	LrN	76.0	0.0	0	101	-51.1	2.7	-17.5	-0.4	0.0	0.1	0.0	9.9
6.133	AIR-COOLED CHILLER Pump 33	LrN	76.0	0.0	0	103	-51.2	2.7	-17.4	-0.4	0.0	0.2	0.0	9.9
6.135	AIR-COOLED CHILLER Pump 35	LrN	76.0	0.0	0	100	-51.0	2.7	-17.5	-0.4	0.0	0.0	0.0	9.9
6.132	AIR-COOLED CHILLER Pump 32	LrN	76.0	0.0	0	104	-51.4	2.7	-17.3	-0.4	0.0	0.1	0.0	9.8
6.131	AIR-COOLED CHILLER Pump 31	LrN	76.0	0.0	0	106	-51.5	2.7	-17.3	-0.4	0.0	0.0	0.0	9.6
5.114	AIR-COOLED CHILLER 14	LrN	100.0	-13.0	0	136	-53.6	2.7	-26.1	-0.8	0.0	0.3	0.0	9.6
9.101	Parkplatz 1: Zufahrt Pkw	LrN	64.1	4.8	0	216	-57.7	2.3	-1.4	-1.6	-1.1	0.1	0.0	9.5
7.004	AHU04 (NW-F)	LrN	78.0	0.0	0	168	-55.5	2.7	-18.9	-0.3	0.0	3.6	0.0	9.5
8.012	Condenser AHU 12 (SW-F)	LrN	72.0	1.0	0	152	-54.6	2.7	-19.5	-0.1	0.0	8.0	0.0	9.4
6.130	AIR-COOLED CHILLER Pump 30	LrN	76.0	0.0	0	109	-51.7	2.7	-17.2	-0.4	0.0	0.0	0.0	9.4
7.003	AHU03 (NW-F)	LrN	78.0	0.0	0	163	-55.3	2.7	-19.1	-0.3	0.0	3.4	0.0	9.4
6.129	AIR-COOLED CHILLER Pump 29	LrN	76.0	0.0	0	111	-51.9	2.7	-17.1	-0.4	0.0	0.0	0.0	9.3
7.002	AHU02 (NW-F)	LrN	78.0	0.0	0	160	-55.1	2.7	-19.2	-0.3	0.0	2.5	0.0	8.6
6.168	AIR-COOLED CHILLER Pump 68	LrN	76.0	0.0	0	120	-52.6	2.7	-20.1	-0.4	0.0	2.8	0.0	8.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
6.167	AIR-COOLED CHILLER Pump 67	LrN	76.0	0.0	0	117	-52.4	2.7	-20.2	-0.4	0.0	2.7	0.0	8.4
6.166	AIR-COOLED CHILLER Pump 66	LrN	76.0	0.0	0	114	-52.1	2.7	-20.3	-0.4	0.0	2.5	0.0	8.4
6.101	AIR-COOLED CHILLER Pump 01	LrN	76.0	0.0	0	147	-54.4	2.7	-19.8	-0.5	0.0	4.1	0.0	8.1
8.007	Condenser AHU 07 (SO-F)	LrN	72.0	1.0	0	85	-49.6	2.7	-18.0	-0.1	0.0	0.0	0.0	8.1
7.001	AHU01 (NW-F)	LrN	78.0	0.0	0	157	-54.9	2.7	-20.9	-0.3	0.0	3.4	0.0	8.0
8.008	Condenser AHU 08 (SO-F)	LrN	72.0	1.0	0	88	-49.8	2.7	-18.0	-0.1	0.0	0.1	0.0	7.9
8.006	Condenser AHU 06 (SO-F)	LrN	72.0	1.0	0	99	-50.9	2.7	-18.1	-0.1	0.0	1.1	0.0	7.7
8.005	Condenser AHU 05 (SO-F)	LrN	72.0	1.0	0	101	-51.1	2.7	-18.2	-0.1	0.0	1.1	0.0	7.5
6.152	AIR-COOLED CHILLER Pump 52	LrN	76.0	0.0	0	118	-52.4	2.7	-21.1	-0.4	0.0	2.6	0.0	7.4
6.158	AIR-COOLED CHILLER Pump 58	LrN	76.0	0.0	0	94	-50.4	2.7	-21.1	-0.4	0.0	0.5	0.0	7.4
6.153	AIR-COOLED CHILLER Pump 53	LrN	76.0	0.0	0	121	-52.6	2.7	-21.0	-0.4	0.0	2.7	0.0	7.4
6.103	AIR-COOLED CHILLER Pump 03	LrN	76.0	0.0	0	143	-54.1	2.7	-19.9	-0.5	0.0	2.7	0.0	6.9
8.003	Condenser AHU 03 (NW-F)	LrN	72.0	1.0	0	167	-55.4	2.7	-16.2	-0.2	0.0	2.9	0.0	6.8
6.159	AIR-COOLED CHILLER Pump 59	LrN	76.0	0.0	0	95	-50.6	2.7	-21.0	-0.4	0.0	0.0	0.0	6.8
8.004	Condenser AHU 04 (NW-F)	LrN	72.0	1.0	0	171	-55.7	2.7	-16.1	-0.2	0.0	2.8	0.0	6.7
6.160	AIR-COOLED CHILLER Pump 60	LrN	76.0	0.0	0	97	-50.8	2.7	-21.0	-0.4	0.0	0.0	0.0	6.6
6.102	AIR-COOLED CHILLER Pump 02	LrN	76.0	0.0	0	145	-54.2	2.7	-19.9	-0.5	0.0	2.5	0.0	6.6
8.002	Condenser AHU 02 (NW-F)	LrN	72.0	1.0	0	163	-55.3	2.7	-16.3	-0.2	0.0	2.6	0.0	6.6
6.161	AIR-COOLED CHILLER Pump 61	LrN	76.0	0.0	0	99	-50.9	2.7	-20.9	-0.4	0.0	0.0	0.0	6.5
8.001	Condenser AHU 01 (NW-F)	LrN	72.0	1.0	0	160	-55.1	2.7	-16.7	-0.1	0.0	2.8	0.0	6.5
6.162	AIR-COOLED CHILLER Pump 62	LrN	76.0	0.0	0	102	-51.2	2.7	-20.8	-0.4	0.0	0.0	0.0	6.4
6.164	AIR-COOLED CHILLER Pump 64	LrN	76.0	0.0	0	107	-51.6	2.7	-20.6	-0.4	0.0	0.2	0.0	6.3
6.163	AIR-COOLED CHILLER Pump 63	LrN	76.0	0.0	0	105	-51.4	2.7	-20.7	-0.4	0.0	0.0	0.0	6.3
6.165	AIR-COOLED CHILLER Pump 65	LrN	76.0	0.0	0	110	-51.9	2.7	-20.4	-0.4	0.0	0.2	0.0	6.2
6.157	AIR-COOLED CHILLER Pump 57	LrN	76.0	0.0	0	92	-50.3	2.7	-22.2	-0.4	0.0	0.3	0.0	6.1
6.156	AIR-COOLED CHILLER Pump 56	LrN	76.0	0.0	0	91	-50.2	2.7	-22.3	-0.4	0.0	0.3	0.0	6.1
6.155	AIR-COOLED CHILLER Pump 55	LrN	76.0	0.0	0	90	-50.1	2.7	-22.1	-0.4	0.0	0.0	0.0	6.1
8.009	Condenser AHU 09 (SW-F)	LrN	72.0	1.0	0	144	-54.2	2.7	-15.6	-0.1	0.0	0.2	0.0	6.0
7.011	AHU11 (SW-F)	LrN	78.0	0.0	0	145	-54.2	2.7	-26.6	-0.7	0.0	6.5	0.0	5.8
6.145	AIR-COOLED CHILLER Pump 45	LrN	76.0	0.0	0	102	-51.1	2.7	-21.7	-0.4	0.0	0.3	0.0	5.8
6.144	AIR-COOLED CHILLER Pump 44	LrN	76.0	0.0	0	100	-51.0	2.7	-22.7	-0.4	0.0	0.9	0.0	5.5
6.146	AIR-COOLED CHILLER Pump 46	LrN	76.0	0.0	0	103	-51.3	2.7	-21.7	-0.4	0.0	0.0	0.0	5.4
6.147	AIR-COOLED CHILLER Pump 47	LrN	76.0	0.0	0	105	-51.4	2.7	-21.6	-0.4	0.0	0.0	0.0	5.3
6.149	AIR-COOLED CHILLER Pump 49	LrN	76.0	0.0	0	110	-51.8	2.7	-21.4	-0.4	0.0	0.2	0.0	5.3
6.148	AIR-COOLED CHILLER Pump 48	LrN	76.0	0.0	0	107	-51.6	2.7	-21.5	-0.4	0.0	0.0	0.0	5.2
6.150	AIR-COOLED CHILLER Pump 50	LrN	76.0	0.0	0	112	-52.0	2.7	-21.3	-0.4	0.0	0.2	0.0	5.2
6.143	AIR-COOLED CHILLER Pump 43	LrN	76.0	0.0	0	99	-50.9	2.7	-22.8	-0.4	0.0	0.4	0.0	5.0
6.142	AIR-COOLED CHILLER Pump 42	LrN	76.0	0.0	0	98	-50.8	2.7	-22.6	-0.4	0.0	0.1	0.0	5.0
6.105	AIR-COOLED CHILLER Pump 05	LrN	76.0	0.0	0	140	-53.9	2.7	-20.1	-0.5	0.0	0.6	0.0	4.9
6.151	AIR-COOLED CHILLER Pump 51	LrN	76.0	0.0	0	115	-52.2	2.7	-21.2	-0.4	0.0	0.0	0.0	4.9
6.104	AIR-COOLED CHILLER Pump 04	LrN	76.0	0.0	0	142	-54.0	2.7	-20.0	-0.5	0.0	0.5	0.0	4.7
6.106	AIR-COOLED CHILLER Pump 06	LrN	76.0	0.0	0	139	-53.8	2.7	-20.1	-0.5	0.0	0.3	0.0	4.6
6.154	AIR-COOLED CHILLER Pump 54	LrN	76.0	0.0	0	124	-52.9	2.7	-20.9	-0.4	0.0	0.1	0.0	4.6
6.127	AIR-COOLED CHILLER Pump 27	LrN	76.0	0.0	0	154	-54.8	2.7	-22.7	-0.6	0.0	3.7	0.0	4.4
6.123	AIR-COOLED CHILLER Pump 23	LrN	76.0	0.0	0	145	-54.2	2.7	-22.9	-0.6	0.0	2.9	0.0	3.9
6.122	AIR-COOLED CHILLER Pump 22	LrN	76.0	0.0	0	143	-54.1	2.7	-22.9	-0.6	0.0	2.6	0.0	3.7
6.138	AIR-COOLED CHILLER Pump 38	LrN	76.0	0.0	0	97	-50.8	2.7	-23.9	-0.5	0.0	0.0	0.0	3.6
6.137	AIR-COOLED CHILLER Pump 37	LrN	76.0	0.0	0	98	-50.8	2.7	-24.0	-0.5	0.0	0.0	0.0	3.4
6.136	AIR-COOLED CHILLER Pump 36	LrN	76.0	0.0	0	99	-50.9	2.7	-23.9	-0.5	0.0	0.0	0.0	3.4

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
6.141	AIR-COOLED CHILLER Pump 41	LrN	76.0	0.0	0	97	-50.8	2.7	-24.8	-0.6	0.0	0.6	0.0	3.2
6.140	AIR-COOLED CHILLER Pump 40	LrN	76.0	0.0	0	97	-50.7	2.7	-25.3	-0.6	0.0	1.1	0.0	3.1
6.139	AIR-COOLED CHILLER Pump 39	LrN	76.0	0.0	0	97	-50.7	2.7	-25.3	-0.6	0.0	1.1	0.0	3.1
11.003	Wärmeübergangstation	LrN	72.0	0.0	0	159	-55.0	2.4	-15.9	-0.2	-0.4	0.1	0.0	3.0
6.116	AIR-COOLED CHILLER Pump 16	LrN	76.0	0.0	0	136	-53.6	2.7	-23.4	-0.6	0.0	1.4	0.0	2.5
6.124	AIR-COOLED CHILLER Pump 24	LrN	76.0	0.0	0	147	-54.4	2.7	-22.8	-0.6	0.0	1.2	0.0	2.2
6.126	AIR-COOLED CHILLER Pump 26	LrN	76.0	0.0	0	152	-54.6	2.7	-22.7	-0.6	0.0	1.3	0.0	2.1
6.117	AIR-COOLED CHILLER Pump 17	LrN	76.0	0.0	0	136	-53.7	2.7	-23.8	-0.6	0.0	1.5	0.0	2.0
6.125	AIR-COOLED CHILLER Pump 25	LrN	76.0	0.0	0	150	-54.5	2.7	-22.8	-0.6	0.0	1.0	0.0	1.8
7.012	AHU12 (SW-F)	LrN	78.0	0.0	0	147	-54.4	2.7	-26.5	-0.6	0.0	2.4	0.0	1.6
6.113	AIR-COOLED CHILLER Pump 13	LrN	76.0	0.0	0	134	-53.6	2.7	-25.0	-0.8	0.0	2.2	0.0	1.5
6.114	AIR-COOLED CHILLER Pump 14	LrN	76.0	0.0	0	135	-53.6	2.7	-25.0	-0.8	0.0	2.2	0.0	1.5
6.108	AIR-COOLED CHILLER Pump 08	LrN	76.0	0.0	0	136	-53.7	2.7	-24.5	-0.7	0.0	1.6	0.0	1.5
6.107	AIR-COOLED CHILLER Pump 07	LrN	76.0	0.0	0	137	-53.8	2.7	-24.5	-0.7	0.0	1.6	0.0	1.4
6.121	AIR-COOLED CHILLER Pump 21	LrN	76.0	0.0	0	142	-54.0	2.7	-23.0	-0.6	0.0	0.2	0.0	1.4
6.112	AIR-COOLED CHILLER Pump 12	LrN	76.0	0.0	0	134	-53.6	2.7	-25.0	-0.8	0.0	1.9	0.0	1.3
6.118	AIR-COOLED CHILLER Pump 18	LrN	76.0	0.0	0	137	-53.8	2.7	-23.8	-0.6	0.0	0.2	0.0	0.8
4.112	Trafo 112	LrN	55.0	1.0	3	149	-54.5	2.7	-25.2	-0.2	0.0	18.8	0.0	0.7
6.119	AIR-COOLED CHILLER Pump 19	LrN	76.0	0.0	0	139	-53.8	2.7	-23.8	-0.6	0.0	0.2	0.0	0.7
6.120	AIR-COOLED CHILLER Pump 20	LrN	76.0	0.0	0	140	-53.9	2.7	-23.7	-0.6	0.0	0.3	0.0	0.7
4.111	Trafo 111	LrN	55.0	1.0	3	153	-54.7	2.7	-25.3	-0.2	0.0	19.0	0.0	0.6
6.111	AIR-COOLED CHILLER Pump 11	LrN	76.0	0.0	0	135	-53.6	2.7	-24.4	-0.7	0.0	0.3	0.0	0.4
4.110	Trafo 110	LrN	55.0	1.0	3	170	-55.6	2.7	-25.6	-0.2	0.0	20.0	0.0	0.3
6.110	AIR-COOLED CHILLER Pump 10	LrN	76.0	0.0	0	135	-53.6	2.7	-24.5	-0.7	0.0	0.3	0.0	0.2
4.109	Trafo 109	LrN	55.0	1.0	3	174	-55.8	2.7	-25.7	-0.2	0.0	20.2	0.0	0.2
6.109	AIR-COOLED CHILLER Pump 09	LrN	76.0	0.0	0	136	-53.6	2.7	-24.5	-0.7	0.0	0.4	0.0	0.2
4.012	Trafo 012	LrN	55.0	1.0	3	149	-54.5	2.7	-25.2	-0.2	0.0	18.1	0.0	0.0
4.011	Trafo 011	LrN	55.0	1.0	3	153	-54.7	2.7	-25.3	-0.2	0.0	18.3	0.0	-0.2
6.115	AIR-COOLED CHILLER Pump 15	LrN	76.0	0.0	0	135	-53.6	2.7	-24.9	-0.7	0.0	0.2	0.0	-0.3
4.010	Trafo 010	LrN	55.0	1.0	3	170	-55.6	2.7	-25.6	-0.2	0.0	19.4	0.0	-0.4
4.009	Trafo 009	LrN	55.0	1.0	3	175	-55.8	2.7	-25.7	-0.2	-0.1	19.6	0.0	-0.5
9.202	Parkplatz 2	LrN	67.0	7.0	0	193	-56.7	2.3	-26.3	-1.2	-0.8	0.7	0.0	-8.0
4.215	Trafo 215	LrN	55.0	1.0	3	124	-52.9	2.7	-17.2	-0.1	0.0	0.0	0.0	-8.5
4.214	Trafo 214	LrN	55.0	1.0	3	122	-52.7	2.7	-17.4	-0.1	0.0	0.1	0.0	-8.5
4.115	Trafo 115	LrN	55.0	1.0	3	124	-52.9	2.7	-17.3	-0.1	0.0	0.0	0.0	-8.5
4.015	Trafo 015	LrN	55.0	1.0	3	124	-52.9	2.7	-17.3	-0.1	0.0	0.0	0.0	-8.6
4.114	Trafo 114	LrN	55.0	1.0	3	122	-52.7	2.7	-18.0	-0.1	0.0	0.1	0.0	-9.1
4.014	Trafo 014	LrN	55.0	1.0	3	122	-52.7	2.6	-18.0	-0.1	0.0	0.1	0.0	-9.2
4.216	Trafo 216	LrN	55.0	1.0	3	128	-53.2	2.7	-18.3	-0.1	0.0	0.0	0.0	-9.9
4.116	Trafo 116	LrN	55.0	1.0	3	128	-53.1	2.7	-18.4	-0.1	0.0	0.0	0.0	-10.0
4.016	Trafo 016	LrN	55.0	1.0	3	128	-53.1	2.7	-18.4	-0.1	0.0	0.0	0.0	-10.0
4.213	Trafo 213	LrN	55.0	1.0	3	125	-53.0	2.7	-19.0	-0.1	0.0	0.0	0.0	-10.3
4.113	Trafo 113	LrN	55.0	1.0	3	125	-52.9	2.7	-19.6	-0.1	0.0	0.0	0.0	-10.9
4.013	Trafo 013	LrN	55.0	1.0	3	125	-52.9	2.6	-19.6	-0.1	0.0	0.0	0.0	-11.0
4.217	Trafo 217	LrN	55.0	1.0	3	146	-54.3	2.7	-20.6	-0.1	0.0	0.0	0.0	-13.3
4.117	Trafo 117	LrN	55.0	1.0	3	146	-54.3	2.7	-20.6	-0.1	0.0	0.0	0.0	-13.3
4.017	Trafo 017	LrN	55.0	1.0	3	146	-54.3	2.7	-20.6	-0.1	0.0	0.0	0.0	-13.3
4.218	Trafo 218	LrN	55.0	1.0	3	151	-54.5	2.7	-20.9	-0.2	0.0	0.0	0.0	-13.9
4.118	Trafo 118	LrN	55.0	1.0	3	150	-54.5	2.7	-20.9	-0.2	0.0	0.0	0.0	-13.9

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
4.018	Trafo 018	LrN	55.0	1.0	3	150	-54.5	2.7	-20.9	-0.2	0.0	0.0	0.0	-13.9
4.212	Trafo 212	LrN	55.0	1.0	3	149	-54.5	2.7	-24.1	-0.2	0.0	0.0	0.0	-17.0
4.211	Trafo 211	LrN	55.0	1.0	3	153	-54.7	2.7	-24.3	-0.2	0.0	0.0	0.0	-17.4
4.210	Trafo 210	LrN	55.0	1.0	3	170	-55.6	2.7	-24.2	-0.2	0.0	0.0	0.0	-18.2
4.209	Trafo 209	LrN	55.0	1.0	3	175	-55.8	2.7	-24.6	-0.2	0.0	0.1	0.0	-18.9
4.201	Trafo 201	LrN	55.0	1.0	3	181	-56.2	2.7	-25.9	-0.2	0.0	0.8	0.0	-19.8
4.202	Trafo 202	LrN	55.0	1.0	3	179	-56.1	2.7	-26.1	-0.2	0.0	0.9	0.0	-19.8
4.101	Trafo 101	LrN	55.0	1.0	3	181	-56.2	2.7	-26.1	-0.2	0.0	0.8	0.0	-19.9
4.102	Trafo 102	LrN	55.0	1.0	3	179	-56.1	2.7	-26.3	-0.2	0.0	0.8	0.0	-20.0
4.002	Trafo 002	LrN	55.0	1.0	3	179	-56.1	2.7	-26.3	-0.2	0.0	0.8	0.0	-20.1
4.206	Trafo 206	LrN	55.0	1.0	3	168	-55.5	2.7	-26.7	-0.2	0.0	0.0	0.0	-20.7
4.205	Trafo 205	LrN	55.0	1.0	3	168	-55.5	2.7	-26.7	-0.2	0.0	0.0	0.0	-20.7
4.203	Trafo 203	LrN	55.0	1.0	3	173	-55.7	2.7	-26.5	-0.2	0.0	0.0	0.0	-20.7
4.204	Trafo 204	LrN	55.0	1.0	3	171	-55.7	2.7	-26.6	-0.2	0.0	0.0	0.0	-20.8
4.106	Trafo 106	LrN	55.0	1.0	3	167	-55.5	2.7	-26.9	-0.2	0.0	0.0	0.0	-20.8
4.207	Trafo 207	LrN	55.0	1.0	3	170	-55.6	2.7	-26.7	-0.2	0.0	0.0	0.0	-20.8
4.105	Trafo 105	LrN	55.0	1.0	3	168	-55.5	2.7	-26.8	-0.2	0.0	0.0	0.0	-20.8
4.006	Trafo 006	LrN	55.0	1.0	3	167	-55.5	2.7	-26.9	-0.2	0.0	0.0	0.0	-20.8
4.005	Trafo 005	LrN	55.0	1.0	3	168	-55.5	2.7	-26.8	-0.2	0.0	0.0	0.0	-20.8
4.208	Trafo 208	LrN	55.0	1.0	3	171	-55.6	2.7	-26.7	-0.2	0.0	0.0	0.0	-20.9
4.104	Trafo 104	LrN	55.0	1.0	3	171	-55.7	2.7	-26.7	-0.2	0.0	0.0	0.0	-20.9
4.004	Trafo 004	LrN	55.0	1.0	3	171	-55.7	2.7	-26.7	-0.2	0.0	0.0	0.0	-20.9
4.103	Trafo 103	LrN	55.0	1.0	3	172	-55.7	2.7	-26.7	-0.2	0.0	0.0	0.0	-20.9
4.003	Trafo 003	LrN	55.0	1.0	3	172	-55.7	2.7	-26.7	-0.2	0.0	0.0	0.0	-20.9
4.107	Trafo 107	LrN	55.0	1.0	3	170	-55.6	2.7	-26.9	-0.2	0.0	0.0	0.0	-20.9
4.007	Trafo 007	LrN	55.0	1.0	3	170	-55.6	2.7	-26.9	-0.2	0.0	0.0	0.0	-20.9
4.108	Trafo 108	LrN	55.0	1.0	3	171	-55.6	2.7	-26.8	-0.2	0.0	0.0	0.0	-21.0
4.008	Trafo 008	LrN	55.0	1.0	3	171	-55.6	2.7	-26.8	-0.2	0.0	0.0	0.0	-21.0
7.013	AHU FoH	LrN	84.3		0	61	-46.7	2.7	-18.5	-0.1	0.0	1.7	0.0	
10.003	Anlieferverkehr: Entladung Lkw	LrN	92.0		0	75	-48.5	2.5	-0.5	-0.6	0.0	1.6	0.0	
10.002	Anlieferverkehr: Rangieren Lkw	LrN	84.0		0	80	-49.0	2.5	-0.3	-0.8	0.0	1.7	0.0	
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrN	91.9		0	104	-51.4	2.5	-1.3	-0.5	0.0	1.5	0.0	
8.013	Condenser AHU FoH	LrN	73.0		0	57	-46.1	2.7	-18.2	-0.1	0.0	1.9	0.0	
8.015	Condenser General Office Area no. 1	LrN	86.0		0	94	-50.4	2.7	-19.1	-0.2	0.0	3.0	0.0	
8.016	Condenser General Office Area no. 2	LrN	86.0		0	91	-50.2	2.7	-19.2	-0.2	0.0	2.4	0.0	
8.017	Condenser General Office Area no. 3	LrN	86.0		0	90	-50.1	2.7	-20.8	-0.2	0.0	2.8	0.0	
3.001	Landlord Generator: Container	LrN	110.0		0	87	-49.8	2.7	-11.0	-0.2	0.0	0.6	0.0	
3.002	Landlord Generator: Kamin	LrN	90.0		0	121	-52.7	2.7	0.0	-0.9	0.0	0.0	0.0	
3.004	Landlord Generator: Stationäre Lastbank	LrN	104.0		0	163	-55.2	2.7	-24.0	-0.4	0.0	0.0	0.0	
9.103	Parkplatz 1: Abfahrt Pkw	LrN	64.7		0	217	-57.7	2.3	-6.0	-1.3	-1.1	0.6	0.0	
9.203	Parkplatz 2: Abfahrt Pkw	LrN	71.0		0	195	-56.8	2.3	-14.2	-1.0	-1.0	1.5	0.0	
9.302	Parkplatz 3	LrN	67.0		0	66	-47.4	2.4	0.0	-0.7	0.0	2.0	0.0	
9.303	Parkplatz 3: Abfahrt Pkw	LrN	74.6		0	80	-49.1	2.4	-0.5	-0.6	0.0	1.3	0.0	
9.301	Parkplatz 3: Zufahrt Pkw	LrN	76.9		0	131	-53.3	2.3	-2.5	-0.8	-0.1	2.0	0.0	

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
lo 3 - Baugrenze B-Plan Nr.653 3.OG LAT,n 36 dB(A) LAT,nmax 58 dB(A)														
9.201	Parkplatz 2: Zufahrt Pkw	LrN	71.1	7.0	0	84	-49.5	2.4	0.0	-0.8	0.0	0.4	0.0	30.5
9.102	Parkplatz 1	LrN	67.0	4.8	0	60	-46.5	2.4	0.0	-0.6	0.0	0.2	0.0	27.2
9.101	Parkplatz 1: Zufahrt Pkw	LrN	64.1	4.8	0	54	-45.6	2.4	0.0	-0.6	0.0	0.0	0.0	25.1
11.004	Pumps/Transformer/Switchroom/Piping	LrN	72.0	0.0	0	94	-50.4	2.4	0.0	-0.1	0.0	0.8	0.0	24.7
11.003	Wärmeübergangstation	LrN	72.0	0.0	0	112	-52.0	2.4	0.0	-0.1	0.0	1.5	0.0	23.8
11.001	Trafostation A140 MVA	LrN	72.0	0.0	0	115	-52.2	2.6	0.0	-0.1	0.0	1.3	0.0	23.6
11.002	Trafostation B140 MVA	LrN	72.0	0.0	0	108	-51.7	2.6	0.0	-0.1	0.0	0.1	0.0	22.9
9.202	Parkplatz 2	LrN	67.0	7.0	0	149	-54.5	2.3	0.0	-1.3	-0.6	2.1	0.0	22.1
5.102	AIR-COOLED CHILLER 02	LrN	100.0	-13.0	0	162	-55.2	2.7	-19.2	-0.6	0.0	0.0	0.0	14.7
5.103	AIR-COOLED CHILLER 03	LrN	100.0	-13.0	0	167	-55.4	2.7	-19.0	-0.6	0.0	0.0	0.0	14.7
5.129	AIR-COOLED CHILLER 29	LrN	100.0	-13.0	0	165	-55.4	2.7	-19.1	-0.6	0.0	0.0	0.0	14.6
5.104	AIR-COOLED CHILLER 04	LrN	100.0	-13.0	0	172	-55.7	2.7	-18.9	-0.6	0.0	0.0	0.0	14.5
5.105	AIR-COOLED CHILLER 05	LrN	100.0	-13.0	0	177	-56.0	2.7	-18.9	-0.7	0.0	0.0	0.0	14.2
5.101	AIR-COOLED CHILLER 01	LrN	100.0	-13.0	0	157	-54.9	2.7	-20.3	-0.6	0.0	0.0	0.0	13.9
5.128	AIR-COOLED CHILLER 28	LrN	100.0	-13.0	0	160	-55.1	2.7	-20.2	-0.6	0.0	0.0	0.0	13.8
5.134	AIR-COOLED CHILLER 34	LrN	100.0	-13.0	0	191	-56.6	2.7	-18.9	-0.7	0.0	0.0	0.0	13.5
5.135	AIR-COOLED CHILLER 35	LrN	100.0	-13.0	0	196	-56.8	2.7	-19.0	-0.7	0.0	0.3	0.0	13.4
5.139	AIR-COOLED CHILLER 39	LrN	100.0	-13.0	0	217	-57.7	2.7	-18.2	-0.8	0.0	0.2	0.0	13.3
5.136	AIR-COOLED CHILLER 36	LrN	100.0	-13.0	0	201	-57.1	2.7	-19.0	-0.7	0.0	0.3	0.0	13.1
5.137	AIR-COOLED CHILLER 37	LrN	100.0	-13.0	0	206	-57.3	2.7	-19.1	-0.8	0.0	0.3	0.0	12.9
5.140	AIR-COOLED CHILLER 40	LrN	100.0	-13.0	0	222	-57.9	2.7	-18.2	-0.9	0.0	0.0	0.0	12.7
5.138	AIR-COOLED CHILLER 38	LrN	100.0	-13.0	0	212	-57.5	2.7	-19.2	-0.8	0.0	0.3	0.0	12.6
5.141	AIR-COOLED CHILLER 41	LrN	100.0	-13.0	0	227	-58.1	2.7	-18.3	-0.9	0.0	0.0	0.0	12.4
5.142	AIR-COOLED CHILLER 42	LrN	100.0	-13.0	0	232	-58.3	2.7	-18.4	-0.9	0.0	0.0	0.0	12.1
5.143	AIR-COOLED CHILLER 43	LrN	100.0	-13.0	0	237	-58.5	2.7	-18.4	-0.9	0.0	0.0	0.0	11.8
5.144	AIR-COOLED CHILLER 44	LrN	100.0	-13.0	0	242	-58.7	2.7	-18.5	-1.0	0.0	0.0	0.0	11.6
5.153	AIR-COOLED CHILLER 53	LrN	100.0	-13.0	0	289	-60.2	2.7	-18.8	-1.1	0.0	1.9	0.0	11.5
5.154	AIR-COOLED CHILLER 54	LrN	100.0	-13.0	0	294	-60.4	2.7	-18.8	-1.1	0.0	2.0	0.0	11.5
5.145	AIR-COOLED CHILLER 45	LrN	100.0	-13.0	0	248	-58.9	2.7	-18.6	-1.0	0.0	0.0	0.0	11.3
5.146	AIR-COOLED CHILLER 46	LrN	100.0	-13.0	0	253	-59.0	2.7	-18.6	-1.0	0.0	0.0	0.0	11.1
5.151	AIR-COOLED CHILLER 51	LrN	100.0	-13.0	0	279	-59.9	2.7	-18.7	-1.1	0.0	1.0	0.0	11.0
5.147	AIR-COOLED CHILLER 47	LrN	100.0	-13.0	0	258	-59.2	2.7	-18.6	-1.0	0.0	0.2	0.0	11.0
5.152	AIR-COOLED CHILLER 52	LrN	100.0	-13.0	0	284	-60.1	2.7	-18.8	-1.1	0.0	1.1	0.0	10.9
5.148	AIR-COOLED CHILLER 48	LrN	100.0	-13.0	0	263	-59.4	2.7	-18.7	-1.0	0.0	0.2	0.0	10.8
5.149	AIR-COOLED CHILLER 49	LrN	100.0	-13.0	0	268	-59.6	2.7	-18.7	-1.1	0.0	0.2	0.0	10.6
8.007	Condenser AHU 07 (SO-F)	LrN	72.0	1.0	0	196	-56.8	2.7	-12.3	-0.2	0.0	4.1	0.0	10.5
5.126	AIR-COOLED CHILLER 26	LrN	100.0	-13.0	0	287	-60.1	2.7	-19.3	-1.0	0.0	1.3	0.0	10.5
5.127	AIR-COOLED CHILLER 27	LrN	100.0	-13.0	0	292	-60.3	2.7	-19.3	-1.0	0.0	1.4	0.0	10.5
5.119	AIR-COOLED CHILLER 19	LrN	100.0	-13.0	0	250	-59.0	2.7	-19.4	-0.9	0.0	0.0	0.0	10.4
5.150	AIR-COOLED CHILLER 50	LrN	100.0	-13.0	0	273	-59.7	2.7	-18.7	-1.1	0.0	0.2	0.0	10.4
7.011	AHU11 (SW-F)	LrN	78.0	0.0	0	140	-53.9	2.7	-16.2	-0.3	0.0	0.1	0.0	10.4
7.012	AHU12 (SW-F)	LrN	78.0	0.0	0	140	-53.9	2.7	-16.2	-0.3	0.0	0.1	0.0	10.4
7.009	AHU09 (SW-F)	LrN	78.0	0.0	0	141	-54.0	2.7	-16.2	-0.3	0.0	0.1	0.0	10.4
7.010	AHU10 (SW-F)	LrN	78.0	0.0	0	140	-53.9	2.7	-16.2	-0.3	0.0	0.1	0.0	10.3
7.008	AHU08 (SO-F)	LrN	78.0	0.0	0	189	-56.5	2.7	-14.7	-0.4	0.0	1.1	0.0	10.3
5.120	AIR-COOLED CHILLER 20	LrN	100.0	-13.0	0	256	-59.1	2.7	-19.4	-0.9	0.0	0.0	0.0	10.2
5.163	AIR-COOLED CHILLER 63	LrN	100.0	-13.0	0	273	-59.7	2.7	-21.9	-1.1	0.0	3.2	0.0	10.2
5.162	AIR-COOLED CHILLER 62	LrN	100.0	-13.0	0	268	-59.5	2.7	-22.0	-1.1	0.0	3.1	0.0	10.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
7.007	AHU07 (SO-F)	LrN	78.0	0.0	0	193	-56.7	2.7	-14.5	-0.4	0.0	1.1	0.0	10.2
5.164	AIR-COOLED CHILLER 64	LrN	100.0	-13.0	0	278	-59.9	2.7	-21.8	-1.1	0.0	3.2	0.0	10.2
5.121	AIR-COOLED CHILLER 21	LrN	100.0	-13.0	0	261	-59.3	2.7	-19.4	-0.9	0.0	0.1	0.0	10.1
5.124	AIR-COOLED CHILLER 24	LrN	100.0	-13.0	0	276	-59.8	2.7	-19.3	-1.0	0.0	0.6	0.0	10.1
5.161	AIR-COOLED CHILLER 61	LrN	100.0	-13.0	0	263	-59.4	2.7	-22.1	-1.0	0.0	2.9	0.0	10.1
5.125	AIR-COOLED CHILLER 25	LrN	100.0	-13.0	0	282	-60.0	2.7	-19.3	-1.0	0.0	0.6	0.0	10.0
5.122	AIR-COOLED CHILLER 22	LrN	100.0	-13.0	0	266	-59.5	2.7	-19.4	-1.0	0.0	0.1	0.0	10.0
5.160	AIR-COOLED CHILLER 60	LrN	100.0	-13.0	0	258	-59.2	2.7	-22.7	-1.0	0.0	3.1	0.0	9.8
5.123	AIR-COOLED CHILLER 23	LrN	100.0	-13.0	0	271	-59.7	2.7	-19.4	-1.0	0.0	0.1	0.0	9.8
5.166	AIR-COOLED CHILLER 66	LrN	100.0	-13.0	0	288	-60.2	2.7	-19.1	-1.0	0.0	0.0	0.0	9.4
8.008	Condenser AHU 08 (SO-F)	LrN	72.0	1.0	0	189	-56.5	2.7	-12.3	-0.2	0.0	2.5	0.0	9.2
5.168	AIR-COOLED CHILLER 68	LrN	100.0	-13.0	0	298	-60.5	2.7	-26.7	-1.6	0.0	7.7	0.0	8.7
4.118	Trafo 118	LrN	55.0	1.0	3	130	-53.3	2.7	0.0	-0.1	0.0	0.0	0.0	8.3
4.018	Trafo 018	LrN	55.0	1.0	3	130	-53.3	2.7	0.0	-0.1	0.0	0.0	0.0	8.2
4.218	Trafo 218	LrN	55.0	1.0	3	131	-53.3	2.7	0.0	-0.1	0.0	0.0	0.0	8.2
4.117	Trafo 117	LrN	55.0	1.0	3	131	-53.3	2.7	0.0	-0.1	0.0	0.0	0.0	8.2
4.017	Trafo 017	LrN	55.0	1.0	3	131	-53.3	2.7	0.0	-0.1	0.0	0.0	0.0	8.2
4.217	Trafo 217	LrN	55.0	1.0	3	132	-53.4	2.7	0.0	-0.1	0.0	0.0	0.0	8.2
4.116	Trafo 116	LrN	55.0	1.0	3	136	-53.7	2.7	0.0	-0.2	0.0	0.0	0.0	7.9
4.016	Trafo 016	LrN	55.0	1.0	3	136	-53.7	2.7	0.0	-0.2	0.0	0.0	0.0	7.9
4.216	Trafo 216	LrN	55.0	1.0	3	137	-53.7	2.7	0.0	-0.2	0.0	0.0	0.0	7.9
4.115	Trafo 115	LrN	55.0	1.0	3	138	-53.8	2.7	0.0	-0.2	0.0	0.0	0.0	7.8
4.215	Trafo 215	LrN	55.0	1.0	3	138	-53.8	2.7	0.0	-0.2	0.0	0.0	0.0	7.7
4.015	Trafo 015	LrN	55.0	1.0	3	138	-53.8	2.7	0.0	-0.2	0.0	0.0	0.0	7.7
5.159	AIR-COOLED CHILLER 59	LrN	100.0	-13.0	0	253	-59.0	2.7	-22.2	-1.0	0.0	0.0	0.0	7.5
5.158	AIR-COOLED CHILLER 58	LrN	100.0	-13.0	0	247	-58.9	2.7	-22.5	-1.0	0.0	0.0	0.0	7.4
5.157	AIR-COOLED CHILLER 57	LrN	100.0	-13.0	0	242	-58.7	2.7	-23.0	-1.0	0.0	0.0	0.0	7.1
6.129	AIR-COOLED CHILLER Pump 29	LrN	76.0	0.0	0	166	-55.4	2.7	-15.8	-0.6	0.0	0.0	0.0	7.0
6.130	AIR-COOLED CHILLER Pump 30	LrN	76.0	0.0	0	171	-55.6	2.7	-15.6	-0.6	0.0	0.0	0.0	6.8
5.165	AIR-COOLED CHILLER 65	LrN	100.0	-13.0	0	283	-60.0	2.7	-21.8	-1.1	0.0	0.0	0.0	6.8
6.131	AIR-COOLED CHILLER Pump 31	LrN	76.0	0.0	0	176	-55.9	2.7	-15.8	-0.6	0.0	0.4	0.0	6.8
5.156	AIR-COOLED CHILLER 56	LrN	100.0	-13.0	0	237	-58.5	2.7	-23.6	-1.0	0.0	0.0	0.0	6.6
6.132	AIR-COOLED CHILLER Pump 32	LrN	76.0	0.0	0	181	-56.1	2.7	-16.0	-0.7	0.0	0.4	0.0	6.3
4.301	Landlord Trafo	LrN	73.0	0.0	3	267	-59.5	2.7	-15.3	-0.3	0.0	2.5	0.0	6.1
5.130	AIR-COOLED CHILLER 30	LrN	100.0	-13.0	0	171	-55.6	2.7	-27.2	-1.1	0.0	0.0	0.0	5.7
6.133	AIR-COOLED CHILLER Pump 33	LrN	76.0	0.0	0	186	-56.4	2.7	-16.6	-0.7	0.0	0.5	0.0	5.5
5.131	AIR-COOLED CHILLER 31	LrN	100.0	-13.0	0	176	-55.9	2.7	-27.2	-1.1	0.0	0.0	0.0	5.5
6.128	AIR-COOLED CHILLER Pump 28	LrN	76.0	0.0	0	161	-55.1	2.7	-17.6	-0.6	0.0	0.0	0.0	5.5
5.133	AIR-COOLED CHILLER 33	LrN	100.0	-13.0	0	186	-56.4	2.7	-26.9	-1.1	0.0	0.0	0.0	5.2
5.132	AIR-COOLED CHILLER 32	LrN	100.0	-13.0	0	181	-56.1	2.7	-27.2	-1.2	0.0	0.0	0.0	5.2
5.106	AIR-COOLED CHILLER 06	LrN	100.0	-13.0	0	183	-56.2	2.7	-27.2	-1.2	0.0	0.0	0.0	5.0
5.155	AIR-COOLED CHILLER 55	LrN	100.0	-13.0	0	232	-58.3	2.7	-25.4	-1.1	0.0	0.0	0.0	4.9
6.103	AIR-COOLED CHILLER Pump 03	LrN	76.0	0.0	0	164	-55.3	2.7	-18.1	-0.5	0.0	0.0	0.0	4.8
5.107	AIR-COOLED CHILLER 07	LrN	100.0	-13.0	0	188	-56.5	2.7	-27.2	-1.2	0.0	0.0	0.0	4.8
6.104	AIR-COOLED CHILLER Pump 04	LrN	76.0	0.0	0	170	-55.6	2.7	-17.9	-0.5	0.0	0.0	0.0	4.7
6.102	AIR-COOLED CHILLER Pump 02	LrN	76.0	0.0	0	159	-55.0	2.7	-18.6	-0.5	0.0	0.0	0.0	4.6
8.010	Condenser AHU 10 (SW-F)	LrN	72.0	1.0	0	133	-53.5	2.7	-17.6	-0.1	0.0	0.1	0.0	4.6
5.108	AIR-COOLED CHILLER 08	LrN	100.0	-13.0	0	193	-56.7	2.7	-27.2	-1.2	0.0	0.0	0.0	4.6
8.011	Condenser AHU 11 (SW-F)	LrN	72.0	1.0	0	133	-53.5	2.7	-17.6	-0.1	0.0	0.1	0.0	4.6

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
8.009	Condenser AHU 09 (SW-F)	LrN	72.0	1.0	0	134	-53.5	2.7	-17.6	-0.1	0.0	0.0	0.0	4.5
6.105	AIR-COOLED CHILLER Pump 05	LrN	76.0	0.0	0	175	-55.8	2.7	-17.8	-0.5	0.0	0.0	0.0	4.5
8.012	Condenser AHU 12 (SW-F)	LrN	72.0	1.0	0	132	-53.4	2.7	-17.7	-0.1	0.0	0.1	0.0	4.5
5.109	AIR-COOLED CHILLER 09	LrN	100.0	-13.0	0	198	-56.9	2.7	-27.1	-1.2	0.0	0.0	0.0	4.4
6.134	AIR-COOLED CHILLER Pump 34	LrN	76.0	0.0	0	191	-56.6	2.7	-17.8	-0.6	0.0	0.6	0.0	4.4
8.014	Condenser FOC SOC VRF	LrN	79.0	1.0	0	230	-58.2	2.7	-20.2	-0.4	0.0	0.5	0.0	4.3
6.106	AIR-COOLED CHILLER Pump 06	LrN	76.0	0.0	0	180	-56.1	2.7	-17.9	-0.5	0.0	0.0	0.0	4.2
5.110	AIR-COOLED CHILLER 10	LrN	100.0	-13.0	0	203	-57.2	2.7	-27.1	-1.3	0.0	0.0	0.0	4.2
6.135	AIR-COOLED CHILLER Pump 35	LrN	76.0	0.0	0	196	-56.8	2.7	-17.8	-0.6	0.0	0.6	0.0	4.1
5.111	AIR-COOLED CHILLER 11	LrN	100.0	-13.0	0	209	-57.4	2.7	-27.0	-1.3	0.0	0.0	0.0	4.0
6.107	AIR-COOLED CHILLER Pump 07	LrN	76.0	0.0	0	185	-56.3	2.7	-17.9	-0.5	0.0	0.0	0.0	3.9
5.167	AIR-COOLED CHILLER 67	LrN	100.0	-13.0	0	293	-60.3	2.7	-26.4	-1.5	0.0	2.3	0.0	3.8
6.136	AIR-COOLED CHILLER Pump 36	LrN	76.0	0.0	0	201	-57.1	2.7	-17.9	-0.6	0.0	0.6	0.0	3.8
5.112	AIR-COOLED CHILLER 12	LrN	100.0	-13.0	0	214	-57.6	2.7	-27.0	-1.3	0.0	0.0	0.0	3.8
5.113	AIR-COOLED CHILLER 13	LrN	100.0	-13.0	0	219	-57.8	2.7	-27.0	-1.3	0.0	0.0	0.0	3.6
6.108	AIR-COOLED CHILLER Pump 08	LrN	76.0	0.0	0	190	-56.6	2.7	-18.0	-0.6	0.0	0.0	0.0	3.6
6.137	AIR-COOLED CHILLER Pump 37	LrN	76.0	0.0	0	206	-57.3	2.7	-17.9	-0.6	0.0	0.7	0.0	3.6
5.114	AIR-COOLED CHILLER 14	LrN	100.0	-13.0	0	224	-58.0	2.7	-27.0	-1.3	0.0	0.0	0.0	3.4
6.109	AIR-COOLED CHILLER Pump 09	LrN	76.0	0.0	0	196	-56.8	2.7	-18.0	-0.6	0.0	0.0	0.0	3.3
5.115	AIR-COOLED CHILLER 15	LrN	100.0	-13.0	0	230	-58.2	2.7	-26.9	-1.3	0.0	0.0	0.0	3.2
5.116	AIR-COOLED CHILLER 16	LrN	100.0	-13.0	0	235	-58.4	2.7	-26.9	-1.4	0.0	0.0	0.0	3.1
6.110	AIR-COOLED CHILLER Pump 10	LrN	76.0	0.0	0	201	-57.1	2.7	-18.0	-0.6	0.0	0.0	0.0	3.0
6.146	AIR-COOLED CHILLER Pump 46	LrN	76.0	0.0	0	252	-59.0	2.7	-18.1	-0.7	0.0	2.0	0.0	2.9
5.117	AIR-COOLED CHILLER 17	LrN	100.0	-13.0	0	240	-58.6	2.7	-26.8	-1.4	0.0	0.0	0.0	2.9
6.160	AIR-COOLED CHILLER Pump 60	LrN	76.0	0.0	0	258	-59.2	2.7	-18.0	-0.7	0.0	2.1	0.0	2.8
6.147	AIR-COOLED CHILLER Pump 47	LrN	76.0	0.0	0	258	-59.2	2.7	-18.1	-0.7	0.0	2.1	0.0	2.8
5.118	AIR-COOLED CHILLER 18	LrN	100.0	-13.0	0	245	-58.8	2.7	-26.7	-1.4	0.0	0.0	0.0	2.8
6.148	AIR-COOLED CHILLER Pump 48	LrN	76.0	0.0	0	263	-59.4	2.7	-18.1	-0.7	0.0	2.2	0.0	2.8
6.111	AIR-COOLED CHILLER Pump 11	LrN	76.0	0.0	0	206	-57.3	2.7	-18.1	-0.6	0.0	0.0	0.0	2.8
6.164	AIR-COOLED CHILLER Pump 64	LrN	76.0	0.0	0	278	-59.9	2.7	-18.0	-0.8	0.0	2.7	0.0	2.7
6.151	AIR-COOLED CHILLER Pump 51	LrN	76.0	0.0	0	278	-59.9	2.7	-17.9	-0.9	0.0	2.7	0.0	2.7
6.150	AIR-COOLED CHILLER Pump 50	LrN	76.0	0.0	0	273	-59.7	2.7	-17.9	-0.9	0.0	2.5	0.0	2.7
6.163	AIR-COOLED CHILLER Pump 63	LrN	76.0	0.0	0	273	-59.7	2.7	-18.0	-0.7	0.0	2.5	0.0	2.7
6.152	AIR-COOLED CHILLER Pump 52	LrN	76.0	0.0	0	283	-60.0	2.7	-18.0	-0.9	0.0	2.9	0.0	2.7
6.153	AIR-COOLED CHILLER Pump 53	LrN	76.0	0.0	0	289	-60.2	2.7	-18.0	-0.9	0.0	3.0	0.0	2.7
6.154	AIR-COOLED CHILLER Pump 54	LrN	76.0	0.0	0	294	-60.3	2.7	-18.0	-0.9	0.0	3.2	0.0	2.6
6.112	AIR-COOLED CHILLER Pump 12	LrN	76.0	0.0	0	211	-57.5	2.7	-18.1	-0.6	0.0	0.0	0.0	2.5
6.101	AIR-COOLED CHILLER Pump 01	LrN	76.0	0.0	0	154	-54.7	2.7	-21.2	-0.5	0.0	0.0	0.0	2.3
6.113	AIR-COOLED CHILLER Pump 13	LrN	76.0	0.0	0	216	-57.7	2.7	-18.1	-0.6	0.0	0.0	0.0	2.3
6.149	AIR-COOLED CHILLER Pump 49	LrN	76.0	0.0	0	268	-59.6	2.7	-19.4	-0.8	0.0	3.0	0.0	1.9
6.142	AIR-COOLED CHILLER Pump 42	LrN	76.0	0.0	0	232	-58.3	2.7	-18.1	-0.7	0.0	0.2	0.0	1.9
6.143	AIR-COOLED CHILLER Pump 43	LrN	76.0	0.0	0	237	-58.5	2.7	-18.1	-0.7	0.0	0.1	0.0	1.6
6.144	AIR-COOLED CHILLER Pump 44	LrN	76.0	0.0	0	242	-58.7	2.7	-18.1	-0.7	0.0	0.0	0.0	1.3
7.006	AHU06 (SO-F)	LrN	78.0	0.0	0	292	-60.3	2.7	-20.9	-0.6	0.0	2.4	0.0	1.3
7.005	AHU05 (SO-F)	LrN	78.0	0.0	0	301	-60.6	2.7	-20.8	-0.6	0.0	2.4	0.0	1.1
6.168	AIR-COOLED CHILLER Pump 68	LrN	76.0	0.0	0	299	-60.5	2.7	-18.0	-0.8	0.0	1.7	0.0	1.1
6.145	AIR-COOLED CHILLER Pump 45	LrN	76.0	0.0	0	247	-58.9	2.7	-18.1	-0.7	0.0	0.0	0.0	1.1
8.006	Condenser AHU 06 (SO-F)	LrN	72.0	1.0	0	306	-60.7	2.7	-18.1	-0.3	0.0	3.8	0.0	0.4
8.005	Condenser AHU 05 (SO-F)	LrN	72.0	1.0	0	308	-60.8	2.7	-18.1	-0.3	0.0	3.8	0.0	0.4

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
6.165	AIR-COOLED CHILLER Pump 65	LrN	76.0	0.0	0	284	-60.0	2.7	-18.0	-0.8	0.0	0.0	0.0	-0.1
6.162	AIR-COOLED CHILLER Pump 62	LrN	76.0	0.0	0	288	-59.6	2.7	-25.2	-1.3	0.0	7.2	0.0	-0.1
6.161	AIR-COOLED CHILLER Pump 61	LrN	76.0	0.0	0	263	-59.4	2.7	-25.3	-1.3	0.0	7.0	0.0	-0.2
6.166	AIR-COOLED CHILLER Pump 66	LrN	76.0	0.0	0	289	-60.2	2.7	-18.0	-0.8	0.0	0.0	0.0	-0.3
6.167	AIR-COOLED CHILLER Pump 67	LrN	76.0	0.0	0	294	-60.4	2.7	-18.0	-0.8	0.0	0.1	0.0	-0.3
6.159	AIR-COOLED CHILLER Pump 59	LrN	76.0	0.0	0	253	-59.0	2.7	-25.7	-1.3	0.0	6.9	0.0	-0.4
4.101	Trafo 101	LrN	55.0	1.0	3	146	-54.3	2.7	-8.5	-0.2	0.0	0.0	0.0	-1.3
4.201	Trafo 201	LrN	55.0	1.0	3	146	-54.3	2.7	-8.5	-0.2	0.0	0.0	0.0	-1.3
7.004	AHU04 (NW-F)	LrN	78.0	0.0	0	286	-60.1	2.7	-24.7	-0.8	0.0	2.8	0.0	-2.1
4.202	Trafo 202	LrN	55.0	1.0	3	152	-54.6	2.7	-9.2	-0.2	0.0	0.0	0.0	-2.3
4.102	Trafo 102	LrN	55.0	1.0	3	152	-54.6	2.7	-9.3	-0.2	0.0	0.0	0.0	-2.3
4.002	Trafo 002	LrN	55.0	1.0	3	152	-54.6	2.7	-9.3	-0.2	0.0	0.0	0.0	-2.3
6.139	AIR-COOLED CHILLER Pump 39	LrN	76.0	0.0	0	216	-57.7	2.7	-25.6	-1.2	0.0	3.2	0.0	-2.6
6.138	AIR-COOLED CHILLER Pump 38	LrN	76.0	0.0	0	211	-57.5	2.7	-26.2	-1.3	0.0	3.6	0.0	-2.7
7.003	AHU03 (NW-F)	LrN	78.0	0.0	0	276	-59.8	2.7	-27.1	-1.1	0.0	4.6	0.0	-2.8
6.140	AIR-COOLED CHILLER Pump 40	LrN	76.0	0.0	0	222	-57.9	2.7	-25.8	-1.2	0.0	3.3	0.0	-2.9
6.157	AIR-COOLED CHILLER Pump 57	LrN	76.0	0.0	0	243	-58.7	2.7	-22.1	-0.9	0.0	0.0	0.0	-3.0
6.156	AIR-COOLED CHILLER Pump 56	LrN	76.0	0.0	0	237	-58.5	2.7	-22.6	-0.9	0.0	0.0	0.0	-3.3
6.155	AIR-COOLED CHILLER Pump 55	LrN	76.0	0.0	0	232	-58.3	2.7	-23.7	-0.9	0.0	0.0	0.0	-4.3
8.003	Condenser AHU 03 (NW-F)	LrN	72.0	1.0	0	277	-59.8	2.7	-20.6	-0.2	0.0	0.0	0.0	-4.9
6.141	AIR-COOLED CHILLER Pump 41	LrN	76.0	0.0	0	227	-58.1	2.7	-25.7	-1.2	0.0	1.3	0.0	-4.9
8.002	Condenser AHU 02 (NW-F)	LrN	72.0	1.0	0	266	-59.5	2.7	-21.3	-0.2	0.0	0.0	0.0	-5.3
6.127	AIR-COOLED CHILLER Pump 27	LrN	76.0	0.0	0	290	-60.2	2.7	-25.4	-1.4	0.0	2.7	0.0	-5.6
6.126	AIR-COOLED CHILLER Pump 26	LrN	76.0	0.0	0	284	-60.1	2.7	-25.5	-1.4	0.0	2.2	0.0	-6.1
6.125	AIR-COOLED CHILLER Pump 25	LrN	76.0	0.0	0	279	-59.9	2.7	-25.7	-1.4	0.0	2.1	0.0	-6.2
7.001	AHU01 (NW-F)	LrN	78.0	0.0	0	257	-59.2	2.7	-26.8	-1.0	0.0	0.0	0.0	-6.3
6.114	AIR-COOLED CHILLER Pump 14	LrN	76.0	0.0	0	222	-57.9	2.7	-26.0	-1.3	0.0	0.0	0.0	-6.4
6.158	AIR-COOLED CHILLER Pump 58	LrN	76.0	0.0	0	248	-58.9	2.7	-25.1	-1.2	0.0	0.0	0.0	-6.5
8.004	Condenser AHU 04 (NW-F)	LrN	72.0	1.0	0	287	-60.2	2.7	-24.9	-0.3	0.0	3.1	0.0	-6.5
6.115	AIR-COOLED CHILLER Pump 15	LrN	76.0	0.0	0	227	-58.1	2.7	-25.9	-1.3	0.0	0.0	0.0	-6.7
6.116	AIR-COOLED CHILLER Pump 16	LrN	76.0	0.0	0	232	-58.3	2.7	-25.9	-1.3	0.0	0.0	0.0	-6.9
6.120	AIR-COOLED CHILLER Pump 20	LrN	76.0	0.0	0	253	-59.1	2.7	-25.8	-1.3	0.0	0.5	0.0	-7.0
6.117	AIR-COOLED CHILLER Pump 17	LrN	76.0	0.0	0	237	-58.5	2.7	-25.9	-1.3	0.0	0.0	0.0	-7.0
6.121	AIR-COOLED CHILLER Pump 21	LrN	76.0	0.0	0	258	-59.2	2.7	-25.7	-1.3	0.0	0.5	0.0	-7.1
7.002	AHU02 (NW-F)	LrN	78.0	0.0	0	267	-59.5	2.7	-27.2	-1.1	0.0	0.0	0.0	-7.2
6.118	AIR-COOLED CHILLER Pump 18	LrN	76.0	0.0	0	243	-58.7	2.7	-25.9	-1.3	0.0	0.0	0.0	-7.2
6.122	AIR-COOLED CHILLER Pump 22	LrN	76.0	0.0	0	264	-59.4	2.7	-25.7	-1.4	0.0	0.6	0.0	-7.2
6.123	AIR-COOLED CHILLER Pump 23	LrN	76.0	0.0	0	269	-59.6	2.7	-25.6	-1.4	0.0	0.6	0.0	-7.3
6.119	AIR-COOLED CHILLER Pump 19	LrN	76.0	0.0	0	248	-58.9	2.7	-25.8	-1.3	0.0	0.0	0.0	-7.3
6.124	AIR-COOLED CHILLER Pump 24	LrN	76.0	0.0	0	274	-59.7	2.7	-25.5	-1.4	0.0	0.6	0.0	-7.3
8.001	Condenser AHU 01 (NW-F)	LrN	72.0	1.0	0	256	-59.1	2.7	-24.1	-0.2	0.0	0.0	0.0	-7.8
4.203	Trafo 203	LrN	55.0	1.0	3	174	-55.8	2.7	-14.9	-0.2	0.0	0.0	0.0	-9.1
4.103	Trafo 103	LrN	55.0	1.0	3	173	-55.8	2.7	-14.9	-0.2	0.0	0.0	0.0	-9.1
4.003	Trafo 003	LrN	55.0	1.0	3	173	-55.8	2.7	-14.9	-0.2	0.0	0.0	0.0	-9.2
4.204	Trafo 204	LrN	55.0	1.0	3	179	-56.1	2.7	-15.2	-0.2	0.0	0.0	0.0	-9.8
4.104	Trafo 104	LrN	55.0	1.0	3	179	-56.0	2.7	-15.2	-0.2	0.0	0.0	0.0	-9.8
4.004	Trafo 004	LrN	55.0	1.0	3	179	-56.0	2.7	-15.3	-0.2	0.0	0.0	0.0	-9.8
4.205	Trafo 205	LrN	55.0	1.0	3	201	-57.1	2.7	-16.4	-0.2	0.0	0.0	0.0	-12.0
4.105	Trafo 105	LrN	55.0	1.0	3	201	-57.0	2.7	-16.4	-0.2	0.0	0.0	0.0	-12.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
4.005	Trafo 005	LrN	55.0	1.0	3	201	-57.0	2.7	-16.4	-0.2	-0.1	0.0	0.0	-12.1
4.106	Trafo 106	LrN	55.0	1.0	3	206	-57.3	2.7	-16.6	-0.2	0.0	0.0	0.0	-12.4
4.206	Trafo 206	LrN	55.0	1.0	3	207	-57.3	2.7	-16.7	-0.2	0.0	0.0	0.0	-12.5
4.006	Trafo 006	LrN	55.0	1.0	3	206	-57.3	2.7	-16.7	-0.2	-0.2	0.0	0.0	-12.6
4.207	Trafo 207	LrN	55.0	1.0	3	244	-58.7	2.7	-17.5	-0.2	0.0	0.0	0.0	-14.8
4.107	Trafo 107	LrN	55.0	1.0	3	244	-58.7	2.7	-17.5	-0.2	0.0	0.0	0.0	-14.8
4.208	Trafo 208	LrN	55.0	1.0	3	249	-58.9	2.7	-17.6	-0.3	0.0	0.0	0.0	-15.1
4.108	Trafo 108	LrN	55.0	1.0	3	249	-58.9	2.7	-17.6	-0.3	0.0	0.0	0.0	-15.1
4.007	Trafo 007	LrN	55.0	1.0	3	244	-58.7	2.7	-17.5	-0.2	-0.6	0.0	0.0	-15.4
4.008	Trafo 008	LrN	55.0	1.0	3	249	-58.9	2.7	-17.6	-0.3	-0.6	0.0	0.0	-15.7
4.209	Trafo 209	LrN	55.0	1.0	3	317	-61.0	2.7	-22.9	-0.3	0.0	0.0	0.0	-22.6
4.214	Trafo 214	LrN	55.0	1.0	3	326	-61.2	2.7	-23.5	-0.3	-0.1	0.0	0.0	-23.5
4.211	Trafo 211	LrN	55.0	1.0	3	318	-61.0	2.7	-24.0	-0.3	0.0	0.0	0.0	-23.6
4.212	Trafo 212	LrN	55.0	1.0	3	318	-61.0	2.7	-24.0	-0.3	0.0	0.0	0.0	-23.7
4.213	Trafo 213	LrN	55.0	1.0	3	324	-61.2	2.7	-23.8	-0.3	-0.1	0.0	0.0	-23.8
4.109	Trafo 109	LrN	55.0	1.0	3	316	-61.0	2.7	-24.2	-0.3	-0.5	0.0	0.0	-24.3
4.210	Trafo 210	LrN	55.0	1.0	3	317	-61.0	2.7	-24.8	-0.3	0.0	0.0	0.0	-24.5
4.009	Trafo 009	LrN	55.0	1.0	3	316	-61.0	2.7	-24.2	-0.3	-1.0	0.0	0.0	-24.9
4.110	Trafo 110	LrN	55.0	1.0	3	316	-61.0	2.7	-24.9	-0.3	-0.5	0.0	0.0	-25.0
4.114	Trafo 114	LrN	55.0	1.0	3	325	-61.2	2.7	-24.9	-0.3	-0.7	0.0	0.0	-25.5
4.010	Trafo 010	LrN	55.0	1.0	3	316	-61.0	2.7	-24.9	-0.3	-1.0	0.0	0.0	-25.6
4.113	Trafo 113	LrN	55.0	1.0	3	324	-61.2	2.7	-25.3	-0.3	-0.7	0.0	0.0	-25.8
4.111	Trafo 111	LrN	55.0	1.0	3	317	-61.0	2.7	-25.8	-0.3	-0.6	0.0	0.0	-26.0
4.014	Trafo 014	LrN	55.0	1.0	3	325	-61.2	2.6	-24.9	-0.3	-1.2	0.0	0.0	-26.1
4.112	Trafo 112	LrN	55.0	1.0	3	318	-61.0	2.7	-25.9	-0.3	-0.6	0.0	0.0	-26.1
4.013	Trafo 013	LrN	55.0	1.0	3	324	-61.2	2.6	-25.3	-0.3	-1.2	0.0	0.0	-26.5
4.011	Trafo 011	LrN	55.0	1.0	3	317	-61.0	2.7	-25.8	-0.3	-1.1	0.0	0.0	-26.6
4.012	Trafo 012	LrN	55.0	1.0	3	318	-61.0	2.7	-25.9	-0.3	-1.1	0.0	0.0	-26.7
7.013	AHU FoH	LrN	84.3		0	231	-58.3	2.7	-19.9	-0.5	0.0	0.1	0.0	
10.003	Anlieferverkehr: Entladung Lkw	LrN	92.0		0	197	-56.9	2.4	-14.8	-0.6	-0.7	7.1	0.0	
10.002	Anlieferverkehr: Rangieren Lkw	LrN	84.0		0	185	-56.3	2.5	-7.9	-1.3	-0.6	3.3	0.0	
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrN	91.9		0	129	-53.2	2.5	-0.6	-0.7	-0.1	0.7	0.0	
8.013	Condenser AHU FoH	LrN	73.0		0	232	-58.3	2.7	-17.2	-0.2	0.0	1.5	0.0	
8.015	Condenser General Office Area no. 1	LrN	86.0		0	301	-60.6	2.7	-23.2	-0.5	0.0	4.0	0.0	
8.016	Condenser General Office Area no. 2	LrN	86.0		0	298	-60.5	2.7	-24.5	-0.6	0.0	5.2	0.0	
8.017	Condenser General Office Area no. 3	LrN	86.0		0	295	-60.4	2.7	-21.0	-0.5	0.0	2.6	0.0	
3.001	Landlord Generator: Container	LrN	110.0		0	283	-60.0	2.7	-20.0	-0.5	0.0	0.0	0.0	
3.002	Landlord Generator: Kamin	LrN	90.0		0	304	-60.7	2.7	-17.0	-0.7	0.0	0.0	0.0	
3.004	Landlord Generator: Stationäre Lastbank	LrN	104.0		0	213	-57.6	2.7	-11.8	-0.5	0.0	0.0	0.0	
9.103	Parkplatz 1: Abfahrt Pkw	LrN	64.7		0	57	-46.2	2.4	0.0	-0.6	0.0	0.1	0.0	
9.203	Parkplatz 2: Abfahrt Pkw	LrN	71.0		0	85	-49.6	2.4	0.0	-0.8	0.0	0.5	0.0	
9.302	Parkplatz 3	LrN	67.0		0	254	-59.1	2.3	-7.1	-1.5	-0.8	1.7	0.0	
9.303	Parkplatz 3: Abfahrt Pkw	LrN	74.6		0	112	-52.0	2.4	-0.3	-0.9	-0.1	0.7	0.0	
9.301	Parkplatz 3: Zufahrt Pkw	LrN	76.9		0	144	-54.2	2.4	-1.0	-0.8	-0.1	0.6	0.0	

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
Io 4 - Kettelerstraße 99 3.OG LAT,n 35 dB(A) LAT,nmax 44 dB(A)														
9.203	Parkplatz 2: Abfahrt Pkw	LrN	71.0	7.0	0	208	-57.3	2.3	-1.9	-1.6	-0.6	0.2	0.0	19.1
5.102	AIR-COOLED CHILLER 02	LrN	100.0	-13.0	0	254	-59.1	2.7	-11.6	-1.2	0.0	0.0	0.0	17.9
5.164	AIR-COOLED CHILLER 64	LrN	100.0	-13.0	0	364	-62.2	2.7	-11.3	-1.5	0.0	3.2	0.0	17.8
5.111	AIR-COOLED CHILLER 11	LrN	100.0	-13.0	0	281	-60.0	2.7	-10.7	-1.3	0.0	0.0	0.0	17.8
5.106	AIR-COOLED CHILLER 06	LrN	100.0	-13.0	0	265	-59.5	2.7	-11.3	-1.2	0.0	0.0	0.0	17.7
5.107	AIR-COOLED CHILLER 07	LrN	100.0	-13.0	0	268	-59.6	2.7	-11.2	-1.2	0.0	0.0	0.0	17.7
5.127	AIR-COOLED CHILLER 27	LrN	100.0	-13.0	0	340	-61.6	2.7	-9.4	-1.7	0.0	0.6	0.0	17.7
5.154	AIR-COOLED CHILLER 54	LrN	100.0	-13.0	0	360	-62.1	2.7	-9.1	-1.8	0.0	1.0	0.0	17.6
5.112	AIR-COOLED CHILLER 12	LrN	100.0	-13.0	0	284	-60.1	2.7	-10.7	-1.3	0.0	0.0	0.0	17.6
5.113	AIR-COOLED CHILLER 13	LrN	100.0	-13.0	0	288	-60.2	2.7	-10.6	-1.4	0.0	0.0	0.0	17.6
5.125	AIR-COOLED CHILLER 25	LrN	100.0	-13.0	0	332	-61.4	2.7	-9.5	-1.6	0.0	0.4	0.0	17.5
5.126	AIR-COOLED CHILLER 26	LrN	100.0	-13.0	0	336	-61.5	2.7	-9.4	-1.7	0.0	0.4	0.0	17.5
5.139	AIR-COOLED CHILLER 39	LrN	100.0	-13.0	0	308	-60.8	2.7	-10.6	-1.4	0.0	0.6	0.0	17.4
5.120	AIR-COOLED CHILLER 20	LrN	100.0	-13.0	0	313	-60.9	2.7	-10.0	-1.5	0.0	0.0	0.0	17.3
5.121	AIR-COOLED CHILLER 21	LrN	100.0	-13.0	0	317	-61.0	2.7	-9.9	-1.5	0.0	0.0	0.0	17.3
5.122	AIR-COOLED CHILLER 22	LrN	100.0	-13.0	0	321	-61.1	2.7	-9.8	-1.6	0.0	0.0	0.0	17.2
5.153	AIR-COOLED CHILLER 53	LrN	100.0	-13.0	0	357	-62.0	2.7	-9.3	-1.8	0.0	0.6	0.0	17.2
5.124	AIR-COOLED CHILLER 24	LrN	100.0	-13.0	0	328	-61.3	2.7	-9.5	-1.6	0.0	0.0	0.0	17.2
5.142	AIR-COOLED CHILLER 42	LrN	100.0	-13.0	0	318	-61.0	2.7	-12.5	-1.4	0.0	2.4	0.0	17.2
5.123	AIR-COOLED CHILLER 23	LrN	100.0	-13.0	0	324	-61.2	2.7	-9.7	-1.6	0.0	0.0	0.0	17.2
5.132	AIR-COOLED CHILLER 32	LrN	100.0	-13.0	0	288	-60.2	2.7	-11.4	-1.3	0.0	0.2	0.0	17.0
5.165	AIR-COOLED CHILLER 65	LrN	100.0	-13.0	0	368	-62.3	2.7	-12.6	-1.5	0.0	3.7	0.0	17.0
5.143	AIR-COOLED CHILLER 43	LrN	100.0	-13.0	0	321	-61.1	2.7	-10.2	-1.5	0.0	0.0	0.0	16.8
5.137	AIR-COOLED CHILLER 37	LrN	100.0	-13.0	0	302	-60.6	2.7	-10.9	-1.4	0.0	0.0	0.0	16.8
5.138	AIR-COOLED CHILLER 38	LrN	100.0	-13.0	0	305	-60.7	2.7	-10.8	-1.4	0.0	0.0	0.0	16.8
5.150	AIR-COOLED CHILLER 50	LrN	100.0	-13.0	0	346	-61.8	2.7	-12.6	-1.4	0.0	2.8	0.0	16.8
5.144	AIR-COOLED CHILLER 44	LrN	100.0	-13.0	0	325	-61.2	2.7	-10.2	-1.5	0.0	0.0	0.0	16.8
5.145	AIR-COOLED CHILLER 45	LrN	100.0	-13.0	0	328	-61.3	2.7	-10.1	-1.6	0.0	0.0	0.0	16.8
5.161	AIR-COOLED CHILLER 61	LrN	100.0	-13.0	0	354	-62.0	2.7	-10.4	-1.6	0.0	0.5	0.0	16.1
5.163	AIR-COOLED CHILLER 63	LrN	100.0	-13.0	0	361	-62.1	2.7	-10.3	-1.7	0.0	0.2	0.0	15.8
5.152	AIR-COOLED CHILLER 52	LrN	100.0	-13.0	0	353	-61.9	2.7	-11.4	-1.6	0.0	1.0	0.0	15.7
5.162	AIR-COOLED CHILLER 62	LrN	100.0	-13.0	0	358	-62.1	2.7	-10.4	-1.7	0.0	0.0	0.0	15.6
5.136	AIR-COOLED CHILLER 36	LrN	100.0	-13.0	0	299	-60.5	2.7	-13.0	-1.3	0.0	0.7	0.0	15.6
5.167	AIR-COOLED CHILLER 67	LrN	100.0	-13.0	0	375	-62.5	2.7	-11.1	-1.7	0.0	0.9	0.0	15.3
5.160	AIR-COOLED CHILLER 60	LrN	100.0	-13.0	0	351	-61.9	2.7	-11.8	-1.5	0.0	0.9	0.0	15.3
5.108	AIR-COOLED CHILLER 08	LrN	100.0	-13.0	0	272	-59.7	2.7	-14.0	-1.0	0.0	0.0	0.0	15.0
5.131	AIR-COOLED CHILLER 31	LrN	100.0	-13.0	0	286	-60.1	2.7	-13.9	-1.1	0.0	0.4	0.0	15.0
11.004	Pumps/Transformer/Switchroom/Piping	LrN	72.0	0.0	0	237	-58.5	2.3	0.0	-0.3	-0.6	0.0	0.0	15.0
5.140	AIR-COOLED CHILLER 40	LrN	100.0	-13.0	0	312	-60.9	2.7	-13.9	-1.2	0.0	1.1	0.0	14.8
5.149	AIR-COOLED CHILLER 49	LrN	100.0	-13.0	0	342	-61.7	2.7	-11.8	-1.5	0.0	0.0	0.0	14.8
5.166	AIR-COOLED CHILLER 66	LrN	100.0	-13.0	0	371	-62.4	2.7	-25.3	-1.6	0.0	14.4	0.0	14.8
5.135	AIR-COOLED CHILLER 35	LrN	100.0	-13.0	0	297	-60.4	2.7	-14.5	-1.2	0.0	1.1	0.0	14.8
5.168	AIR-COOLED CHILLER 68	LrN	100.0	-13.0	0	379	-62.6	2.7	-11.0	-1.5	0.0	0.2	0.0	14.7
11.003	Wärmeübergangstation	LrN	72.0	0.0	0	243	-58.7	2.3	0.0	-0.3	-0.6	0.0	0.0	14.7
5.133	AIR-COOLED CHILLER 33	LrN	100.0	-13.0	0	291	-60.3	2.7	-13.6	-1.1	0.0	0.0	0.0	14.7
5.157	AIR-COOLED CHILLER 57	LrN	100.0	-13.0	0	341	-61.7	2.7	-12.3	-1.3	0.0	0.1	0.0	14.6
5.146	AIR-COOLED CHILLER 46	LrN	100.0	-13.0	0	331	-61.4	2.7	-12.5	-1.3	0.0	0.0	0.0	14.5
11.002	Trafostation B140 MVA	LrN	72.0	0.0	0	264	-59.4	2.6	0.0	-0.3	-0.6	0.0	0.0	14.4

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
9.102	Parkplatz 1	LrN	67.0	4.8	0	215	-57.6	2.3	0.0	-1.7	-0.6	0.0	0.0	14.2
5.117	AIR-COOLED CHILLER 17	LrN	100.0	-13.0	0	302	-60.6	2.7	-14.0	-1.1	0.0	0.0	0.0	14.0
5.151	AIR-COOLED CHILLER 51	LrN	100.0	-13.0	0	349	-61.9	2.7	-26.2	-1.7	0.0	13.9	0.0	13.9
11.001	Trafostation A140 MVA	LrN	72.0	0.0	0	279	-59.9	2.6	0.0	-0.3	-0.6	0.0	0.0	13.8
5.105	AIR-COOLED CHILLER 05	LrN	100.0	-13.0	0	263	-59.4	2.7	-15.4	-1.1	0.0	0.0	0.0	13.8
5.148	AIR-COOLED CHILLER 48	LrN	100.0	-13.0	0	338	-61.6	2.7	-13.0	-1.4	0.0	0.0	0.0	13.8
5.141	AIR-COOLED CHILLER 41	LrN	100.0	-13.0	0	315	-61.0	2.7	-26.5	-1.6	0.0	13.0	0.0	13.7
5.114	AIR-COOLED CHILLER 14	LrN	100.0	-13.0	0	291	-60.3	2.7	-14.7	-1.1	0.0	0.0	0.0	13.6
5.103	AIR-COOLED CHILLER 03	LrN	100.0	-13.0	0	257	-59.2	2.7	-16.1	-1.0	0.0	0.1	0.0	13.6
5.116	AIR-COOLED CHILLER 16	LrN	100.0	-13.0	0	298	-60.5	2.7	-14.5	-1.2	0.0	0.0	0.0	13.5
5.119	AIR-COOLED CHILLER 19	LrN	100.0	-13.0	0	309	-60.8	2.7	-14.2	-1.3	0.0	0.0	0.0	13.4
5.110	AIR-COOLED CHILLER 10	LrN	100.0	-13.0	0	278	-59.9	2.7	-15.5	-1.1	0.0	0.0	0.0	13.2
5.101	AIR-COOLED CHILLER 01	LrN	100.0	-13.0	0	251	-59.0	2.7	-16.6	-1.0	0.0	0.0	0.0	13.1
9.103	Parkplatz 1: Abfahrt Pkw	LrN	64.7	4.8	0	200	-57.0	2.3	0.0	-1.6	-0.6	0.0	0.0	12.6
5.128	AIR-COOLED CHILLER 28	LrN	100.0	-13.0	0	278	-59.9	2.7	-17.2	-1.1	0.0	0.0	0.0	11.5
5.129	AIR-COOLED CHILLER 29	LrN	100.0	-13.0	0	281	-60.0	2.7	-18.4	-1.1	0.0	0.8	0.0	11.0
7.006	AHU06 (SO-F)	LrN	78.0	0.0	0	384	-62.7	2.7	-9.8	-1.1	-0.1	3.2	0.0	10.3
8.014	Condenser FOC SOC VRF	LrN	79.0	1.0	0	349	-61.8	2.7	-18.4	-0.6	0.0	8.1	0.0	10.0
7.009	AHU09 (SW-F)	LrN	78.0	0.0	0	259	-59.2	2.7	-12.8	-0.6	0.0	1.8	0.0	9.9
7.010	AHU10 (SW-F)	LrN	78.0	0.0	0	256	-59.1	2.7	-12.9	-0.5	0.0	1.8	0.0	9.9
7.011	AHU11 (SW-F)	LrN	78.0	0.0	0	253	-59.1	2.7	-14.3	-0.5	0.0	2.3	0.0	9.1
5.134	AIR-COOLED CHILLER 34	LrN	100.0	-13.0	0	294	-60.4	2.7	-26.0	-1.4	0.0	7.2	0.0	9.1
7.012	AHU12 (SW-F)	LrN	78.0	0.0	0	250	-59.0	2.7	-15.3	-0.4	0.0	2.7	0.0	8.7
7.007	AHU07 (SO-F)	LrN	78.0	0.0	0	308	-60.8	2.7	-11.2	-0.8	0.0	0.2	0.0	8.2
7.001	AHU01 (NW-F)	LrN	78.0	0.0	0	302	-60.6	2.7	-11.7	-0.7	0.0	0.1	0.0	7.8
5.156	AIR-COOLED CHILLER 56	LrN	100.0	-13.0	0	338	-61.6	2.7	-19.1	-1.3	0.0	0.0	0.0	7.7
6.140	AIR-COOLED CHILLER Pump 40	LrN	76.0	0.0	0	317	-61.0	2.7	-11.0	-1.4	0.0	1.9	0.0	7.2
7.004	AHU04 (NW-F)	LrN	78.0	0.0	0	325	-61.2	2.7	-14.8	-0.6	0.0	2.9	0.0	7.0
6.102	AIR-COOLED CHILLER Pump 02	LrN	76.0	0.0	0	253	-59.1	2.7	-11.5	-1.1	0.0	0.0	0.0	7.0
6.106	AIR-COOLED CHILLER Pump 06	LrN	76.0	0.0	0	265	-59.4	2.7	-11.2	-1.2	0.0	0.0	0.0	6.9
6.107	AIR-COOLED CHILLER Pump 07	LrN	76.0	0.0	0	268	-59.5	2.7	-11.1	-1.2	0.0	0.0	0.0	6.9
6.108	AIR-COOLED CHILLER Pump 08	LrN	76.0	0.0	0	271	-59.6	2.7	-11.0	-1.2	0.0	0.0	0.0	6.8
6.112	AIR-COOLED CHILLER Pump 12	LrN	76.0	0.0	0	283	-60.0	2.7	-10.7	-1.3	0.0	0.0	0.0	6.7
6.113	AIR-COOLED CHILLER Pump 13	LrN	76.0	0.0	0	287	-60.1	2.7	-10.6	-1.4	0.0	0.0	0.0	6.6
6.121	AIR-COOLED CHILLER Pump 21	LrN	76.0	0.0	0	316	-61.0	2.7	-9.4	-1.7	0.0	0.0	0.0	6.6
6.127	AIR-COOLED CHILLER Pump 27	LrN	76.0	0.0	0	339	-61.6	2.7	-9.4	-1.8	0.0	0.5	0.0	6.5
6.141	AIR-COOLED CHILLER Pump 41	LrN	76.0	0.0	0	320	-61.1	2.7	-12.8	-1.1	0.0	2.5	0.0	6.3
6.122	AIR-COOLED CHILLER Pump 22	LrN	76.0	0.0	0	319	-61.1	2.7	-9.8	-1.6	0.0	0.0	0.0	6.2
6.126	AIR-COOLED CHILLER Pump 26	LrN	76.0	0.0	0	335	-61.5	2.7	-9.5	-1.7	0.0	0.2	0.0	6.2
6.154	AIR-COOLED CHILLER Pump 54	LrN	76.0	0.0	0	365	-62.2	2.7	-11.3	-1.6	0.0	2.5	0.0	6.2
6.123	AIR-COOLED CHILLER Pump 23	LrN	76.0	0.0	0	323	-61.2	2.7	-9.7	-1.6	0.0	0.0	0.0	6.2
4.301	Landlord Trafo	LrN	73.0	0.0	3	367	-62.3	2.7	-18.9	-0.4	0.0	9.0	0.0	6.1
6.138	AIR-COOLED CHILLER Pump 38	LrN	76.0	0.0	0	311	-60.8	2.7	-11.2	-1.4	0.0	0.8	0.0	6.1
6.139	AIR-COOLED CHILLER Pump 39	LrN	76.0	0.0	0	314	-60.9	2.7	-11.1	-1.4	0.0	0.8	0.0	6.1
6.124	AIR-COOLED CHILLER Pump 24	LrN	76.0	0.0	0	327	-61.3	2.7	-9.6	-1.7	0.0	0.0	0.0	6.1
6.125	AIR-COOLED CHILLER Pump 25	LrN	76.0	0.0	0	331	-61.4	2.7	-9.6	-1.7	0.0	0.0	0.0	6.1
6.166	AIR-COOLED CHILLER Pump 66	LrN	76.0	0.0	0	366	-62.3	2.7	-11.6	-1.3	0.0	2.5	0.0	6.0
6.133	AIR-COOLED CHILLER Pump 33	LrN	76.0	0.0	0	297	-60.4	2.7	-11.7	-1.3	0.0	0.7	0.0	6.0
6.134	AIR-COOLED CHILLER Pump 34	LrN	76.0	0.0	0	300	-60.5	2.7	-12.2	-1.1	0.0	0.9	0.0	5.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
6.150	AIR-COOLED CHILLER Pump 50	LrN	76.0	0.0	0	350	-61.9	2.7	-11.6	-1.5	0.0	2.0	0.0	5.7
7.008	AHU08 (SO-F)	LrN	78.0	0.0	0	306	-60.7	2.7	-15.4	-0.5	0.0	1.4	0.0	5.5
8.007	Condenser AHU 07 (SO-F)	LrN	72.0	1.0	0	314	-60.9	2.7	-11.5	-0.3	0.0	2.4	0.0	5.4
6.145	AIR-COOLED CHILLER Pump 45	LrN	76.0	0.0	0	333	-61.4	2.7	-10.5	-1.5	0.0	0.0	0.0	5.2
6.146	AIR-COOLED CHILLER Pump 46	LrN	76.0	0.0	0	337	-61.5	2.7	-10.4	-1.6	0.0	0.0	0.0	5.2
6.147	AIR-COOLED CHILLER Pump 47	LrN	76.0	0.0	0	340	-61.6	2.7	-10.3	-1.6	0.0	0.0	0.0	5.2
6.130	AIR-COOLED CHILLER Pump 30	LrN	76.0	0.0	0	289	-60.2	2.7	-12.8	-1.2	0.0	0.7	0.0	5.2
6.161	AIR-COOLED CHILLER Pump 61	LrN	76.0	0.0	0	349	-61.8	2.7	-10.4	-1.6	0.0	0.1	0.0	5.0
6.159	AIR-COOLED CHILLER Pump 59	LrN	76.0	0.0	0	342	-61.7	2.7	-10.5	-1.6	0.0	0.0	0.0	5.0
6.160	AIR-COOLED CHILLER Pump 60	LrN	76.0	0.0	0	345	-61.8	2.7	-10.5	-1.6	0.0	0.0	0.0	4.9
7.003	AHU03 (NW-F)	LrN	78.0	0.0	0	317	-61.0	2.7	-14.9	-0.6	0.0	0.7	0.0	4.9
5.159	AIR-COOLED CHILLER 59	LrN	100.0	-13.0	0	348	-61.8	2.7	-24.4	-1.4	0.0	2.6	0.0	4.7
6.155	AIR-COOLED CHILLER Pump 55	LrN	76.0	0.0	0	329	-61.3	2.7	-11.5	-1.2	0.0	0.0	0.0	4.6
6.151	AIR-COOLED CHILLER Pump 51	LrN	76.0	0.0	0	354	-62.0	2.7	-11.1	-1.3	0.0	0.2	0.0	4.5
6.103	AIR-COOLED CHILLER Pump 03	LrN	76.0	0.0	0	256	-59.2	2.7	-14.3	-0.8	0.0	0.0	0.0	4.5
6.135	AIR-COOLED CHILLER Pump 35	LrN	76.0	0.0	0	302	-60.6	2.7	-14.0	-1.0	0.0	1.3	0.0	4.4
5.158	AIR-COOLED CHILLER 58	LrN	100.0	-13.0	0	345	-61.7	2.7	-24.5	-1.4	0.0	2.4	0.0	4.4
8.006	Condenser AHU 06 (SO-F)	LrN	72.0	1.0	0	396	-63.0	2.7	-10.6	-0.4	-0.1	2.8	0.0	4.3
5.155	AIR-COOLED CHILLER 55	LrN	100.0	-13.0	0	335	-61.5	2.7	-22.7	-1.3	0.0	0.0	0.0	4.2
6.162	AIR-COOLED CHILLER Pump 62	LrN	76.0	0.0	0	352	-61.9	2.7	-11.6	-1.3	0.0	0.1	0.0	4.0
6.137	AIR-COOLED CHILLER Pump 37	LrN	76.0	0.0	0	308	-60.8	2.7	-12.8	-1.2	0.0	0.1	0.0	4.0
6.144	AIR-COOLED CHILLER Pump 44	LrN	76.0	0.0	0	330	-61.4	2.7	-12.2	-1.3	0.0	0.0	0.0	3.8
9.202	Parkplatz 2	LrN	67.0	7.0	0	206	-57.3	2.3	-18.9	-0.8	-0.6	5.2	0.0	3.8
6.165	AIR-COOLED CHILLER Pump 65	LrN	76.0	0.0	0	363	-62.2	2.7	-11.4	-1.5	0.0	0.2	0.0	3.8
4.101	Trafo 101	LrN	55.0	1.0	3	216	-57.7	2.7	0.0	-0.2	0.0	0.0	0.0	3.8
4.201	Trafo 201	LrN	55.0	1.0	3	216	-57.7	2.7	0.0	-0.2	0.0	0.0	0.0	3.8
6.158	AIR-COOLED CHILLER Pump 58	LrN	76.0	0.0	0	339	-61.6	2.7	-12.0	-1.4	0.0	0.0	0.0	3.7
4.102	Trafo 102	LrN	55.0	1.0	3	219	-57.8	2.7	0.0	-0.2	0.0	0.0	0.0	3.7
4.202	Trafo 202	LrN	55.0	1.0	3	219	-57.8	2.7	0.0	-0.2	0.0	0.0	0.0	3.6
6.132	AIR-COOLED CHILLER Pump 32	LrN	76.0	0.0	0	294	-60.4	2.7	-13.9	-1.0	0.0	0.1	0.0	3.6
6.109	AIR-COOLED CHILLER Pump 09	LrN	76.0	0.0	0	274	-59.7	2.7	-14.8	-0.8	0.0	0.0	0.0	3.4
6.148	AIR-COOLED CHILLER Pump 48	LrN	76.0	0.0	0	343	-61.7	2.7	-12.6	-1.2	0.0	0.0	0.0	3.2
6.105	AIR-COOLED CHILLER Pump 05	LrN	76.0	0.0	0	262	-59.4	2.7	-15.3	-0.8	0.0	0.0	0.0	3.2
4.103	Trafo 103	LrN	55.0	1.0	3	232	-58.3	2.7	0.0	-0.3	0.0	0.0	0.0	3.2
4.203	Trafo 203	LrN	55.0	1.0	3	232	-58.3	2.7	0.0	-0.3	0.0	0.0	0.0	3.1
6.111	AIR-COOLED CHILLER Pump 11	LrN	76.0	0.0	0	280	-59.9	2.7	-14.6	-1.0	0.0	0.0	0.0	3.1
6.143	AIR-COOLED CHILLER Pump 43	LrN	76.0	0.0	0	327	-61.3	2.7	-13.3	-1.1	0.0	0.0	0.0	3.0
4.104	Trafo 104	LrN	55.0	1.0	3	235	-58.4	2.7	0.0	-0.3	0.0	0.0	0.0	3.0
4.204	Trafo 204	LrN	55.0	1.0	3	235	-58.4	2.7	0.0	-0.3	0.0	0.0	0.0	3.0
6.114	AIR-COOLED CHILLER Pump 14	LrN	76.0	0.0	0	290	-60.2	2.7	-14.4	-1.1	0.0	0.0	0.0	3.0
6.152	AIR-COOLED CHILLER Pump 52	LrN	76.0	0.0	0	358	-62.1	2.7	-12.4	-1.3	0.0	0.0	0.0	3.0
6.118	AIR-COOLED CHILLER Pump 18	LrN	76.0	0.0	0	304	-60.7	2.7	-14.2	-1.0	0.0	0.0	0.0	2.9
6.156	AIR-COOLED CHILLER Pump 56	LrN	76.0	0.0	0	332	-61.4	2.7	-13.3	-1.1	0.0	0.0	0.0	2.9
6.117	AIR-COOLED CHILLER Pump 17	LrN	76.0	0.0	0	301	-60.6	2.7	-14.2	-1.1	0.0	0.0	0.0	2.9
6.167	AIR-COOLED CHILLER Pump 67	LrN	76.0	0.0	0	370	-62.4	2.7	-23.3	-1.2	0.0	11.1	0.0	2.9
6.115	AIR-COOLED CHILLER Pump 15	LrN	76.0	0.0	0	294	-60.4	2.7	-14.6	-0.9	0.0	0.0	0.0	2.8
6.120	AIR-COOLED CHILLER Pump 20	LrN	76.0	0.0	0	312	-60.9	2.7	-13.9	-1.2	0.0	0.0	0.0	2.8
4.118	Trafo 118	LrN	55.0	1.0	3	247	-58.9	2.7	0.0	-0.3	0.0	0.0	0.0	2.6
4.218	Trafo 218	LrN	55.0	1.0	3	247	-58.9	2.7	0.0	-0.3	0.0	0.0	0.0	2.6

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
4.105	Trafo 105	LrN	55.0	1.0	3	250	-58.9	2.7	0.0	-0.3	0.0	0.0	0.0	2.5
4.205	Trafo 205	LrN	55.0	1.0	3	250	-58.9	2.7	0.0	-0.3	0.0	0.0	0.0	2.5
4.117	Trafo 117	LrN	55.0	1.0	3	252	-59.0	2.7	0.0	-0.3	0.0	0.0	0.0	2.4
4.217	Trafo 217	LrN	55.0	1.0	3	252	-59.0	2.7	0.0	-0.3	0.0	0.0	0.0	2.4
4.106	Trafo 106	LrN	55.0	1.0	3	253	-59.1	2.7	0.0	-0.3	0.0	0.0	0.0	2.4
4.206	Trafo 206	LrN	55.0	1.0	3	254	-59.1	2.7	0.0	-0.3	0.0	0.0	0.0	2.4
4.005	Trafo 005	LrN	55.0	1.0	3	250	-58.9	2.7	0.0	-0.3	-0.3	0.0	0.0	2.2
7.002	AHU02 (NW-F)	LrN	78.0	0.0	0	310	-60.8	2.7	-18.2	-0.5	0.0	1.0	0.0	2.1
4.006	Trafo 006	LrN	55.0	1.0	3	253	-59.1	2.7	0.0	-0.3	-0.3	0.0	0.0	2.0
6.149	AIR-COOLED CHILLER Pump 49	LrN	76.0	0.0	0	347	-61.8	2.7	-24.9	-1.4	0.0	11.4	0.0	2.0
4.017	Trafo 017	LrN	55.0	1.0	3	252	-59.0	2.7	0.0	-0.3	-0.4	0.0	0.0	2.0
6.129	AIR-COOLED CHILLER Pump 29	LrN	76.0	0.0	0	287	-60.2	2.7	-15.7	-1.0	0.0	0.0	0.0	1.8
5.104	AIR-COOLED CHILLER 04	LrN	100.0	-13.0	0	260	-59.3	2.7	-27.1	-1.5	0.0	0.0	0.0	1.8
4.216	Trafo 216	LrN	55.0	1.0	3	273	-59.7	2.7	0.0	-0.3	0.0	0.0	0.0	1.7
4.116	Trafo 116	LrN	55.0	1.0	3	273	-59.7	2.7	0.0	-0.3	-0.1	0.0	0.0	1.6
4.215	Trafo 215	LrN	55.0	1.0	3	278	-59.9	2.7	0.0	-0.3	0.0	0.0	0.0	1.5
4.207	Trafo 207	LrN	55.0	1.0	3	281	-60.0	2.7	0.0	-0.3	0.0	0.0	0.0	1.4
4.115	Trafo 115	LrN	55.0	1.0	3	278	-59.9	2.7	0.0	-0.3	-0.1	0.0	0.0	1.4
4.107	Trafo 107	LrN	55.0	1.0	3	281	-60.0	2.7	0.0	-0.3	0.0	0.0	0.0	1.4
5.147	AIR-COOLED CHILLER 47	LrN	100.0	-13.0	0	335	-61.5	2.7	-25.3	-1.5	0.0	0.0	0.0	1.4
8.005	Condenser AHU 05 (SO-F)	LrN	72.0	1.0	0	398	-63.0	2.7	-18.0	-0.3	-0.2	7.2	0.0	1.4
4.208	Trafo 208	LrN	55.0	1.0	3	285	-60.1	2.7	0.0	-0.3	0.0	0.0	0.0	1.3
5.109	AIR-COOLED CHILLER 09	LrN	100.0	-13.0	0	275	-59.8	2.7	-27.1	-1.6	0.0	0.0	0.0	1.2
4.108	Trafo 108	LrN	55.0	1.0	3	285	-60.1	2.7	0.0	-0.3	-0.1	0.0	0.0	1.2
4.016	Trafo 016	LrN	55.0	1.0	3	273	-59.7	2.7	0.0	-0.3	-0.5	0.0	0.0	1.1
8.010	Condenser AHU 10 (SW-F)	LrN	72.0	1.0	0	252	-59.0	2.7	-15.4	-0.2	0.0	0.0	0.0	1.0
8.011	Condenser AHU 11 (SW-F)	LrN	72.0	1.0	0	249	-58.9	2.7	-15.5	-0.2	0.0	0.0	0.0	1.0
5.130	AIR-COOLED CHILLER 30	LrN	100.0	-13.0	0	283	-60.0	2.7	-27.1	-1.6	0.0	0.0	0.0	1.0
8.009	Condenser AHU 09 (SW-F)	LrN	72.0	1.0	0	255	-59.1	2.7	-15.4	-0.2	0.0	0.0	0.0	0.9
4.015	Trafo 015	LrN	55.0	1.0	3	278	-59.9	2.7	0.0	-0.3	-0.6	0.0	0.0	0.9
4.007	Trafo 007	LrN	55.0	1.0	3	281	-60.0	2.7	0.0	-0.3	-0.5	0.0	0.0	0.9
4.008	Trafo 008	LrN	55.0	1.0	3	285	-60.1	2.7	0.0	-0.3	-0.5	0.0	0.0	0.8
5.115	AIR-COOLED CHILLER 15	LrN	100.0	-13.0	0	295	-60.4	2.7	-27.0	-1.7	0.0	0.0	0.0	0.7
6.101	AIR-COOLED CHILLER Pump 01	LrN	76.0	0.0	0	251	-59.0	2.7	-18.9	-0.7	0.0	0.0	0.0	0.1
5.118	AIR-COOLED CHILLER 18	LrN	100.0	-13.0	0	306	-60.7	2.7	-27.4	-1.8	0.0	0.0	0.0	-0.2
8.012	Condenser AHU 12 (SW-F)	LrN	72.0	1.0	0	247	-58.8	2.7	-17.0	-0.2	0.0	0.0	0.0	-0.4
6.136	AIR-COOLED CHILLER Pump 36	LrN	76.0	0.0	0	305	-60.7	2.7	-24.5	-1.3	0.0	6.2	0.0	-1.6
4.002	Trafo 002	LrN	55.0	1.0	3	219	-57.8	2.7	-5.4	-0.3	0.0	0.0	0.0	-1.8
8.003	Condenser AHU 03 (NW-F)	LrN	72.0	1.0	0	315	-61.0	2.7	-17.1	-0.3	0.0	0.3	0.0	-2.3
8.004	Condenser AHU 04 (NW-F)	LrN	72.0	1.0	0	324	-61.2	2.7	-17.0	-0.3	0.0	0.3	0.0	-2.5
4.018	Trafo 018	LrN	55.0	1.0	3	247	-58.9	2.7	-4.7	-0.3	-0.3	0.0	0.0	-2.6
4.003	Trafo 003	LrN	55.0	1.0	3	232	-58.3	2.7	-5.6	-0.3	-0.1	0.0	0.0	-2.6
4.004	Trafo 004	LrN	55.0	1.0	3	235	-58.4	2.7	-5.6	-0.3	-0.2	0.0	0.0	-2.8
6.168	AIR-COOLED CHILLER Pump 68	LrN	76.0	0.0	0	374	-62.4	2.7	-23.2	-1.2	0.0	5.1	0.0	-3.1
7.005	AHU05 (SO-F)	LrN	78.0	0.0	0	390	-62.8	2.7	-21.5	-0.7	-0.1	1.4	0.0	-3.1
6.153	AIR-COOLED CHILLER Pump 53	LrN	76.0	0.0	0	361	-62.2	2.7	-24.4	-1.3	0.0	5.9	0.0	-3.3
6.131	AIR-COOLED CHILLER Pump 31	LrN	76.0	0.0	0	292	-60.3	2.7	-25.2	-1.3	0.0	4.7	0.0	-3.4
8.001	Condenser AHU 01 (NW-F)	LrN	72.0	1.0	0	299	-60.5	2.7	-19.6	-0.2	0.0	0.2	0.0	-4.4
8.002	Condenser AHU 02 (NW-F)	LrN	72.0	1.0	0	307	-60.7	2.7	-19.6	-0.2	0.0	0.2	0.0	-4.6

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
6.164	AIR-COOLED CHILLER Pump 64	LrN	76.0	0.0	0	359	-62.1	2.7	-23.6	-1.2	0.0	3.5	0.0	-4.7
6.163	AIR-COOLED CHILLER Pump 63	LrN	76.0	0.0	0	356	-62.0	2.7	-23.5	-1.2	0.0	2.9	0.0	-5.1
6.128	AIR-COOLED CHILLER Pump 28	LrN	76.0	0.0	0	285	-60.1	2.7	-26.9	-1.8	0.0	3.3	0.0	-6.7
8.008	Condenser AHU 08 (SO-F)	LrN	72.0	1.0	0	310	-60.8	2.7	-24.7	-0.3	0.0	2.6	0.0	-7.5
6.157	AIR-COOLED CHILLER Pump 57	LrN	76.0	0.0	0	335	-61.5	2.7	-23.9	-1.2	0.0	0.3	0.0	-7.6
6.142	AIR-COOLED CHILLER Pump 42	LrN	76.0	0.0	0	323	-61.2	2.7	-24.4	-1.3	0.0	0.0	0.0	-8.1
6.104	AIR-COOLED CHILLER Pump 04	LrN	76.0	0.0	0	259	-59.3	2.7	-26.6	-1.6	0.0	0.0	0.0	-8.7
6.110	AIR-COOLED CHILLER Pump 10	LrN	76.0	0.0	0	277	-59.8	2.7	-26.6	-1.7	0.0	0.0	0.0	-9.4
6.116	AIR-COOLED CHILLER Pump 16	LrN	76.0	0.0	0	297	-60.5	2.7	-26.3	-1.7	0.0	0.0	0.0	-9.7
6.119	AIR-COOLED CHILLER Pump 19	LrN	76.0	0.0	0	308	-60.8	2.7	-26.6	-1.8	0.0	0.0	0.0	-10.5
4.209	Trafo 209	LrN	55.0	1.0	3	356	-62.0	2.7	-14.4	-0.4	-0.1	0.0	0.0	-15.1
4.109	Trafo 109	LrN	55.0	1.0	3	355	-62.0	2.7	-15.2	-0.4	-0.4	0.0	0.0	-16.3
4.009	Trafo 009	LrN	55.0	1.0	3	355	-62.0	2.7	-15.4	-0.4	-0.8	0.0	0.0	-16.8
4.210	Trafo 210	LrN	55.0	1.0	3	359	-62.1	2.7	-17.2	-0.4	-0.1	0.0	0.0	-18.0
4.110	Trafo 110	LrN	55.0	1.0	3	359	-62.1	2.7	-17.8	-0.4	-0.5	0.0	0.0	-19.0
4.010	Trafo 010	LrN	55.0	1.0	3	359	-62.1	2.7	-17.8	-0.4	-0.8	0.0	0.0	-19.4
4.211	Trafo 211	LrN	55.0	1.0	3	373	-62.4	2.7	-20.6	-0.4	-0.2	1.0	0.0	-20.8
4.111	Trafo 111	LrN	55.0	1.0	3	373	-62.4	2.7	-21.4	-0.4	-0.6	0.6	0.0	-22.5
4.011	Trafo 011	LrN	55.0	1.0	3	373	-62.4	2.7	-21.5	-0.4	-0.9	0.6	0.0	-22.9
4.212	Trafo 212	LrN	55.0	1.0	3	376	-62.5	2.7	-21.9	-0.4	-0.2	0.0	0.0	-23.3
4.112	Trafo 112	LrN	55.0	1.0	3	376	-62.5	2.7	-21.9	-0.4	-0.6	0.0	0.0	-23.7
4.012	Trafo 012	LrN	55.0	1.0	3	376	-62.5	2.7	-21.9	-0.4	-0.9	0.0	0.0	-24.0
4.213	Trafo 213	LrN	55.0	1.0	3	402	-63.1	2.7	-23.5	-0.4	-0.4	0.0	0.0	-25.6
4.214	Trafo 214	LrN	55.0	1.0	3	406	-63.2	2.7	-25.5	-0.4	-0.4	0.0	0.0	-27.8
4.113	Trafo 113	LrN	55.0	1.0	3	402	-63.1	2.7	-25.4	-0.4	-0.7	0.0	0.0	-27.9
4.114	Trafo 114	LrN	55.0	1.0	3	406	-63.2	2.7	-25.5	-0.4	-0.7	0.0	0.0	-28.1
4.013	Trafo 013	LrN	55.0	1.0	3	402	-63.1	2.6	-25.4	-0.4	-1.0	0.0	0.0	-28.3
4.014	Trafo 014	LrN	55.0	1.0	3	406	-63.2	2.6	-25.5	-0.4	-1.0	0.0	0.0	-28.5
7.013	AHU FoH	LrN	84.3		0	347	-61.8	2.7	-23.1	-0.7	0.0	9.4	0.0	
10.003	Anlieferverkehr: Entladung Lkw	LrN	92.0		0	322	-61.2	2.4	-24.9	-1.3	-1.0	0.5	0.0	
10.002	Anlieferverkehr: Rangieren Lkw	LrN	84.0		0	317	-61.0	2.5	-24.1	-1.3	-1.0	0.2	0.0	
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrN	91.9		0	269	-59.6	2.5	-2.1	-1.6	-0.7	0.7	0.0	
8.013	Condenser AHU FoH	LrN	73.0		0	350	-61.9	2.7	-19.0	-0.3	0.0	5.8	0.0	
8.015	Condenser General Office Area no. 1	LrN	86.0		0	395	-62.9	2.7	-9.4	-0.9	-0.1	2.7	0.0	
8.016	Condenser General Office Area no. 2	LrN	86.0		0	393	-62.9	2.7	-9.4	-0.9	-0.1	0.2	0.0	
8.017	Condenser General Office Area no. 3	LrN	86.0		0	389	-62.8	2.7	-9.5	-0.9	-0.1	2.6	0.0	
3.001	Landlord Generator: Container	LrN	110.0		0	378	-62.5	2.7	-14.9	-0.8	0.0	0.0	0.0	
3.002	Landlord Generator: Kamin	LrN	90.0		0	382	-62.6	2.7	-1.3	-1.8	0.0	0.0	0.0	
3.004	Landlord Generator: Stationäre Lastbank	LrN	104.0		0	262	-59.4	2.7	-1.7	-1.4	0.0	0.2	0.0	
9.101	Parkplatz 1: Zufahrt Pkw	LrN	64.1		0	208	-57.3	2.3	0.0	-1.6	-0.6	0.0	0.0	
9.201	Parkplatz 2: Zufahrt Pkw	LrN	71.1		0	212	-57.5	2.3	-2.0	-1.7	-0.7	0.1	0.0	
9.302	Parkplatz 3	LrN	67.0		0	370	-62.3	2.3	-25.9	-1.8	-1.1	0.6	0.0	
9.303	Parkplatz 3: Abfahrt Pkw	LrN	74.6		0	262	-59.4	2.3	-1.5	-1.8	-0.7	0.4	0.0	
9.301	Parkplatz 3: Zufahrt Pkw	LrN	76.9		0	275	-59.8	2.3	-2.6	-1.8	-0.8	0.8	0.0	

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
lo 5 - Kleingartensiedlung EG LAT,n 32 dB(A) LAT,nmax 49 dB(A)														
5.127	AIR-COOLED CHILLER 27	LrN	100.0	-13.0	0	195	-56.8	2.7	-15.1	-0.8	0.0	0.4	0.0	17.4
5.121	AIR-COOLED CHILLER 21	LrN	100.0	-13.0	0	187	-56.5	2.7	-15.4	-0.8	0.0	0.0	0.0	17.1
5.122	AIR-COOLED CHILLER 22	LrN	100.0	-13.0	0	188	-56.5	2.7	-15.3	-0.8	0.0	0.0	0.0	17.1
5.123	AIR-COOLED CHILLER 23	LrN	100.0	-13.0	0	190	-56.5	2.7	-15.3	-0.8	0.0	0.0	0.0	17.1
5.124	AIR-COOLED CHILLER 24	LrN	100.0	-13.0	0	191	-56.6	2.7	-15.2	-0.8	0.0	0.0	0.0	17.1
5.125	AIR-COOLED CHILLER 25	LrN	100.0	-13.0	0	192	-56.7	2.7	-15.2	-0.8	0.0	0.0	0.0	17.0
5.126	AIR-COOLED CHILLER 26	LrN	100.0	-13.0	0	194	-56.7	2.7	-15.1	-0.8	0.0	0.0	0.0	17.0
9.202	Parkplatz 2	LrN	67.0	7.0	0	160	-55.1	3.5	-4.8	-1.3	-1.3	1.9	0.0	16.9
9.201	Parkplatz 2: Zufahrt Pkw	LrN	71.1	7.0	0	203	-57.2	3.8	-17.2	-0.6	-1.4	11.2	0.0	16.7
5.114	AIR-COOLED CHILLER 14	LrN	100.0	-13.0	0	185	-56.3	2.7	-18.8	-0.7	0.0	0.0	0.0	13.8
5.111	AIR-COOLED CHILLER 11	LrN	100.0	-13.0	0	186	-56.4	2.7	-19.5	-0.8	0.0	0.6	0.0	13.6
5.117	AIR-COOLED CHILLER 17	LrN	100.0	-13.0	0	185	-56.3	2.7	-19.4	-0.8	0.0	0.0	0.0	13.2
5.104	AIR-COOLED CHILLER 04	LrN	100.0	-13.0	0	193	-56.7	2.7	-19.1	-0.8	0.0	0.0	0.0	13.1
5.110	AIR-COOLED CHILLER 10	LrN	100.0	-13.0	0	186	-56.4	2.7	-19.5	-0.8	0.0	0.0	0.0	13.0
5.118	AIR-COOLED CHILLER 18	LrN	100.0	-13.0	0	185	-56.4	2.7	-19.6	-0.8	0.0	0.0	0.0	13.0
5.119	AIR-COOLED CHILLER 19	LrN	100.0	-13.0	0	186	-56.4	2.7	-19.5	-0.8	0.0	0.0	0.0	13.0
5.109	AIR-COOLED CHILLER 09	LrN	100.0	-13.0	0	187	-56.4	2.7	-19.5	-0.8	0.0	0.0	0.0	13.0
5.120	AIR-COOLED CHILLER 20	LrN	100.0	-13.0	0	187	-56.4	2.7	-19.5	-0.8	0.0	0.0	0.0	13.0
5.108	AIR-COOLED CHILLER 08	LrN	100.0	-13.0	0	188	-56.5	2.7	-19.5	-0.8	0.0	0.0	0.0	13.0
5.105	AIR-COOLED CHILLER 05	LrN	100.0	-13.0	0	192	-56.6	2.7	-19.3	-0.8	0.0	0.0	0.0	12.9
5.103	AIR-COOLED CHILLER 03	LrN	100.0	-13.0	0	195	-56.8	2.7	-19.2	-0.8	0.0	0.0	0.0	12.9
5.113	AIR-COOLED CHILLER 13	LrN	100.0	-13.0	0	185	-56.3	2.7	-21.9	-0.8	0.0	1.9	0.0	12.7
5.153	AIR-COOLED CHILLER 53	LrN	100.0	-13.0	0	223	-57.9	2.7	-18.7	-0.9	0.0	0.4	0.0	12.6
5.154	AIR-COOLED CHILLER 54	LrN	100.0	-13.0	0	224	-58.0	2.7	-18.7	-0.9	0.0	0.3	0.0	12.4
5.152	AIR-COOLED CHILLER 52	LrN	100.0	-13.0	0	221	-57.9	2.7	-18.8	-0.9	0.0	0.1	0.0	12.2
5.150	AIR-COOLED CHILLER 50	LrN	100.0	-13.0	0	219	-57.8	2.7	-18.9	-0.8	0.0	0.0	0.0	12.2
5.149	AIR-COOLED CHILLER 49	LrN	100.0	-13.0	0	218	-57.8	2.7	-18.9	-0.8	0.0	0.0	0.0	12.2
5.151	AIR-COOLED CHILLER 51	LrN	100.0	-13.0	0	220	-57.8	2.7	-18.8	-0.8	0.0	0.0	0.0	12.2
5.128	AIR-COOLED CHILLER 28	LrN	100.0	-13.0	0	227	-58.1	2.7	-21.0	-0.9	0.0	1.3	0.0	11.0
5.102	AIR-COOLED CHILLER 02	LrN	100.0	-13.0	0	197	-56.9	2.7	-21.2	-0.8	0.0	0.0	0.0	10.8
5.167	AIR-COOLED CHILLER 67	LrN	100.0	-13.0	0	247	-58.9	2.7	-20.1	-0.9	0.0	0.9	0.0	10.8
5.116	AIR-COOLED CHILLER 16	LrN	100.0	-13.0	0	185	-56.3	2.7	-21.9	-0.8	0.0	0.0	0.0	10.7
5.115	AIR-COOLED CHILLER 15	LrN	100.0	-13.0	0	185	-56.3	2.7	-21.9	-0.8	0.0	0.0	0.0	10.7
5.107	AIR-COOLED CHILLER 07	LrN	100.0	-13.0	0	189	-56.5	2.7	-21.7	-0.8	0.0	0.0	0.0	10.7
5.106	AIR-COOLED CHILLER 06	LrN	100.0	-13.0	0	190	-56.6	2.7	-21.7	-0.8	0.0	0.0	0.0	10.7
5.165	AIR-COOLED CHILLER 65	LrN	100.0	-13.0	0	245	-58.8	2.7	-20.1	-0.9	0.0	0.8	0.0	10.7
5.166	AIR-COOLED CHILLER 66	LrN	100.0	-13.0	0	246	-58.8	2.7	-20.1	-0.9	0.0	0.8	0.0	10.6
5.168	AIR-COOLED CHILLER 68	LrN	100.0	-13.0	0	249	-58.9	2.7	-20.0	-0.9	0.0	0.8	0.0	10.6
5.130	AIR-COOLED CHILLER 30	LrN	100.0	-13.0	0	224	-58.0	2.7	-21.1	-0.9	0.0	0.9	0.0	10.6
5.140	AIR-COOLED CHILLER 40	LrN	100.0	-13.0	0	215	-57.6	2.7	-22.8	-0.9	0.0	2.0	0.0	10.4
5.141	AIR-COOLED CHILLER 41	LrN	100.0	-13.0	0	215	-57.6	2.7	-20.9	-0.9	0.0	0.0	0.0	10.3
5.129	AIR-COOLED CHILLER 29	LrN	100.0	-13.0	0	225	-58.0	2.7	-20.9	-0.9	0.0	0.4	0.0	10.2
5.137	AIR-COOLED CHILLER 37	LrN	100.0	-13.0	0	216	-57.7	2.7	-21.3	-0.9	0.0	0.4	0.0	10.2
5.136	AIR-COOLED CHILLER 36	LrN	100.0	-13.0	0	217	-57.7	2.7	-21.3	-0.9	0.0	0.4	0.0	10.2
5.135	AIR-COOLED CHILLER 35	LrN	100.0	-13.0	0	218	-57.8	2.7	-21.3	-0.9	0.0	0.4	0.0	10.2
5.134	AIR-COOLED CHILLER 34	LrN	100.0	-13.0	0	219	-57.8	2.7	-21.2	-0.9	0.0	0.4	0.0	10.2
5.164	AIR-COOLED CHILLER 64	LrN	100.0	-13.0	0	244	-58.7	2.7	-20.2	-0.9	0.0	0.3	0.0	10.1
5.144	AIR-COOLED CHILLER 44	LrN	100.0	-13.0	0	215	-57.7	2.7	-21.4	-0.9	0.0	0.1	0.0	9.9

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
5.145	AIR-COOLED CHILLER 45	LrN	100.0	-13.0	0	216	-57.7	2.7	-21.4	-0.9	0.0	0.0	0.0	9.8
5.146	AIR-COOLED CHILLER 46	LrN	100.0	-13.0	0	216	-57.7	2.7	-21.3	-0.9	0.0	0.0	0.0	9.8
5.147	AIR-COOLED CHILLER 47	LrN	100.0	-13.0	0	217	-57.7	2.7	-21.3	-0.9	0.0	0.0	0.0	9.8
5.148	AIR-COOLED CHILLER 48	LrN	100.0	-13.0	0	217	-57.7	2.7	-21.3	-0.9	0.0	0.0	0.0	9.8
5.138	AIR-COOLED CHILLER 38	LrN	100.0	-13.0	0	216	-57.7	2.7	-22.7	-0.9	0.0	0.6	0.0	9.0
5.133	AIR-COOLED CHILLER 33	LrN	100.0	-13.0	0	220	-57.8	2.7	-22.5	-0.9	0.0	0.5	0.0	8.9
5.142	AIR-COOLED CHILLER 42	LrN	100.0	-13.0	0	215	-57.6	2.7	-22.8	-0.9	0.0	0.1	0.0	8.5
5.159	AIR-COOLED CHILLER 59	LrN	100.0	-13.0	0	241	-58.6	2.7	-22.1	-1.0	0.0	0.4	0.0	8.4
5.143	AIR-COOLED CHILLER 43	LrN	100.0	-13.0	0	215	-57.6	2.7	-22.8	-0.9	0.0	0.0	0.0	8.4
5.131	AIR-COOLED CHILLER 31	LrN	100.0	-13.0	0	222	-57.9	2.7	-22.5	-0.9	0.0	0.0	0.0	8.4
5.155	AIR-COOLED CHILLER 55	LrN	100.0	-13.0	0	240	-58.6	2.7	-22.2	-1.0	0.0	0.4	0.0	8.4
5.160	AIR-COOLED CHILLER 60	LrN	100.0	-13.0	0	241	-58.6	2.7	-22.2	-1.0	0.0	0.4	0.0	8.3
5.161	AIR-COOLED CHILLER 61	LrN	100.0	-13.0	0	242	-58.7	2.7	-22.2	-1.0	0.0	0.4	0.0	8.3
5.162	AIR-COOLED CHILLER 62	LrN	100.0	-13.0	0	242	-58.7	2.7	-22.1	-1.0	0.0	0.4	0.0	8.3
5.163	AIR-COOLED CHILLER 63	LrN	100.0	-13.0	0	243	-58.7	2.7	-22.1	-1.0	0.0	0.4	0.0	8.3
4.301	Landlord Trafo	LrN	73.0	0.0	3	258	-59.2	2.2	-13.4	-0.3	0.0	2.5	0.0	7.8
5.158	AIR-COOLED CHILLER 58	LrN	100.0	-13.0	0	241	-58.6	2.7	-23.3	-1.0	0.0	0.9	0.0	7.7
5.156	AIR-COOLED CHILLER 56	LrN	100.0	-13.0	0	240	-58.6	2.7	-23.3	-1.0	0.0	0.9	0.0	7.7
8.011	Condenser AHU 11 (SW-F)	LrN	72.0	1.0	0	217	-57.7	2.5	-13.3	-0.2	0.0	3.5	0.0	7.7
5.139	AIR-COOLED CHILLER 39	LrN	100.0	-13.0	0	215	-57.7	2.7	-27.4	-1.4	0.0	4.5	0.0	7.7
5.112	AIR-COOLED CHILLER 12	LrN	100.0	-13.0	0	185	-56.4	2.7	-27.4	-1.2	0.0	2.7	0.0	7.4
7.002	AHU02 (NW-F)	LrN	78.0	0.0	0	172	-55.7	2.6	-17.8	-0.4	0.0	0.6	0.0	7.3
8.010	Condenser AHU 10 (SW-F)	LrN	72.0	1.0	0	220	-57.8	2.5	-13.4	-0.2	0.0	3.3	0.0	7.3
7.003	AHU03 (NW-F)	LrN	78.0	0.0	0	174	-55.8	2.6	-17.8	-0.4	0.0	0.6	0.0	7.2
7.004	AHU04 (NW-F)	LrN	78.0	0.0	0	177	-56.0	2.6	-17.6	-0.4	0.0	0.6	0.0	7.2
8.009	Condenser AHU 09 (SW-F)	LrN	72.0	1.0	0	222	-57.9	2.5	-13.5	-0.2	0.0	3.3	0.0	7.2
7.007	AHU07 (SO-F)	LrN	78.0	0.0	0	236	-58.5	2.6	-17.0	-0.5	0.0	2.4	0.0	7.0
7.006	AHU06 (SO-F)	LrN	78.0	0.0	0	261	-59.3	2.6	-16.4	-0.5	0.0	2.4	0.0	6.7
7.005	AHU05 (SO-F)	LrN	78.0	0.0	0	263	-59.4	2.6	-16.4	-0.5	0.0	2.2	0.0	6.5
4.107	Trafo 107	LrN	55.0	1.0	3	151	-54.5	2.3	0.0	-0.2	0.0	0.0	0.0	6.5
6.122	AIR-COOLED CHILLER Pump 22	LrN	76.0	0.0	0	189	-56.5	2.6	-14.9	-0.7	0.0	0.0	0.0	6.5
6.123	AIR-COOLED CHILLER Pump 23	LrN	76.0	0.0	0	190	-56.6	2.6	-14.9	-0.7	0.0	0.0	0.0	6.5
4.108	Trafo 108	LrN	55.0	1.0	3	151	-54.6	2.3	0.0	-0.2	0.0	0.0	0.0	6.5
6.124	AIR-COOLED CHILLER Pump 24	LrN	76.0	0.0	0	191	-56.6	2.6	-14.9	-0.7	0.0	0.0	0.0	6.5
4.207	Trafo 207	LrN	55.0	1.0	3	151	-54.6	2.3	0.0	-0.2	0.0	0.0	0.0	6.5
4.106	Trafo 106	LrN	55.0	1.0	3	152	-54.6	2.3	0.0	-0.2	0.0	0.0	0.0	6.5
6.125	AIR-COOLED CHILLER Pump 25	LrN	76.0	0.0	0	192	-56.7	2.6	-14.8	-0.7	0.0	0.0	0.0	6.5
4.208	Trafo 208	LrN	55.0	1.0	3	152	-54.6	2.3	0.0	-0.2	0.0	0.0	0.0	6.4
6.126	AIR-COOLED CHILLER Pump 26	LrN	76.0	0.0	0	194	-56.7	2.6	-14.8	-0.7	0.0	0.0	0.0	6.4
4.206	Trafo 206	LrN	55.0	1.0	3	153	-54.7	2.3	0.0	-0.2	0.0	0.0	0.0	6.4
4.105	Trafo 105	LrN	55.0	1.0	3	153	-54.7	2.3	0.0	-0.2	0.0	0.0	0.0	6.4
6.127	AIR-COOLED CHILLER Pump 27	LrN	76.0	0.0	0	195	-56.8	2.6	-14.7	-0.7	0.0	0.0	0.0	6.4
4.205	Trafo 205	LrN	55.0	1.0	3	154	-54.7	2.3	0.0	-0.2	0.0	0.0	0.0	6.4
11.004	Pumps/Transformer/Switchroom/Piping	LrN	72.0	0.0	0	237	-58.5	2.7	-8.6	-0.2	-1.2	0.0	0.0	6.2
4.104	Trafo 104	LrN	55.0	1.0	3	158	-55.0	2.2	0.0	-0.2	0.0	0.0	0.0	6.1
4.007	Trafo 007	LrN	55.0	1.0	3	150	-54.5	2.2	0.0	-0.2	-0.5	0.0	0.0	6.1
4.006	Trafo 006	LrN	55.0	1.0	3	151	-54.6	2.2	0.0	-0.2	-0.5	0.0	0.0	6.0
4.204	Trafo 204	LrN	55.0	1.0	3	159	-55.0	2.2	0.0	-0.2	0.0	0.0	0.0	6.0
7.012	AHU12 (SW-F)	LrN	78.0	0.0	0	212	-57.5	2.6	-22.6	-0.5	0.0	6.0	0.0	6.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
4.008	Trafo 008	LrN	55.0	1.0	3	151	-54.5	2.2	0.0	-0.2	-0.5	0.0	0.0	6.0
4.005	Trafo 005	LrN	55.0	1.0	3	152	-54.6	2.2	0.0	-0.2	-0.5	0.0	0.0	6.0
4.103	Trafo 103	LrN	55.0	1.0	3	160	-55.1	2.2	0.0	-0.2	0.0	0.0	0.0	6.0
4.203	Trafo 203	LrN	55.0	1.0	3	161	-55.1	2.2	0.0	-0.2	0.0	0.0	0.0	5.9
5.132	AIR-COOLED CHILLER 32	LrN	100.0	-13.0	0	221	-57.9	2.7	-27.2	-1.4	0.0	2.5	0.0	5.8
4.004	Trafo 004	LrN	55.0	1.0	3	158	-55.0	2.2	0.0	-0.2	-0.5	0.0	0.0	5.6
4.003	Trafo 003	LrN	55.0	1.0	3	160	-55.1	2.2	0.0	-0.2	-0.5	0.0	0.0	5.6
4.102	Trafo 102	LrN	55.0	1.0	3	169	-55.6	2.2	0.0	-0.2	0.0	0.0	0.0	5.5
4.202	Trafo 202	LrN	55.0	1.0	3	170	-55.6	2.2	0.0	-0.2	0.0	0.0	0.0	5.4
7.011	AHU11 (SW-F)	LrN	78.0	0.0	0	214	-57.6	2.6	-22.7	-0.5	0.0	5.6	0.0	5.4
4.101	Trafo 101	LrN	55.0	1.0	3	172	-55.7	2.2	0.0	-0.2	0.0	0.0	0.0	5.3
4.201	Trafo 201	LrN	55.0	1.0	3	173	-55.7	2.2	0.0	-0.2	0.0	0.0	0.0	5.3
4.002	Trafo 002	LrN	55.0	1.0	3	169	-55.5	2.2	0.0	-0.2	-0.5	0.0	0.0	5.0
7.008	AHU08 (SO-F)	LrN	78.0	0.0	0	237	-58.5	2.6	-21.7	-0.5	0.0	4.9	0.0	4.9
8.007	Condenser AHU 07 (SO-F)	LrN	72.0	1.0	0	242	-58.7	2.5	-14.2	-0.2	0.0	2.5	0.0	4.8
8.006	Condenser AHU 06 (SO-F)	LrN	72.0	1.0	0	270	-59.6	2.5	-13.6	-0.3	0.0	2.5	0.0	4.4
8.005	Condenser AHU 05 (SO-F)	LrN	72.0	1.0	0	271	-59.6	2.5	-13.6	-0.3	0.0	2.5	0.0	4.4
8.012	Condenser AHU 12 (SW-F)	LrN	72.0	1.0	0	214	-57.6	2.5	-13.4	-0.2	0.0	0.0	0.0	4.3
7.001	AHU01 (NW-F)	LrN	78.0	0.0	0	170	-55.6	2.6	-21.3	-0.3	0.0	0.9	0.0	4.2
5.101	AIR-COOLED CHILLER 01	LrN	100.0	-13.0	0	198	-56.9	2.7	-27.3	-1.3	0.0	0.0	0.0	4.1
6.114	AIR-COOLED CHILLER Pump 14	LrN	76.0	0.0	0	186	-56.4	2.6	-18.1	-0.6	0.0	0.0	0.0	3.6
6.168	AIR-COOLED CHILLER Pump 68	LrN	76.0	0.0	0	240	-58.6	2.6	-18.5	-0.7	0.0	2.5	0.0	3.4
6.111	AIR-COOLED CHILLER Pump 11	LrN	76.0	0.0	0	187	-56.4	2.6	-18.6	-0.6	0.0	0.0	0.0	3.0
6.118	AIR-COOLED CHILLER Pump 18	LrN	76.0	0.0	0	186	-56.4	2.6	-18.8	-0.6	0.0	0.0	0.0	2.8
6.110	AIR-COOLED CHILLER Pump 10	LrN	76.0	0.0	0	188	-56.5	2.6	-18.7	-0.6	0.0	0.0	0.0	2.8
6.119	AIR-COOLED CHILLER Pump 19	LrN	76.0	0.0	0	187	-56.4	2.6	-18.8	-0.6	0.0	0.0	0.0	2.8
6.120	AIR-COOLED CHILLER Pump 20	LrN	76.0	0.0	0	187	-56.4	2.6	-18.8	-0.6	0.0	0.0	0.0	2.8
6.121	AIR-COOLED CHILLER Pump 21	LrN	76.0	0.0	0	188	-56.5	2.6	-18.7	-0.6	0.0	0.0	0.0	2.8
6.104	AIR-COOLED CHILLER Pump 04	LrN	76.0	0.0	0	195	-56.8	2.6	-18.4	-0.7	0.0	0.0	0.0	2.8
6.109	AIR-COOLED CHILLER Pump 09	LrN	76.0	0.0	0	189	-56.5	2.6	-18.7	-0.6	0.0	0.0	0.0	2.8
6.105	AIR-COOLED CHILLER Pump 05	LrN	76.0	0.0	0	193	-56.7	2.6	-18.6	-0.7	0.0	0.0	0.0	2.7
6.103	AIR-COOLED CHILLER Pump 03	LrN	76.0	0.0	0	197	-56.9	2.6	-18.5	-0.7	0.0	0.0	0.0	2.6
5.157	AIR-COOLED CHILLER 57	LrN	100.0	-13.0	0	240	-58.6	2.7	-27.0	-1.4	0.0	0.0	0.0	2.6
8.004	Condenser AHU 04 (NW-F)	LrN	72.0	1.0	0	175	-55.8	2.5	-17.8	-0.2	0.0	0.7	0.0	2.4
8.002	Condenser AHU 02 (NW-F)	LrN	72.0	1.0	0	169	-55.5	2.5	-18.0	-0.2	0.0	0.4	0.0	2.3
8.003	Condenser AHU 03 (NW-F)	LrN	72.0	1.0	0	171	-55.7	2.5	-18.0	-0.2	0.0	0.4	0.0	2.1
6.153	AIR-COOLED CHILLER Pump 53	LrN	76.0	0.0	0	230	-58.2	2.6	-18.2	-0.7	0.0	0.4	0.0	1.9
6.154	AIR-COOLED CHILLER Pump 54	LrN	76.0	0.0	0	231	-58.3	2.6	-18.1	-0.7	0.0	0.3	0.0	1.8
6.152	AIR-COOLED CHILLER Pump 52	LrN	76.0	0.0	0	229	-58.2	2.6	-18.2	-0.7	0.0	0.1	0.0	1.6
6.150	AIR-COOLED CHILLER Pump 50	LrN	76.0	0.0	0	227	-58.1	2.6	-18.3	-0.7	0.0	0.0	0.0	1.6
6.151	AIR-COOLED CHILLER Pump 51	LrN	76.0	0.0	0	228	-58.1	2.6	-18.3	-0.7	0.0	0.0	0.0	1.6
6.166	AIR-COOLED CHILLER Pump 66	LrN	76.0	0.0	0	238	-58.5	2.6	-18.6	-0.7	0.0	0.4	0.0	1.3
7.010	AHU10 (SW-F)	LrN	78.0	0.0	0	217	-57.7	2.6	-22.8	-0.5	0.0	1.7	0.0	1.3
6.112	AIR-COOLED CHILLER Pump 12	LrN	76.0	0.0	0	186	-56.4	2.6	-21.0	-0.6	0.0	0.6	0.0	1.2
8.008	Condenser AHU 08 (SO-F)	LrN	72.0	1.0	0	243	-58.7	2.5	-18.0	-0.2	0.0	2.5	0.0	1.1
6.165	AIR-COOLED CHILLER Pump 65	LrN	76.0	0.0	0	236	-58.5	2.6	-18.6	-0.7	0.0	0.1	0.0	1.0
6.167	AIR-COOLED CHILLER Pump 67	LrN	76.0	0.0	0	239	-58.6	2.6	-18.5	-0.7	0.0	0.1	0.0	1.0
8.014	Condenser FOC SOC VRF	LrN	79.0	1.0	0	263	-59.4	2.6	-24.3	-0.5	0.0	2.6	0.0	0.9
6.164	AIR-COOLED CHILLER Pump 64	LrN	76.0	0.0	0	235	-58.4	2.6	-18.6	-0.7	0.0	0.0	0.0	0.9

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
6.163	AIR-COOLED CHILLER Pump 63	LrN	76.0	0.0	0	234	-58.4	2.6	-18.7	-0.7	0.0	0.0	0.0	0.9
6.108	AIR-COOLED CHILLER Pump 08	LrN	76.0	0.0	0	190	-56.5	2.6	-20.9	-0.6	0.0	0.1	0.0	0.7
6.116	AIR-COOLED CHILLER Pump 16	LrN	76.0	0.0	0	186	-56.4	2.6	-21.0	-0.6	0.0	0.0	0.0	0.6
6.117	AIR-COOLED CHILLER Pump 17	LrN	76.0	0.0	0	186	-56.4	2.6	-21.0	-0.6	0.0	0.0	0.0	0.6
6.115	AIR-COOLED CHILLER Pump 15	LrN	76.0	0.0	0	186	-56.4	2.6	-21.0	-0.6	0.0	0.0	0.0	0.6
6.106	AIR-COOLED CHILLER Pump 06	LrN	76.0	0.0	0	192	-56.7	2.6	-20.8	-0.6	0.0	0.0	0.0	0.5
6.102	AIR-COOLED CHILLER Pump 02	LrN	76.0	0.0	0	198	-56.9	2.6	-20.7	-0.7	0.0	0.1	0.0	0.5
6.140	AIR-COOLED CHILLER Pump 40	LrN	76.0	0.0	0	223	-58.0	2.6	-21.9	-0.8	0.0	2.3	0.0	0.3
8.001	Condenser AHU 01 (NW-F)	LrN	72.0	1.0	0	167	-55.4	2.5	-20.3	-0.1	0.0	0.5	0.0	0.2
6.129	AIR-COOLED CHILLER Pump 29	LrN	76.0	0.0	0	233	-58.4	2.6	-20.3	-0.8	0.0	0.9	0.0	0.1
6.101	AIR-COOLED CHILLER Pump 01	LrN	76.0	0.0	0	200	-57.0	2.6	-26.9	-1.5	0.0	6.7	0.0	0.0
6.128	AIR-COOLED CHILLER Pump 28	LrN	76.0	0.0	0	235	-58.4	2.6	-20.3	-0.8	0.0	0.8	0.0	-0.1
6.137	AIR-COOLED CHILLER Pump 37	LrN	76.0	0.0	0	225	-58.0	2.6	-20.6	-0.7	0.0	0.6	0.0	-0.1
6.141	AIR-COOLED CHILLER Pump 41	LrN	76.0	0.0	0	223	-58.0	2.6	-20.2	-0.7	0.0	0.1	0.0	-0.2
6.136	AIR-COOLED CHILLER Pump 36	LrN	76.0	0.0	0	225	-58.0	2.6	-20.7	-0.7	0.0	0.6	0.0	-0.2
6.135	AIR-COOLED CHILLER Pump 35	LrN	76.0	0.0	0	226	-58.1	2.6	-20.6	-0.7	0.0	0.6	0.0	-0.2
6.134	AIR-COOLED CHILLER Pump 34	LrN	76.0	0.0	0	227	-58.1	2.6	-20.6	-0.7	0.0	0.6	0.0	-0.3
6.130	AIR-COOLED CHILLER Pump 30	LrN	76.0	0.0	0	232	-58.3	2.6	-20.5	-0.7	0.0	0.6	0.0	-0.3
6.145	AIR-COOLED CHILLER Pump 45	LrN	76.0	0.0	0	223	-58.0	2.6	-20.6	-0.7	0.0	0.0	0.0	-0.6
6.146	AIR-COOLED CHILLER Pump 46	LrN	76.0	0.0	0	224	-58.0	2.6	-20.7	-0.7	0.0	0.0	0.0	-0.7
6.147	AIR-COOLED CHILLER Pump 47	LrN	76.0	0.0	0	224	-58.0	2.6	-20.7	-0.7	0.0	0.0	0.0	-0.7
6.148	AIR-COOLED CHILLER Pump 48	LrN	76.0	0.0	0	225	-58.0	2.6	-20.6	-0.7	0.0	0.0	0.0	-0.7
6.149	AIR-COOLED CHILLER Pump 49	LrN	76.0	0.0	0	226	-58.1	2.6	-20.6	-0.7	0.0	0.0	0.0	-0.7
6.138	AIR-COOLED CHILLER Pump 38	LrN	76.0	0.0	0	224	-58.0	2.6	-21.9	-0.8	0.0	1.2	0.0	-0.8
11.001	Trafostation A140 MVA	LrN	72.0	0.0	0	268	-59.6	2.5	-14.3	-0.3	-1.1	0.0	0.0	-0.8
7.009	AHU09 (SW-F)	LrN	78.0	0.0	0	220	-57.8	2.6	-26.1	-0.8	0.0	3.3	0.0	-0.9
6.131	AIR-COOLED CHILLER Pump 31	LrN	76.0	0.0	0	230	-58.2	2.6	-21.7	-0.8	0.0	1.0	0.0	-1.0
6.158	AIR-COOLED CHILLER Pump 58	LrN	76.0	0.0	0	231	-58.3	2.6	-20.8	-0.8	0.0	0.1	0.0	-1.2
9.102	Parkplatz 1	LrN	67.0	4.8	0	244	-58.7	4.0	-16.1	-0.7	-1.4	0.0	0.0	-1.2
6.133	AIR-COOLED CHILLER Pump 33	LrN	76.0	0.0	0	228	-58.2	2.6	-21.7	-0.8	0.0	0.8	0.0	-1.2
6.139	AIR-COOLED CHILLER Pump 39	LrN	76.0	0.0	0	224	-58.0	2.6	-21.9	-0.8	0.0	0.8	0.0	-1.2
6.159	AIR-COOLED CHILLER Pump 59	LrN	76.0	0.0	0	232	-58.3	2.6	-20.9	-0.8	0.0	0.1	0.0	-1.3
6.160	AIR-COOLED CHILLER Pump 60	LrN	76.0	0.0	0	232	-58.3	2.6	-20.9	-0.8	0.0	0.1	0.0	-1.3
6.161	AIR-COOLED CHILLER Pump 61	LrN	76.0	0.0	0	233	-58.3	2.6	-20.9	-0.8	0.0	0.1	0.0	-1.3
6.162	AIR-COOLED CHILLER Pump 62	LrN	76.0	0.0	0	234	-58.4	2.6	-20.9	-0.8	0.0	0.1	0.0	-1.3
6.142	AIR-COOLED CHILLER Pump 42	LrN	76.0	0.0	0	223	-58.0	2.6	-21.9	-0.8	0.0	0.1	0.0	-1.9
6.144	AIR-COOLED CHILLER Pump 44	LrN	76.0	0.0	0	223	-58.0	2.6	-21.9	-0.8	0.0	0.1	0.0	-1.9
6.157	AIR-COOLED CHILLER Pump 57	LrN	76.0	0.0	0	231	-58.3	2.6	-22.1	-0.8	0.0	0.1	0.0	-2.4
6.155	AIR-COOLED CHILLER Pump 55	LrN	76.0	0.0	0	231	-58.3	2.6	-22.1	-0.8	0.0	0.1	0.0	-2.4
6.113	AIR-COOLED CHILLER Pump 13	LrN	76.0	0.0	0	186	-56.4	2.6	-27.0	-1.5	0.0	3.0	0.0	-3.2
9.101	Parkplatz 1: Zufahrt Pkw	LrN	64.1	4.8	0	244	-58.7	4.0	-15.3	-0.7	-1.6	0.0	0.0	-3.4
6.107	AIR-COOLED CHILLER Pump 07	LrN	76.0	0.0	0	191	-56.6	2.6	-26.9	-1.4	0.0	0.2	0.0	-6.1
6.132	AIR-COOLED CHILLER Pump 32	LrN	76.0	0.0	0	229	-58.2	2.6	-26.2	-1.4	0.0	1.0	0.0	-6.2
4.209	Trafo 209	LrN	55.0	1.0	3	198	-56.9	2.2	-10.3	-0.2	0.0	0.0	0.0	-6.2
6.143	AIR-COOLED CHILLER Pump 43	LrN	76.0	0.0	0	223	-58.0	2.6	-26.2	-1.4	0.0	0.1	0.0	-6.7
4.109	Trafo 109	LrN	55.0	1.0	3	197	-56.9	2.2	-10.6	-0.2	-0.2	0.0	0.0	-6.7
4.009	Trafo 009	LrN	55.0	1.0	3	197	-56.9	2.2	-10.7	-0.2	-0.9	0.0	0.0	-7.4
6.156	AIR-COOLED CHILLER Pump 56	LrN	76.0	0.0	0	231	-58.3	2.6	-26.5	-1.5	0.0	0.0	0.0	-7.7
4.210	Trafo 210	LrN	55.0	1.0	3	203	-57.1	2.2	-12.4	-0.2	0.0	0.0	0.0	-8.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
11.002	Trafostation B140 MVA	LrN	72.0	0.0	0	254	-59.1	2.3	-22.4	-0.3	-1.1	0.0	0.0	-8.6
4.110	Trafo 110	LrN	55.0	1.0	3	202	-57.1	2.2	-12.9	-0.2	-0.3	0.0	0.0	-9.2
4.010	Trafo 010	LrN	55.0	1.0	3	202	-57.1	2.2	-12.9	-0.2	-0.9	0.0	0.0	-9.9
11.003	Wärmeübergangstation	LrN	72.0	0.0	0	227	-58.1	2.7	-25.2	-0.2	-1.2	0.0	0.0	-10.1
4.211	Trafo 211	LrN	55.0	1.0	3	223	-58.0	2.2	-16.1	-0.2	0.0	0.0	0.0	-13.1
4.212	Trafo 212	LrN	55.0	1.0	3	228	-58.2	2.2	-16.6	-0.2	0.0	0.0	0.0	-13.7
4.111	Trafo 111	LrN	55.0	1.0	3	223	-57.9	2.2	-16.5	-0.2	-0.5	0.0	0.0	-14.0
4.011	Trafo 011	LrN	55.0	1.0	3	222	-57.9	2.2	-16.6	-0.2	-1.1	0.0	0.0	-14.6
4.112	Trafo 112	LrN	55.0	1.0	3	228	-58.1	2.2	-17.0	-0.2	-0.5	0.0	0.0	-14.7
4.012	Trafo 012	LrN	55.0	1.0	3	227	-58.1	2.2	-17.0	-0.2	-1.1	0.0	0.0	-15.3
4.217	Trafo 217	LrN	55.0	1.0	3	221	-57.9	2.2	-22.0	-0.2	0.0	0.5	0.0	-18.3
4.218	Trafo 218	LrN	55.0	1.0	3	216	-57.7	2.2	-21.7	-0.2	0.0	0.0	0.0	-18.4
4.118	Trafo 118	LrN	55.0	1.0	3	215	-57.7	2.2	-21.8	-0.2	-0.3	0.0	0.0	-18.7
4.117	Trafo 117	LrN	55.0	1.0	3	220	-57.9	2.2	-22.1	-0.2	-0.4	0.5	0.0	-18.7
4.017	Trafo 017	LrN	55.0	1.0	3	220	-57.8	2.2	-22.1	-0.2	-0.9	0.6	0.0	-19.3
4.018	Trafo 018	LrN	55.0	1.0	3	215	-57.6	2.2	-21.8	-0.2	-0.9	0.0	0.0	-19.3
4.216	Trafo 216	LrN	55.0	1.0	3	241	-58.6	2.2	-22.8	-0.2	0.0	0.0	0.0	-20.5
4.215	Trafo 215	LrN	55.0	1.0	3	246	-58.8	2.2	-23.0	-0.3	-0.1	0.0	0.0	-20.9
4.213	Trafo 213	LrN	55.0	1.0	3	263	-59.4	2.2	-22.3	-0.3	-0.3	0.0	0.0	-21.0
4.116	Trafo 116	LrN	55.0	1.0	3	240	-58.6	2.2	-22.9	-0.2	-0.5	0.0	0.0	-21.0
4.214	Trafo 214	LrN	55.0	1.0	3	268	-59.6	2.2	-22.4	-0.3	-0.3	0.0	0.0	-21.3
4.115	Trafo 115	LrN	55.0	1.0	3	245	-58.8	2.2	-23.0	-0.3	-0.6	0.0	0.0	-21.4
4.113	Trafo 113	LrN	55.0	1.0	3	263	-59.4	2.2	-22.3	-0.3	-0.7	0.0	0.0	-21.5
4.016	Trafo 016	LrN	55.0	1.0	3	240	-58.6	2.2	-22.9	-0.2	-1.0	0.0	0.0	-21.5
4.114	Trafo 114	LrN	55.0	1.0	3	268	-59.6	2.2	-22.4	-0.3	-0.8	0.0	0.0	-21.8
4.013	Trafo 013	LrN	55.0	1.0	3	262	-59.4	2.4	-22.4	-0.3	-1.2	0.0	0.0	-21.8
4.015	Trafo 015	LrN	55.0	1.0	3	245	-58.8	2.2	-23.0	-0.3	-1.0	0.0	0.0	-21.9
4.014	Trafo 014	LrN	55.0	1.0	3	268	-59.5	2.5	-22.5	-0.3	-1.2	0.0	0.0	-22.1
7.013	AHU FoH	LrN	84.3		0	258	-59.2	2.6	-24.6	-0.7	0.0	2.7	0.0	
10.003	Anlieferverkehr: Entladung Lkw	LrN	92.0		0	251	-59.0	4.0	-28.3	-1.4	-1.4	0.3	0.0	
10.002	Anlieferverkehr: Rangieren Lkw	LrN	84.0		0	254	-59.1	4.0	-28.3	-1.6	-1.4	0.4	0.0	
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrN	91.9		0	205	-57.2	3.7	-3.9	-1.2	-1.3	2.1	0.0	
8.013	Condenser AHU FoH	LrN	73.0		0	263	-59.4	2.5	-21.4	-0.2	0.0	2.6	0.0	
8.015	Condenser General Office Area no. 1	LrN	86.0		0	271	-59.7	2.6	-16.0	-0.5	0.0	2.5	0.0	
8.016	Condenser General Office Area no. 2	LrN	86.0		0	270	-59.6	2.6	-16.1	-0.5	0.0	2.6	0.0	
8.017	Condenser General Office Area no. 3	LrN	86.0		0	267	-59.5	2.6	-16.1	-0.5	0.0	2.6	0.0	
3.001	Landlord Generator: Container	LrN	110.0		0	261	-59.3	2.6	-21.0	-0.5	0.0	0.0	0.0	
3.002	Landlord Generator: Kamin	LrN	90.0		0	251	-59.0	2.6	-0.8	-2.0	0.0	0.0	0.0	
3.004	Landlord Generator: Stationäre Lastbank	LrN	104.0		0	158	-55.0	2.6	-5.2	-1.2	0.0	0.7	0.0	
9.103	Parkplatz 1: Abfahrt Pkw	LrN	64.7		0	238	-58.5	4.0	-13.7	-0.7	-1.6	0.0	0.0	
9.203	Parkplatz 2: Abfahrt Pkw	LrN	71.0		0	202	-57.1	3.8	-16.6	-0.6	-1.4	10.5	0.0	
9.302	Parkplatz 3	LrN	67.0		0	269	-59.6	4.1	-28.4	-1.6	-1.4	0.4	0.0	
9.303	Parkplatz 3: Abfahrt Pkw	LrN	74.6		0	242	-58.7	4.0	-19.9	-0.7	-1.5	3.5	0.0	
9.301	Parkplatz 3: Zufahrt Pkw	LrN	76.9		0	191	-56.6	3.7	-2.6	-1.3	-1.3	1.9	0.0	

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
lo 6 - Eppsteiner Straße 64 2.OG LAT,n 34 dB(A) LAT,nmax 39 dB(A)														
5.124	AIR-COOLED CHILLER 24	LrN	100.0	-13.0	0	335	-61.5	2.7	-8.2	-1.8	0.0	0.0	0.0	18.1
5.123	AIR-COOLED CHILLER 23	LrN	100.0	-13.0	0	338	-61.6	2.7	-8.2	-1.9	0.0	0.0	0.0	18.1
5.122	AIR-COOLED CHILLER 22	LrN	100.0	-13.0	0	341	-61.6	2.7	-8.2	-1.9	0.0	0.0	0.0	18.0
5.121	AIR-COOLED CHILLER 21	LrN	100.0	-13.0	0	344	-61.7	2.7	-8.1	-1.9	0.0	0.0	0.0	17.9
5.120	AIR-COOLED CHILLER 20	LrN	100.0	-13.0	0	347	-61.8	2.7	-8.1	-1.9	0.0	0.0	0.0	17.9
5.119	AIR-COOLED CHILLER 19	LrN	100.0	-13.0	0	350	-61.9	2.7	-8.1	-1.9	0.0	0.0	0.0	17.8
5.118	AIR-COOLED CHILLER 18	LrN	100.0	-13.0	0	353	-61.9	2.7	-8.1	-2.0	0.0	0.0	0.0	17.7
5.127	AIR-COOLED CHILLER 27	LrN	100.0	-13.0	0	327	-61.3	2.7	-9.1	-1.6	0.0	0.0	0.0	17.7
5.117	AIR-COOLED CHILLER 17	LrN	100.0	-13.0	0	356	-62.0	2.7	-8.0	-2.0	0.0	0.0	0.0	17.7
5.155	AIR-COOLED CHILLER 55	LrN	100.0	-13.0	0	411	-63.3	2.7	-9.0	-2.0	-0.2	2.2	0.0	17.4
5.151	AIR-COOLED CHILLER 51	LrN	100.0	-13.0	0	362	-62.2	2.7	-8.2	-1.9	0.0	0.0	0.0	17.4
5.156	AIR-COOLED CHILLER 56	LrN	100.0	-13.0	0	408	-63.2	2.7	-9.1	-2.0	-0.2	2.1	0.0	17.3
5.138	AIR-COOLED CHILLER 38	LrN	100.0	-13.0	0	399	-63.0	2.7	-9.0	-2.0	-0.1	1.6	0.0	17.2
5.116	AIR-COOLED CHILLER 16	LrN	100.0	-13.0	0	359	-62.1	2.7	-8.7	-1.9	0.0	0.0	0.0	17.0
5.152	AIR-COOLED CHILLER 52	LrN	100.0	-13.0	0	359	-62.1	2.7	-8.7	-1.9	0.0	0.0	0.0	17.0
5.166	AIR-COOLED CHILLER 66	LrN	100.0	-13.0	0	382	-62.6	2.7	-8.4	-2.0	-0.1	0.3	0.0	16.9
5.125	AIR-COOLED CHILLER 25	LrN	100.0	-13.0	0	333	-61.4	2.7	-10.0	-1.6	0.0	0.0	0.0	16.7
5.147	AIR-COOLED CHILLER 47	LrN	100.0	-13.0	0	372	-62.4	2.7	-8.7	-1.9	-0.1	0.0	0.0	16.6
5.146	AIR-COOLED CHILLER 46	LrN	100.0	-13.0	0	375	-62.5	2.7	-8.6	-1.9	-0.1	0.0	0.0	16.6
5.145	AIR-COOLED CHILLER 45	LrN	100.0	-13.0	0	378	-62.5	2.7	-8.6	-2.0	-0.1	0.0	0.0	16.5
5.144	AIR-COOLED CHILLER 44	LrN	100.0	-13.0	0	381	-62.6	2.7	-8.5	-2.0	-0.1	0.0	0.0	16.5
5.143	AIR-COOLED CHILLER 43	LrN	100.0	-13.0	0	384	-62.7	2.7	-8.5	-2.0	-0.1	0.0	0.0	16.5
5.142	AIR-COOLED CHILLER 42	LrN	100.0	-13.0	0	387	-62.7	2.7	-8.4	-2.0	-0.1	0.0	0.0	16.4
5.141	AIR-COOLED CHILLER 41	LrN	100.0	-13.0	0	390	-62.8	2.7	-8.4	-2.0	-0.1	0.0	0.0	16.3
5.140	AIR-COOLED CHILLER 40	LrN	100.0	-13.0	0	393	-62.9	2.7	-8.4	-2.1	-0.1	0.0	0.0	16.3
5.137	AIR-COOLED CHILLER 37	LrN	100.0	-13.0	0	402	-63.1	2.7	-10.6	-1.7	-0.1	2.0	0.0	16.2
5.163	AIR-COOLED CHILLER 63	LrN	100.0	-13.0	0	389	-62.8	2.7	-9.2	-1.9	-0.1	0.6	0.0	16.2
5.133	AIR-COOLED CHILLER 33	LrN	100.0	-13.0	0	416	-63.4	2.7	-11.9	-1.7	-0.2	3.6	0.0	16.2
5.158	AIR-COOLED CHILLER 58	LrN	100.0	-13.0	0	402	-63.1	2.7	-9.2	-1.9	-0.2	0.9	0.0	16.2
5.139	AIR-COOLED CHILLER 39	LrN	100.0	-13.0	0	396	-62.9	2.7	-8.5	-2.0	-0.1	0.0	0.0	16.1
5.115	AIR-COOLED CHILLER 15	LrN	100.0	-13.0	0	362	-62.2	2.7	-9.7	-1.7	0.0	0.0	0.0	16.1
5.162	AIR-COOLED CHILLER 62	LrN	100.0	-13.0	0	392	-62.9	2.7	-8.8	-2.0	-0.1	0.0	0.0	16.0
5.148	AIR-COOLED CHILLER 48	LrN	100.0	-13.0	0	370	-62.3	2.7	-9.6	-1.8	0.0	0.0	0.0	16.0
5.130	AIR-COOLED CHILLER 30	LrN	100.0	-13.0	0	426	-63.6	2.7	-8.7	-2.1	-0.2	0.8	0.0	15.8
5.157	AIR-COOLED CHILLER 57	LrN	100.0	-13.0	0	405	-63.1	2.7	-9.2	-2.0	-0.2	0.6	0.0	15.8
5.159	AIR-COOLED CHILLER 59	LrN	100.0	-13.0	0	400	-63.0	2.7	-9.9	-1.8	-0.2	1.0	0.0	15.8
5.108	AIR-COOLED CHILLER 08	LrN	100.0	-13.0	0	386	-62.7	2.7	-9.3	-1.9	0.0	0.0	0.0	15.8
5.102	AIR-COOLED CHILLER 02	LrN	100.0	-13.0	0	408	-63.2	2.7	-9.0	-2.0	-0.1	0.4	0.0	15.7
5.107	AIR-COOLED CHILLER 07	LrN	100.0	-13.0	0	389	-62.8	2.7	-9.4	-1.9	0.0	0.0	0.0	15.5
5.129	AIR-COOLED CHILLER 29	LrN	100.0	-13.0	0	430	-63.7	2.7	-8.8	-2.1	-0.2	0.5	0.0	15.4
5.101	AIR-COOLED CHILLER 01	LrN	100.0	-13.0	0	411	-63.3	2.7	-9.0	-2.0	-0.1	0.0	0.0	15.2
5.160	AIR-COOLED CHILLER 60	LrN	100.0	-13.0	0	397	-63.0	2.7	-10.5	-1.8	-0.2	0.7	0.0	15.0
5.149	AIR-COOLED CHILLER 49	LrN	100.0	-13.0	0	367	-62.3	2.7	-10.8	-1.6	0.0	0.0	0.0	14.9
5.128	AIR-COOLED CHILLER 28	LrN	100.0	-13.0	0	433	-63.7	2.7	-8.8	-2.2	-0.2	0.0	0.0	14.8
5.134	AIR-COOLED CHILLER 34	LrN	100.0	-13.0	0	412	-63.3	2.7	-11.3	-1.8	-0.2	0.9	0.0	14.1
5.161	AIR-COOLED CHILLER 61	LrN	100.0	-13.0	0	394	-62.9	2.7	-11.9	-1.7	-0.1	0.9	0.0	14.0
5.106	AIR-COOLED CHILLER 06	LrN	100.0	-13.0	0	393	-62.9	2.7	-11.5	-1.6	-0.1	0.0	0.0	13.7
5.164	AIR-COOLED CHILLER 64	LrN	100.0	-13.0	0	387	-62.7	2.7	-12.9	-1.5	-0.1	1.1	0.0	13.6

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
5.150	AIR-COOLED CHILLER 50	LrN	100.0	-13.0	0	364	-62.2	2.7	-12.5	-1.5	0.0	0.1	0.0	13.5
5.136	AIR-COOLED CHILLER 36	LrN	100.0	-13.0	0	406	-63.2	2.7	-12.4	-1.6	-0.2	1.1	0.0	13.4
5.131	AIR-COOLED CHILLER 31	LrN	100.0	-13.0	0	422	-63.5	2.7	-11.0	-1.9	-0.2	0.3	0.0	13.4
5.167	AIR-COOLED CHILLER 67	LrN	100.0	-13.0	0	380	-62.6	2.7	-13.6	-1.5	-0.1	0.0	0.0	12.0
5.111	AIR-COOLED CHILLER 11	LrN	100.0	-13.0	0	375	-62.5	2.7	-14.0	-1.4	0.0	0.0	0.0	11.8
5.126	AIR-COOLED CHILLER 26	LrN	100.0	-13.0	0	330	-61.4	2.7	-15.2	-1.3	0.0	0.0	0.0	11.8
9.202	Parkplatz 2	LrN	67.0	7.0	0	389	-62.8	3.2	-3.0	-2.4	-1.4	4.1	0.0	11.8
5.114	AIR-COOLED CHILLER 14	LrN	100.0	-13.0	0	365	-62.2	2.7	-14.4	-1.4	0.0	0.0	0.0	11.7
5.112	AIR-COOLED CHILLER 12	LrN	100.0	-13.0	0	372	-62.4	2.7	-14.1	-1.5	0.0	0.0	0.0	11.6
5.154	AIR-COOLED CHILLER 54	LrN	100.0	-13.0	0	354	-62.0	2.7	-16.1	-1.4	0.0	1.4	0.0	11.6
5.109	AIR-COOLED CHILLER 09	LrN	100.0	-13.0	0	382	-62.6	2.7	-13.9	-1.6	0.0	0.0	0.0	11.6
5.103	AIR-COOLED CHILLER 03	LrN	100.0	-13.0	0	404	-63.1	2.7	-13.4	-1.6	-0.1	0.0	0.0	11.4
8.014	Condenser FOC SOC VRF	LrN	79.0	1.0	0	435	-63.8	2.7	-9.4	-1.0	-0.4	2.5	0.0	10.6
9.201	Parkplatz 2: Zufahrt Pkw	LrN	71.1	7.0	0	438	-63.8	3.4	-6.9	-2.0	-1.5	2.6	0.0	9.8
4.301	Landlord Trafó	LrN	73.0	0.0	3	409	-63.2	2.7	-8.1	-0.4	-0.3	1.9	0.0	8.5
5.135	AIR-COOLED CHILLER 35	LrN	100.0	-13.0	0	409	-63.2	2.7	-25.1	-1.7	-0.2	8.1	0.0	7.6
6.127	AIR-COOLED CHILLER Pump 27	LrN	76.0	0.0	0	330	-61.4	2.7	-7.5	-2.4	0.0	0.0	0.0	7.5
6.124	AIR-COOLED CHILLER Pump 24	LrN	76.0	0.0	0	337	-61.6	2.7	-8.2	-2.1	0.0	0.0	0.0	6.8
5.132	AIR-COOLED CHILLER 32	LrN	100.0	-13.0	0	419	-63.4	2.7	-26.5	-2.0	-0.2	9.2	0.0	6.8
6.123	AIR-COOLED CHILLER Pump 23	LrN	76.0	0.0	0	340	-61.6	2.7	-8.2	-2.1	0.0	0.0	0.0	6.8
6.122	AIR-COOLED CHILLER Pump 22	LrN	76.0	0.0	0	343	-61.7	2.7	-8.2	-2.1	0.0	0.0	0.0	6.7
7.009	AHU09 (SW-F)	LrN	78.0	0.0	0	435	-63.8	2.7	-9.4	-1.2	-0.4	0.8	0.0	6.7
7.007	AHU07 (SO-F)	LrN	78.0	0.0	0	428	-63.6	2.7	-13.7	-0.8	-0.4	4.4	0.0	6.6
6.121	AIR-COOLED CHILLER Pump 21	LrN	76.0	0.0	0	346	-61.8	2.7	-8.1	-2.1	0.0	0.0	0.0	6.6
6.120	AIR-COOLED CHILLER Pump 20	LrN	76.0	0.0	0	349	-61.8	2.7	-8.1	-2.2	0.0	0.0	0.0	6.6
6.119	AIR-COOLED CHILLER Pump 19	LrN	76.0	0.0	0	352	-61.9	2.7	-8.1	-2.2	0.0	0.0	0.0	6.5
6.118	AIR-COOLED CHILLER Pump 18	LrN	76.0	0.0	0	355	-62.0	2.7	-8.1	-2.2	0.0	0.0	0.0	6.4
6.117	AIR-COOLED CHILLER Pump 17	LrN	76.0	0.0	0	358	-62.1	2.7	-8.1	-2.2	0.0	0.0	0.0	6.3
6.140	AIR-COOLED CHILLER Pump 40	LrN	76.0	0.0	0	400	-63.0	2.7	-8.8	-2.1	-0.2	1.6	0.0	6.2
6.139	AIR-COOLED CHILLER Pump 39	LrN	76.0	0.0	0	403	-63.1	2.7	-8.7	-2.2	-0.2	1.6	0.0	6.2
6.125	AIR-COOLED CHILLER Pump 25	LrN	76.0	0.0	0	335	-61.5	2.7	-9.7	-1.7	0.0	0.0	0.0	5.9
6.150	AIR-COOLED CHILLER Pump 50	LrN	76.0	0.0	0	372	-62.4	2.7	-8.5	-2.1	-0.1	0.0	0.0	5.6
6.101	AIR-COOLED CHILLER Pump 01	LrN	76.0	0.0	0	414	-63.3	2.7	-9.0	-2.1	-0.1	1.5	0.0	5.6
6.116	AIR-COOLED CHILLER Pump 16	LrN	76.0	0.0	0	361	-62.1	2.7	-9.1	-1.9	0.0	0.0	0.0	5.6
6.162	AIR-COOLED CHILLER Pump 62	LrN	76.0	0.0	0	382	-62.6	2.7	-8.3	-2.1	-0.1	0.1	0.0	5.6
6.129	AIR-COOLED CHILLER Pump 29	LrN	76.0	0.0	0	437	-63.8	2.7	-8.9	-2.2	-0.3	2.1	0.0	5.5
6.154	AIR-COOLED CHILLER Pump 54	LrN	76.0	0.0	0	362	-62.2	2.7	-9.2	-1.9	0.0	0.0	0.0	5.4
6.151	AIR-COOLED CHILLER Pump 51	LrN	76.0	0.0	0	370	-62.3	2.7	-9.0	-2.0	0.0	0.1	0.0	5.4
7.002	AHU02 (NW-F)	LrN	78.0	0.0	0	326	-61.3	2.7	-15.9	-0.6	0.0	2.4	0.0	5.4
6.128	AIR-COOLED CHILLER Pump 28	LrN	76.0	0.0	0	440	-63.9	2.7	-9.1	-2.2	-0.3	2.0	0.0	5.3
7.012	AHU12 (SW-F)	LrN	78.0	0.0	0	429	-63.6	2.7	-27.2	-1.6	-0.4	17.3	0.0	5.2
6.163	AIR-COOLED CHILLER Pump 63	LrN	76.0	0.0	0	380	-62.6	2.7	-9.0	-2.0	-0.1	0.1	0.0	5.1
6.138	AIR-COOLED CHILLER Pump 38	LrN	76.0	0.0	0	407	-63.2	2.7	-8.9	-2.1	-0.2	0.7	0.0	5.0
7.004	AHU04 (NW-F)	LrN	78.0	0.0	0	316	-61.0	2.7	-16.0	-0.6	0.0	1.9	0.0	5.0
8.007	Condenser AHU 07 (SO-F)	LrN	72.0	1.0	0	431	-63.7	2.7	-8.6	-0.6	-0.4	2.5	0.0	5.0
6.146	AIR-COOLED CHILLER Pump 46	LrN	76.0	0.0	0	383	-62.7	2.7	-9.1	-2.0	-0.1	0.1	0.0	4.9
6.147	AIR-COOLED CHILLER Pump 47	LrN	76.0	0.0	0	380	-62.6	2.7	-9.2	-2.0	-0.1	0.0	0.0	4.9
6.130	AIR-COOLED CHILLER Pump 30	LrN	76.0	0.0	0	433	-63.7	2.7	-10.9	-1.8	-0.2	2.9	0.0	4.9
7.008	AHU08 (SO-F)	LrN	78.0	0.0	0	430	-63.7	2.7	-23.0	-0.8	-0.4	12.0	0.0	4.9

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
6.145	AIR-COOLED CHILLER Pump 45	LrN	76.0	0.0	0	386	-62.7	2.7	-9.1	-2.0	-0.1	0.0	0.0	4.8
6.144	AIR-COOLED CHILLER Pump 44	LrN	76.0	0.0	0	388	-62.8	2.7	-9.0	-2.0	-0.1	0.0	0.0	4.8
6.143	AIR-COOLED CHILLER Pump 43	LrN	76.0	0.0	0	391	-62.8	2.7	-9.0	-2.1	-0.1	0.0	0.0	4.7
6.137	AIR-COOLED CHILLER Pump 37	LrN	76.0	0.0	0	410	-63.2	2.7	-9.4	-2.0	-0.2	0.8	0.0	4.7
6.142	AIR-COOLED CHILLER Pump 42	LrN	76.0	0.0	0	394	-62.9	2.7	-8.9	-2.1	-0.1	0.0	0.0	4.7
6.141	AIR-COOLED CHILLER Pump 41	LrN	76.0	0.0	0	397	-63.0	2.7	-8.8	-2.1	-0.2	0.0	0.0	4.6
6.159	AIR-COOLED CHILLER Pump 59	LrN	76.0	0.0	0	390	-62.8	2.7	-9.3	-1.9	-0.1	0.1	0.0	4.6
6.158	AIR-COOLED CHILLER Pump 58	LrN	76.0	0.0	0	393	-62.9	2.7	-9.3	-2.0	-0.1	0.1	0.0	4.6
6.157	AIR-COOLED CHILLER Pump 57	LrN	76.0	0.0	0	396	-62.9	2.7	-9.2	-2.0	-0.2	0.1	0.0	4.5
6.108	AIR-COOLED CHILLER Pump 08	LrN	76.0	0.0	0	388	-62.8	2.7	-9.5	-1.9	-0.1	0.0	0.0	4.5
6.156	AIR-COOLED CHILLER Pump 56	LrN	76.0	0.0	0	399	-63.0	2.7	-9.2	-2.0	-0.2	0.1	0.0	4.4
6.107	AIR-COOLED CHILLER Pump 07	LrN	76.0	0.0	0	392	-62.9	2.7	-9.4	-2.0	-0.1	0.0	0.0	4.4
6.148	AIR-COOLED CHILLER Pump 48	LrN	76.0	0.0	0	377	-62.5	2.7	-10.1	-1.7	-0.1	0.1	0.0	4.4
6.155	AIR-COOLED CHILLER Pump 55	LrN	76.0	0.0	0	402	-63.1	2.7	-9.1	-2.1	-0.2	0.0	0.0	4.3
6.103	AIR-COOLED CHILLER Pump 03	LrN	76.0	0.0	0	406	-63.2	2.7	-9.1	-2.1	-0.1	0.1	0.0	4.3
6.102	AIR-COOLED CHILLER Pump 02	LrN	76.0	0.0	0	410	-63.2	2.7	-9.1	-2.1	-0.1	0.0	0.0	4.1
6.160	AIR-COOLED CHILLER Pump 60	LrN	76.0	0.0	0	388	-62.8	2.7	-10.1	-1.8	-0.1	0.1	0.0	4.0
6.136	AIR-COOLED CHILLER Pump 36	LrN	76.0	0.0	0	413	-63.3	2.7	-11.1	-1.5	-0.2	1.0	0.0	3.7
7.003	AHU03 (NW-F)	LrN	78.0	0.0	0	322	-61.1	2.7	-15.9	-0.6	0.0	0.6	0.0	3.6
8.006	Condenser AHU 06 (SO-F)	LrN	72.0	1.0	0	396	-63.0	2.7	-11.3	-0.4	-0.3	2.7	0.0	3.4
7.001	AHU01 (NW-F)	LrN	78.0	0.0	0	333	-61.4	2.7	-15.8	-0.7	0.0	0.5	0.0	3.3
6.164	AIR-COOLED CHILLER Pump 64	LrN	76.0	0.0	0	377	-62.5	2.7	-11.4	-1.4	-0.1	0.0	0.0	3.3
6.115	AIR-COOLED CHILLER Pump 15	LrN	76.0	0.0	0	365	-62.2	2.7	-12.0	-1.3	0.0	0.0	0.0	3.1
6.132	AIR-COOLED CHILLER Pump 32	LrN	76.0	0.0	0	426	-63.6	2.7	-11.7	-1.5	-0.2	1.4	0.0	3.1
7.005	AHU05 (SO-F)	LrN	78.0	0.0	0	392	-62.8	2.7	-27.2	-1.5	-0.3	14.2	0.0	3.0
8.008	Condenser AHU 08 (SO-F)	LrN	72.0	1.0	0	436	-63.8	2.7	-11.1	-0.4	-0.4	2.9	0.0	2.9
6.149	AIR-COOLED CHILLER Pump 49	LrN	76.0	0.0	0	375	-62.5	2.7	-12.3	-1.5	-0.1	0.1	0.0	2.6
8.005	Condenser AHU 05 (SO-F)	LrN	72.0	1.0	0	396	-62.9	2.7	-12.3	-0.4	-0.3	2.7	0.0	2.5
6.131	AIR-COOLED CHILLER Pump 31	LrN	76.0	0.0	0	430	-63.7	2.7	-24.6	-1.5	-0.2	13.9	0.0	2.5
6.167	AIR-COOLED CHILLER Pump 67	LrN	76.0	0.0	0	370	-62.4	2.7	-12.8	-1.2	-0.1	0.0	0.0	2.3
6.133	AIR-COOLED CHILLER Pump 33	LrN	76.0	0.0	0	423	-63.5	2.7	-11.1	-1.8	-0.2	0.2	0.0	2.3
6.161	AIR-COOLED CHILLER Pump 61	LrN	76.0	0.0	0	385	-62.7	2.7	-12.1	-1.5	-0.1	0.0	0.0	2.3
6.152	AIR-COOLED CHILLER Pump 52	LrN	76.0	0.0	0	367	-62.3	2.7	-13.0	-1.2	0.0	0.0	0.0	2.1
6.166	AIR-COOLED CHILLER Pump 66	LrN	76.0	0.0	0	372	-62.4	2.7	-13.0	-1.4	-0.1	0.2	0.0	2.0
6.106	AIR-COOLED CHILLER Pump 06	LrN	76.0	0.0	0	395	-62.9	2.7	-12.8	-1.3	-0.1	0.0	0.0	1.7
6.126	AIR-COOLED CHILLER Pump 26	LrN	76.0	0.0	0	332	-61.4	2.7	-14.8	-1.2	0.0	0.0	0.0	1.3
6.113	AIR-COOLED CHILLER Pump 13	LrN	76.0	0.0	0	371	-62.4	2.7	-14.1	-1.2	0.0	0.0	0.0	1.1
6.111	AIR-COOLED CHILLER Pump 11	LrN	76.0	0.0	0	378	-62.5	2.7	-13.9	-1.2	0.0	0.0	0.0	1.0
6.112	AIR-COOLED CHILLER Pump 12	LrN	76.0	0.0	0	374	-62.5	2.7	-13.9	-1.3	0.0	0.0	0.0	1.0
6.109	AIR-COOLED CHILLER Pump 09	LrN	76.0	0.0	0	385	-62.7	2.7	-13.7	-1.4	0.0	0.0	0.0	0.9
6.104	AIR-COOLED CHILLER Pump 04	LrN	76.0	0.0	0	403	-63.1	2.7	-13.3	-1.5	-0.1	0.0	0.0	0.8
4.209	Trafo 209	LrN	55.0	1.0	3	310	-60.8	2.7	0.0	-0.3	-0.1	0.0	0.0	0.5
4.210	Trafo 210	LrN	55.0	1.0	3	315	-61.0	2.7	0.0	-0.3	-0.1	0.0	0.0	0.3
4.109	Trafo 109	LrN	55.0	1.0	3	310	-60.8	2.7	0.0	-0.3	-0.4	0.0	0.0	0.1
4.208	Trafo 208	LrN	55.0	1.0	3	324	-61.2	2.7	0.0	-0.4	-0.1	0.0	0.0	0.0
4.110	Trafo 110	LrN	55.0	1.0	3	315	-60.9	2.7	0.0	-0.3	-0.5	0.0	0.0	-0.1
4.207	Trafo 207	LrN	55.0	1.0	3	328	-61.3	2.7	0.0	-0.4	-0.1	0.0	0.0	-0.1
4.009	Trafo 009	LrN	55.0	1.0	3	309	-60.8	2.7	0.0	-0.3	-0.8	0.0	0.0	-0.3
4.108	Trafo 108	LrN	55.0	1.0	3	324	-61.2	2.7	0.0	-0.4	-0.5	0.0	0.0	-0.3

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
4.211	Trafo 211	LrN	55.0	1.0	3	335	-61.5	2.7	0.0	-0.4	-0.2	0.0	0.0	-0.4
4.010	Trafo 010	LrN	55.0	1.0	3	314	-60.9	2.7	0.0	-0.3	-0.8	0.0	0.0	-0.4
4.107	Trafo 107	LrN	55.0	1.0	3	327	-61.3	2.7	0.0	-0.4	-0.5	0.0	0.0	-0.4
5.165	AIR-COOLED CHILLER 65	LrN	100.0	-13.0	0	384	-62.7	2.7	-25.7	-1.7	-0.1	0.0	0.0	-0.5
4.212	Trafo 212	LrN	55.0	1.0	3	340	-61.6	2.7	0.0	-0.4	-0.3	0.0	0.0	-0.5
4.008	Trafo 008	LrN	55.0	1.0	3	324	-61.2	2.7	0.0	-0.4	-0.8	0.0	0.0	-0.7
8.001	Condenser AHU 01 (NW-F)	LrN	72.0	1.0	0	330	-61.4	2.7	-17.4	-0.3	0.0	2.7	0.0	-0.7
4.111	Trafo 111	LrN	55.0	1.0	3	335	-61.5	2.7	0.0	-0.4	-0.6	0.0	0.0	-0.7
9.102	Parkplatz 1	LrN	67.0	4.8	0	481	-64.6	3.6	-9.3	-1.9	-1.5	1.3	0.0	-0.8
4.007	Trafo 007	LrN	55.0	1.0	3	327	-61.3	2.7	0.0	-0.4	-0.8	0.0	0.0	-0.8
4.206	Trafo 206	LrN	55.0	1.0	3	353	-61.9	2.7	0.0	-0.4	-0.2	0.0	0.0	-0.8
4.112	Trafo 112	LrN	55.0	1.0	3	340	-61.6	2.7	0.0	-0.4	-0.6	0.0	0.0	-0.9
4.205	Trafo 205	LrN	55.0	1.0	3	357	-62.0	2.7	0.0	-0.4	-0.2	0.0	0.0	-0.9
4.011	Trafo 011	LrN	55.0	1.0	3	335	-61.5	2.7	0.0	-0.4	-0.9	0.0	0.0	-1.1
5.153	AIR-COOLED CHILLER 53	LrN	100.0	-13.0	0	357	-62.0	2.7	-26.9	-1.9	0.0	0.0	0.0	-1.1
4.106	Trafo 106	LrN	55.0	1.0	3	353	-61.9	2.7	0.0	-0.4	-0.5	0.0	0.0	-1.2
4.012	Trafo 012	LrN	55.0	1.0	3	340	-61.6	2.7	0.0	-0.4	-0.9	0.0	0.0	-1.3
4.105	Trafo 105	LrN	55.0	1.0	3	356	-62.0	2.7	0.0	-0.4	-0.5	0.0	0.0	-1.3
7.011	AHU11 (SW-F)	LrN	78.0	0.0	0	431	-63.7	2.7	-21.6	-0.8	-0.4	4.4	0.0	-1.3
4.204	Trafo 204	LrN	55.0	1.0	3	373	-62.4	2.7	0.0	-0.4	-0.3	0.0	0.0	-1.4
4.006	Trafo 006	LrN	55.0	1.0	3	353	-61.9	2.7	0.0	-0.4	-0.9	0.0	0.0	-1.5
4.203	Trafo 203	LrN	55.0	1.0	3	377	-62.5	2.7	0.0	-0.4	-0.3	0.0	0.0	-1.5
4.005	Trafo 005	LrN	55.0	1.0	3	356	-62.0	2.7	0.0	-0.4	-0.9	0.0	0.0	-1.6
4.213	Trafo 213	LrN	55.0	1.0	3	375	-62.5	2.7	0.0	-0.4	-0.4	0.0	0.0	-1.6
5.113	AIR-COOLED CHILLER 13	LrN	100.0	-13.0	0	369	-62.3	2.7	-27.1	-2.0	0.0	0.0	0.0	-1.7
4.214	Trafo 214	LrN	55.0	1.0	3	380	-62.6	2.7	0.0	-0.4	-0.4	0.0	0.0	-1.7
4.104	Trafo 104	LrN	55.0	1.0	3	373	-62.4	2.7	0.0	-0.4	-0.7	0.0	0.0	-1.8
4.103	Trafo 103	LrN	55.0	1.0	3	377	-62.5	2.7	0.0	-0.4	-0.7	0.0	0.0	-1.9
4.113	Trafo 113	LrN	55.0	1.0	3	374	-62.5	2.7	0.0	-0.4	-0.7	0.0	0.0	-1.9
4.202	Trafo 202	LrN	55.0	1.0	3	394	-62.9	2.7	0.0	-0.4	-0.4	0.0	0.0	-2.0
4.114	Trafo 114	LrN	55.0	1.0	3	380	-62.6	2.7	0.0	-0.4	-0.7	0.0	0.0	-2.0
4.201	Trafo 201	LrN	55.0	1.0	3	398	-63.0	2.7	0.0	-0.4	-0.4	0.0	0.0	-2.1
5.168	AIR-COOLED CHILLER 68	LrN	100.0	-13.0	0	377	-62.5	2.7	-27.2	-2.0	-0.1	0.0	0.0	-2.1
4.004	Trafo 004	LrN	55.0	1.0	3	372	-62.4	2.7	0.0	-0.4	-1.0	0.0	0.0	-2.1
4.003	Trafo 003	LrN	55.0	1.0	3	377	-62.5	2.7	0.0	-0.4	-1.0	0.0	0.0	-2.2
4.013	Trafo 013	LrN	55.0	1.0	3	374	-62.5	2.6	0.0	-0.4	-1.0	0.0	0.0	-2.3
6.135	AIR-COOLED CHILLER Pump 35	LrN	76.0	0.0	0	416	-63.4	2.7	-23.8	-1.4	-0.2	7.7	0.0	-2.3
5.110	AIR-COOLED CHILLER 10	LrN	100.0	-13.0	0	379	-62.6	2.7	-27.3	-2.1	0.0	0.0	0.0	-2.3
4.102	Trafo 102	LrN	55.0	1.0	3	393	-62.9	2.7	0.0	-0.4	-0.7	0.0	0.0	-2.3
4.014	Trafo 014	LrN	55.0	1.0	3	380	-62.6	2.6	0.0	-0.4	-1.0	0.0	0.0	-2.4
5.104	AIR-COOLED CHILLER 04	LrN	100.0	-13.0	0	400	-63.0	2.7	-26.9	-2.1	-0.1	0.0	0.0	-2.4
4.101	Trafo 101	LrN	55.0	1.0	3	398	-63.0	2.7	0.0	-0.4	-0.7	0.0	0.0	-2.4
8.003	Condenser AHU 03 (NW-F)	LrN	72.0	1.0	0	318	-61.0	2.7	-17.5	-0.3	0.0	0.6	0.0	-2.5
8.004	Condenser AHU 04 (NW-F)	LrN	72.0	1.0	0	313	-60.9	2.7	-17.5	-0.3	0.0	0.4	0.0	-2.5
5.105	AIR-COOLED CHILLER 05	LrN	100.0	-13.0	0	396	-63.0	2.7	-27.1	-2.1	-0.1	0.0	0.0	-2.6
4.002	Trafo 002	LrN	55.0	1.0	3	393	-62.9	2.7	0.0	-0.4	-1.0	0.0	0.0	-2.7
8.002	Condenser AHU 02 (NW-F)	LrN	72.0	1.0	0	324	-61.2	2.7	-17.4	-0.3	0.0	0.5	0.0	-2.7
6.134	AIR-COOLED CHILLER Pump 34	LrN	76.0	0.0	0	420	-63.4	2.7	-23.6	-1.4	-0.2	7.1	0.0	-2.8
8.012	Condenser AHU 12 (SW-F)	LrN	72.0	1.0	0	434	-63.7	2.7	-15.2	-0.3	-0.4	1.0	0.0	-3.0

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
11.004	Pumps/Transformer/Switchroom/Piping	LrN	72.0	0.0	0	466	-64.4	3.1	-12.5	-0.5	-1.4	0.0	0.0	-3.6
8.011	Condenser AHU 11 (SW-F)	LrN	72.0	1.0	0	436	-63.8	2.7	-21.5	-0.4	-0.4	6.7	0.0	-3.7
7.010	AHU10 (SW-F)	LrN	78.0	0.0	0	433	-63.7	2.7	-20.5	-0.7	-0.4	0.0	0.0	-4.6
9.101	Parkplatz 1: Zufahrt Pkw	LrN	64.1	4.8	0	482	-64.7	3.6	-10.2	-1.7	-1.5	0.2	0.0	-5.5
7.006	AHU06 (SO-F)	LrN	78.0	0.0	0	395	-62.9	2.7	-25.0	-1.0	-0.3	0.3	0.0	-8.2
6.165	AIR-COOLED CHILLER Pump 65	LrN	76.0	0.0	0	375	-62.5	2.7	-25.7	-1.7	-0.1	1.9	0.0	-9.3
11.003	Wärmeübergangstation	LrN	72.0	0.0	0	452	-64.1	3.1	-18.5	-0.5	-1.4	0.0	0.0	-9.4
8.009	Condenser AHU 09 (SW-F)	LrN	72.0	1.0	0	440	-63.9	2.7	-22.8	-0.4	-0.4	1.8	0.0	-9.9
11.002	Trafostation B140 MVA	LrN	72.0	0.0	0	476	-64.5	3.0	-19.5	-0.5	-1.3	0.0	0.0	-10.8
6.153	AIR-COOLED CHILLER Pump 53	LrN	76.0	0.0	0	365	-62.2	2.7	-25.7	-1.7	0.0	0.0	0.0	-11.0
8.010	Condenser AHU 10 (SW-F)	LrN	72.0	1.0	0	438	-63.8	2.7	-25.1	-0.4	-0.4	2.9	0.0	-11.2
6.114	AIR-COOLED CHILLER Pump 14	LrN	76.0	0.0	0	368	-62.3	2.7	-26.4	-1.9	0.0	0.0	0.0	-11.9
6.110	AIR-COOLED CHILLER Pump 10	LrN	76.0	0.0	0	381	-62.6	2.7	-26.2	-1.9	0.0	0.0	0.0	-12.0
11.001	Trafostation A140 MVA	LrN	72.0	0.0	0	488	-64.8	3.1	-20.6	-0.5	-1.3	0.0	0.0	-12.1
6.168	AIR-COOLED CHILLER Pump 68	LrN	76.0	0.0	0	368	-62.3	2.7	-27.1	-2.3	0.0	0.0	0.0	-13.0
6.105	AIR-COOLED CHILLER Pump 05	LrN	76.0	0.0	0	399	-63.0	2.7	-26.7	-2.2	-0.1	0.0	0.0	-13.2
4.218	Trafo 218	LrN	55.0	1.0	3	436	-63.8	2.7	-23.9	-0.4	-0.6	0.0	0.0	-27.0
4.215	Trafo 215	LrN	55.0	1.0	3	459	-64.2	2.7	-25.3	-0.5	-0.6	1.8	0.0	-27.1
4.115	Trafo 115	LrN	55.0	1.0	3	459	-64.2	2.7	-25.3	-0.5	-0.8	1.6	0.0	-27.5
4.015	Trafo 015	LrN	55.0	1.0	3	458	-64.2	2.8	-25.4	-0.5	-1.1	1.6	0.0	-27.8
4.118	Trafo 118	LrN	55.0	1.0	3	435	-63.8	2.7	-24.3	-0.4	-0.9	0.0	0.0	-27.8
4.217	Trafo 217	LrN	55.0	1.0	3	439	-63.8	2.7	-24.6	-0.5	-0.6	0.0	0.0	-27.8
4.018	Trafo 018	LrN	55.0	1.0	3	435	-63.8	2.7	-24.4	-0.5	-1.2	0.0	0.0	-28.1
4.117	Trafo 117	LrN	55.0	1.0	3	439	-63.8	2.7	-24.6	-0.5	-0.9	0.0	0.0	-28.1
4.216	Trafo 216	LrN	55.0	1.0	3	455	-64.1	2.7	-24.9	-0.5	-0.6	0.0	0.0	-28.4
4.017	Trafo 017	LrN	55.0	1.0	3	439	-63.8	2.7	-24.6	-0.5	-1.2	0.0	0.0	-28.5
4.116	Trafo 116	LrN	55.0	1.0	3	455	-64.1	2.7	-25.2	-0.5	-0.8	0.0	0.0	-28.9
4.016	Trafo 016	LrN	55.0	1.0	3	455	-64.1	2.8	-25.3	-0.5	-1.1	0.0	0.0	-29.2
7.013	AHU FoH	LrN	84.3		0	430	-63.7	2.7	-9.7	-1.2	-0.4	2.6	0.0	
10.003	Anlieferverkehr: Entladung Lkw	LrN	92.0		0	440	-63.9	3.4	-27.8	-2.1	-1.3	0.5	0.0	
10.002	Anlieferverkehr: Rangieren Lkw	LrN	84.0		0	447	-64.0	3.5	-27.8	-2.4	-1.3	0.3	0.0	
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrN	91.9		0	391	-62.8	3.2	-2.8	-2.1	-1.2	2.0	0.0	
8.013	Condenser AHU FoH	LrN	73.0		0	434	-63.7	2.7	-8.6	-0.6	-0.4	2.5	0.0	
8.015	Condenser General Office Area no. 1	LrN	86.0		0	401	-63.0	2.7	-18.7	-0.6	-0.3	3.2	0.0	
8.016	Condenser General Office Area no. 2	LrN	86.0		0	402	-63.1	2.7	-25.4	-0.8	-0.3	4.1	0.0	
8.017	Condenser General Office Area no. 3	LrN	86.0		0	401	-63.1	2.7	-17.0	-0.6	-0.3	2.7	0.0	
3.001	Landlord Generator: Container	LrN	110.0		0	401	-63.1	2.7	-12.7	-0.9	-0.2	0.0	0.0	
3.002	Landlord Generator: Kamin	LrN	90.0		0	376	-62.5	2.7	0.0	-2.1	0.0	0.0	0.0	
3.004	Landlord Generator: Stationäre Lastbank	LrN	104.0		0	353	-61.9	2.7	-1.7	-1.8	0.0	0.8	0.0	
9.103	Parkplatz 1: Abfahrt Pkw	LrN	64.7		0	478	-64.6	3.5	-10.9	-1.6	-1.5	0.2	0.0	
9.203	Parkplatz 2: Abfahrt Pkw	LrN	71.0		0	437	-63.8	3.4	-7.0	-2.0	-1.5	2.6	0.0	
9.302	Parkplatz 3	LrN	67.0		0	421	-63.5	3.3	-25.5	-1.6	-1.3	0.2	0.0	
9.303	Parkplatz 3: Abfahrt Pkw	LrN	74.6		0	453	-64.1	3.5	-15.5	-1.6	-1.5	0.5	0.0	
9.301	Parkplatz 3: Zufahrt Pkw	LrN	76.9		0	365	-62.2	3.1	-1.4	-2.2	-1.2	1.7	0.0	

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
Io 7 - Kettelerstraße 48 - 50 3.OG LAT,n 33 dB(A) LAT,nmax 38 dB(A)														
5.140	AIR-COOLED CHILLER 40	LrN	100.0	-13.0	0	491	-64.8	2.7	-9.4	-2.2	-0.3	2.6	0.0	15.5
5.137	AIR-COOLED CHILLER 37	LrN	100.0	-13.0	0	492	-64.8	2.7	-7.5	-2.7	-0.3	0.8	0.0	15.1
5.136	AIR-COOLED CHILLER 36	LrN	100.0	-13.0	0	492	-64.8	2.7	-7.5	-2.7	-0.3	0.8	0.0	15.1
5.135	AIR-COOLED CHILLER 35	LrN	100.0	-13.0	0	493	-64.8	2.7	-7.5	-2.7	-0.3	0.8	0.0	15.1
5.122	AIR-COOLED CHILLER 22	LrN	100.0	-13.0	0	460	-64.2	2.7	-7.8	-2.5	-0.2	0.1	0.0	15.0
5.131	AIR-COOLED CHILLER 31	LrN	100.0	-13.0	0	495	-64.9	2.7	-7.5	-2.7	-0.3	0.8	0.0	15.0
5.123	AIR-COOLED CHILLER 23	LrN	100.0	-13.0	0	460	-64.2	2.7	-7.8	-2.5	-0.2	0.1	0.0	15.0
5.124	AIR-COOLED CHILLER 24	LrN	100.0	-13.0	0	460	-64.3	2.7	-7.8	-2.5	-0.2	0.1	0.0	15.0
5.125	AIR-COOLED CHILLER 25	LrN	100.0	-13.0	0	461	-64.3	2.7	-7.8	-2.5	-0.2	0.1	0.0	15.0
5.130	AIR-COOLED CHILLER 30	LrN	100.0	-13.0	0	496	-64.9	2.7	-7.5	-2.7	-0.3	0.8	0.0	15.0
5.126	AIR-COOLED CHILLER 26	LrN	100.0	-13.0	0	461	-64.3	2.7	-7.8	-2.5	-0.2	0.1	0.0	15.0
5.127	AIR-COOLED CHILLER 27	LrN	100.0	-13.0	0	462	-64.3	2.7	-7.8	-2.5	-0.2	0.1	0.0	15.0
5.129	AIR-COOLED CHILLER 29	LrN	100.0	-13.0	0	497	-64.9	2.7	-7.5	-2.7	-0.3	0.8	0.0	15.0
5.120	AIR-COOLED CHILLER 20	LrN	100.0	-13.0	0	459	-64.2	2.7	-7.8	-2.5	-0.2	0.0	0.0	15.0
5.121	AIR-COOLED CHILLER 21	LrN	100.0	-13.0	0	460	-64.2	2.7	-7.8	-2.5	-0.2	0.0	0.0	15.0
5.164	AIR-COOLED CHILLER 64	LrN	100.0	-13.0	0	516	-65.2	2.7	-7.5	-2.8	-0.4	1.2	0.0	14.9
5.165	AIR-COOLED CHILLER 65	LrN	100.0	-13.0	0	516	-65.3	2.7	-7.5	-2.8	-0.4	1.2	0.0	14.9
5.166	AIR-COOLED CHILLER 66	LrN	100.0	-13.0	0	517	-65.3	2.7	-7.5	-2.8	-0.4	1.2	0.0	14.9
5.167	AIR-COOLED CHILLER 67	LrN	100.0	-13.0	0	517	-65.3	2.7	-7.5	-2.8	-0.4	1.2	0.0	14.9
5.168	AIR-COOLED CHILLER 68	LrN	100.0	-13.0	0	517	-65.3	2.7	-7.5	-2.8	-0.4	1.2	0.0	14.9
5.149	AIR-COOLED CHILLER 49	LrN	100.0	-13.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	14.8
5.150	AIR-COOLED CHILLER 50	LrN	100.0	-13.0	0	491	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	14.8
5.151	AIR-COOLED CHILLER 51	LrN	100.0	-13.0	0	491	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	14.7
5.152	AIR-COOLED CHILLER 52	LrN	100.0	-13.0	0	491	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	14.7
5.153	AIR-COOLED CHILLER 53	LrN	100.0	-13.0	0	492	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	14.7
5.154	AIR-COOLED CHILLER 54	LrN	100.0	-13.0	0	492	-64.8	2.7	-7.5	-2.7	-0.3	0.4	0.0	14.7
5.114	AIR-COOLED CHILLER 14	LrN	100.0	-13.0	0	460	-64.2	2.7	-8.1	-2.4	-0.2	0.0	0.0	14.7
5.162	AIR-COOLED CHILLER 62	LrN	100.0	-13.0	0	516	-65.2	2.7	-7.5	-2.8	-0.4	0.8	0.0	14.6
5.111	AIR-COOLED CHILLER 11	LrN	100.0	-13.0	0	461	-64.3	2.7	-8.3	-2.4	-0.2	0.0	0.0	14.6
5.163	AIR-COOLED CHILLER 63	LrN	100.0	-13.0	0	516	-65.2	2.7	-7.5	-2.8	-0.4	0.8	0.0	14.6
5.117	AIR-COOLED CHILLER 17	LrN	100.0	-13.0	0	459	-64.2	2.7	-8.3	-2.4	-0.2	0.0	0.0	14.6
5.110	AIR-COOLED CHILLER 10	LrN	100.0	-13.0	0	461	-64.3	2.7	-8.3	-2.4	-0.2	0.0	0.0	14.6
5.159	AIR-COOLED CHILLER 59	LrN	100.0	-13.0	0	515	-65.2	2.7	-7.5	-2.8	-0.4	0.8	0.0	14.6
5.160	AIR-COOLED CHILLER 60	LrN	100.0	-13.0	0	515	-65.2	2.7	-7.5	-2.8	-0.4	0.9	0.0	14.6
5.158	AIR-COOLED CHILLER 58	LrN	100.0	-13.0	0	515	-65.2	2.7	-7.5	-2.8	-0.4	0.8	0.0	14.6
5.118	AIR-COOLED CHILLER 18	LrN	100.0	-13.0	0	459	-64.2	2.7	-8.3	-2.4	-0.2	0.0	0.0	14.6
5.161	AIR-COOLED CHILLER 61	LrN	100.0	-13.0	0	515	-65.2	2.7	-7.5	-2.8	-0.4	0.9	0.0	14.6
5.109	AIR-COOLED CHILLER 09	LrN	100.0	-13.0	0	462	-64.3	2.7	-8.3	-2.4	-0.2	0.0	0.0	14.6
5.119	AIR-COOLED CHILLER 19	LrN	100.0	-13.0	0	459	-64.2	2.7	-8.3	-2.4	-0.2	0.0	0.0	14.6
5.105	AIR-COOLED CHILLER 05	LrN	100.0	-13.0	0	464	-64.3	2.7	-8.2	-2.4	-0.2	0.0	0.0	14.6
5.108	AIR-COOLED CHILLER 08	LrN	100.0	-13.0	0	462	-64.3	2.7	-8.3	-2.4	-0.2	0.0	0.0	14.6
5.147	AIR-COOLED CHILLER 47	LrN	100.0	-13.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.2	0.0	14.6
5.148	AIR-COOLED CHILLER 48	LrN	100.0	-13.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.2	0.0	14.6
5.145	AIR-COOLED CHILLER 45	LrN	100.0	-13.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.2	0.0	14.6
5.144	AIR-COOLED CHILLER 44	LrN	100.0	-13.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.2	0.0	14.6
5.146	AIR-COOLED CHILLER 46	LrN	100.0	-13.0	0	490	-64.8	2.7	-7.5	-2.7	-0.3	0.2	0.0	14.6
5.104	AIR-COOLED CHILLER 04	LrN	100.0	-13.0	0	465	-64.3	2.7	-8.2	-2.4	-0.2	0.0	0.0	14.5
5.103	AIR-COOLED CHILLER 03	LrN	100.0	-13.0	0	466	-64.4	2.7	-8.2	-2.4	-0.2	0.0	0.0	14.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
5.112	AIR-COOLED CHILLER 12	LrN	100.0	-13.0	0	460	-64.3	2.7	-12.8	-1.8	-0.2	3.5	0.0	14.2
5.113	AIR-COOLED CHILLER 13	LrN	100.0	-13.0	0	460	-64.2	2.7	-12.8	-1.8	-0.2	3.5	0.0	14.1
5.128	AIR-COOLED CHILLER 28	LrN	100.0	-13.0	0	498	-64.9	2.7	-9.3	-2.3	-0.3	1.2	0.0	14.1
5.138	AIR-COOLED CHILLER 38	LrN	100.0	-13.0	0	491	-64.8	2.7	-9.4	-2.2	-0.3	1.1	0.0	14.0
5.132	AIR-COOLED CHILLER 32	LrN	100.0	-13.0	0	495	-64.9	2.7	-9.4	-2.2	-0.3	1.0	0.0	14.0
5.157	AIR-COOLED CHILLER 57	LrN	100.0	-13.0	0	515	-65.2	2.7	-8.8	-2.4	-0.4	1.1	0.0	13.9
5.155	AIR-COOLED CHILLER 55	LrN	100.0	-13.0	0	516	-65.2	2.7	-8.8	-2.4	-0.4	1.1	0.0	13.9
5.134	AIR-COOLED CHILLER 34	LrN	100.0	-13.0	0	493	-64.9	2.7	-9.4	-2.2	-0.3	1.0	0.0	13.9
5.143	AIR-COOLED CHILLER 43	LrN	100.0	-13.0	0	490	-64.8	2.7	-9.4	-2.2	-0.3	0.3	0.0	13.2
5.141	AIR-COOLED CHILLER 41	LrN	100.0	-13.0	0	490	-64.8	2.7	-9.4	-2.2	-0.3	0.3	0.0	13.2
5.156	AIR-COOLED CHILLER 56	LrN	100.0	-13.0	0	516	-65.2	2.7	-8.8	-2.4	-0.4	0.1	0.0	13.0
5.139	AIR-COOLED CHILLER 39	LrN	100.0	-13.0	0	491	-64.8	2.7	-26.5	-2.2	-0.3	16.3	0.0	12.2
5.106	AIR-COOLED CHILLER 06	LrN	100.0	-13.0	0	464	-64.3	2.7	-12.7	-1.8	-0.2	0.1	0.0	10.7
5.102	AIR-COOLED CHILLER 02	LrN	100.0	-13.0	0	467	-64.4	2.7	-12.7	-1.8	-0.2	0.1	0.0	10.7
5.116	AIR-COOLED CHILLER 16	LrN	100.0	-13.0	0	459	-64.2	2.7	-12.8	-1.8	-0.2	0.1	0.0	10.7
5.115	AIR-COOLED CHILLER 15	LrN	100.0	-13.0	0	460	-64.2	2.7	-12.8	-1.8	-0.2	0.1	0.0	10.7
9.203	Parkplatz 2: Abfahrt Pkw	LrN	71.0	7.0	0	460	-64.2	3.0	-4.9	-2.6	-1.2	0.2	0.0	8.3
7.006	AHU06 (SO-F)	LrN	78.0	0.0	0	532	-65.5	2.7	-8.0	-1.8	-0.6	2.8	0.0	7.6
7.005	AHU05 (SO-F)	LrN	78.0	0.0	0	533	-65.5	2.7	-8.0	-1.8	-0.6	2.7	0.0	7.6
5.133	AIR-COOLED CHILLER 33	LrN	100.0	-13.0	0	494	-64.9	2.7	-25.1	-2.0	-0.3	9.9	0.0	7.4
4.301	Landlord Trafó	LrN	73.0	0.0	3	532	-65.5	2.7	-7.6	-0.6	-0.5	2.6	0.0	7.1
9.202	Parkplatz 2	LrN	67.0	7.0	0	426	-63.6	2.9	-6.5	-2.5	-1.2	3.5	0.0	6.7
9.102	Parkplatz 1	LrN	67.0	4.8	0	490	-64.8	3.1	0.0	-2.9	-1.2	0.0	0.0	6.0
7.009	AHU09 (SW-F)	LrN	78.0	0.0	0	488	-64.8	2.7	-8.6	-1.5	-0.4	0.1	0.0	5.5
7.010	AHU10 (SW-F)	LrN	78.0	0.0	0	485	-64.7	2.7	-8.7	-1.5	-0.4	0.1	0.0	5.5
7.011	AHU11 (SW-F)	LrN	78.0	0.0	0	482	-64.7	2.7	-8.8	-1.5	-0.4	0.1	0.0	5.5
7.012	AHU12 (SW-F)	LrN	78.0	0.0	0	479	-64.6	2.7	-8.9	-1.4	-0.4	0.0	0.0	5.4
7.007	AHU07 (SO-F)	LrN	78.0	0.0	0	511	-65.2	2.7	-12.1	-1.0	-0.5	3.1	0.0	5.1
6.140	AIR-COOLED CHILLER Pump 40	LrN	76.0	0.0	0	499	-65.0	2.7	-9.4	-2.2	-0.4	2.6	0.0	4.3
8.007	Condenser AHU 07 (SO-F)	LrN	72.0	1.0	0	517	-65.3	2.7	-7.8	-0.8	-0.5	2.5	0.0	4.0
9.103	Parkplatz 1: Abfahrt Pkw	LrN	64.7	4.8	0	479	-64.6	3.1	0.0	-2.8	-1.2	0.0	0.0	3.9
6.122	AIR-COOLED CHILLER Pump 22	LrN	76.0	0.0	0	461	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	3.8
6.137	AIR-COOLED CHILLER Pump 37	LrN	76.0	0.0	0	500	-65.0	2.7	-7.5	-3.1	-0.4	1.0	0.0	3.8
6.123	AIR-COOLED CHILLER Pump 23	LrN	76.0	0.0	0	461	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	3.8
6.124	AIR-COOLED CHILLER Pump 24	LrN	76.0	0.0	0	461	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	3.8
6.125	AIR-COOLED CHILLER Pump 25	LrN	76.0	0.0	0	461	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	3.8
6.126	AIR-COOLED CHILLER Pump 26	LrN	76.0	0.0	0	462	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	3.8
6.127	AIR-COOLED CHILLER Pump 27	LrN	76.0	0.0	0	462	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	3.8
6.136	AIR-COOLED CHILLER Pump 36	LrN	76.0	0.0	0	500	-65.0	2.7	-7.5	-3.1	-0.4	1.0	0.0	3.8
6.121	AIR-COOLED CHILLER Pump 21	LrN	76.0	0.0	0	460	-64.3	2.7	-7.6	-2.9	-0.2	0.0	0.0	3.8
6.135	AIR-COOLED CHILLER Pump 35	LrN	76.0	0.0	0	501	-65.0	2.7	-7.5	-3.1	-0.4	1.0	0.0	3.7
6.131	AIR-COOLED CHILLER Pump 31	LrN	76.0	0.0	0	504	-65.0	2.7	-7.5	-3.1	-0.3	1.0	0.0	3.7
6.130	AIR-COOLED CHILLER Pump 30	LrN	76.0	0.0	0	504	-65.0	2.7	-7.5	-3.1	-0.4	1.0	0.0	3.7
6.129	AIR-COOLED CHILLER Pump 29	LrN	76.0	0.0	0	505	-65.1	2.7	-7.5	-3.1	-0.4	1.0	0.0	3.7
8.006	Condenser AHU 06 (SO-F)	LrN	72.0	1.0	0	540	-65.6	2.7	-7.7	-0.8	-0.6	2.6	0.0	3.7
8.005	Condenser AHU 05 (SO-F)	LrN	72.0	1.0	0	540	-65.6	2.7	-7.7	-0.8	-0.6	2.6	0.0	3.6
6.114	AIR-COOLED CHILLER Pump 14	LrN	76.0	0.0	0	461	-64.3	2.7	-7.9	-2.7	-0.2	0.0	0.0	3.6
6.117	AIR-COOLED CHILLER Pump 17	LrN	76.0	0.0	0	460	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	3.5
6.111	AIR-COOLED CHILLER Pump 11	LrN	76.0	0.0	0	462	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	3.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
6.118	AIR-COOLED CHILLER Pump 18	LrN	76.0	0.0	0	460	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	3.5
6.119	AIR-COOLED CHILLER Pump 19	LrN	76.0	0.0	0	460	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	3.5
6.120	AIR-COOLED CHILLER Pump 20	LrN	76.0	0.0	0	460	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	3.5
6.110	AIR-COOLED CHILLER Pump 10	LrN	76.0	0.0	0	462	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	3.5
6.109	AIR-COOLED CHILLER Pump 09	LrN	76.0	0.0	0	463	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	3.5
6.106	AIR-COOLED CHILLER Pump 06	LrN	76.0	0.0	0	465	-64.3	2.7	-8.0	-2.7	-0.2	0.0	0.0	3.5
6.105	AIR-COOLED CHILLER Pump 05	LrN	76.0	0.0	0	466	-64.4	2.7	-8.0	-2.7	-0.2	0.0	0.0	3.4
6.104	AIR-COOLED CHILLER Pump 04	LrN	76.0	0.0	0	466	-64.4	2.7	-8.0	-2.7	-0.2	0.0	0.0	3.4
6.150	AIR-COOLED CHILLER Pump 50	LrN	76.0	0.0	0	499	-64.9	2.7	-7.5	-3.1	-0.4	0.3	0.0	3.2
6.151	AIR-COOLED CHILLER Pump 51	LrN	76.0	0.0	0	499	-65.0	2.7	-7.5	-3.1	-0.4	0.3	0.0	3.2
6.152	AIR-COOLED CHILLER Pump 52	LrN	76.0	0.0	0	499	-65.0	2.7	-7.5	-3.1	-0.4	0.3	0.0	3.2
6.153	AIR-COOLED CHILLER Pump 53	LrN	76.0	0.0	0	500	-65.0	2.7	-7.5	-3.1	-0.4	0.3	0.0	3.1
6.154	AIR-COOLED CHILLER Pump 54	LrN	76.0	0.0	0	500	-65.0	2.7	-7.5	-3.1	-0.4	0.3	0.0	3.1
6.148	AIR-COOLED CHILLER Pump 48	LrN	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	3.1
6.149	AIR-COOLED CHILLER Pump 49	LrN	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	3.0
6.144	AIR-COOLED CHILLER Pump 44	LrN	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	3.0
6.146	AIR-COOLED CHILLER Pump 46	LrN	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	3.0
6.145	AIR-COOLED CHILLER Pump 45	LrN	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	3.0
6.147	AIR-COOLED CHILLER Pump 47	LrN	76.0	0.0	0	498	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	3.0
6.141	AIR-COOLED CHILLER Pump 41	LrN	76.0	0.0	0	499	-64.9	2.7	-7.5	-3.1	-0.4	0.2	0.0	3.0
6.163	AIR-COOLED CHILLER Pump 63	LrN	76.0	0.0	0	507	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	3.0
6.164	AIR-COOLED CHILLER Pump 64	LrN	76.0	0.0	0	507	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	3.0
6.165	AIR-COOLED CHILLER Pump 65	LrN	76.0	0.0	0	507	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	3.0
6.166	AIR-COOLED CHILLER Pump 66	LrN	76.0	0.0	0	508	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	3.0
6.128	AIR-COOLED CHILLER Pump 28	LrN	76.0	0.0	0	506	-65.1	2.7	-9.3	-2.3	-0.4	1.3	0.0	3.0
6.167	AIR-COOLED CHILLER Pump 67	LrN	76.0	0.0	0	508	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	3.0
6.168	AIR-COOLED CHILLER Pump 68	LrN	76.0	0.0	0	509	-65.1	2.7	-7.5	-3.1	-0.4	0.4	0.0	3.0
6.138	AIR-COOLED CHILLER Pump 38	LrN	76.0	0.0	0	499	-65.0	2.7	-9.4	-2.2	-0.4	1.2	0.0	2.9
6.134	AIR-COOLED CHILLER Pump 34	LrN	76.0	0.0	0	502	-65.0	2.7	-9.4	-2.3	-0.3	1.2	0.0	2.9
6.162	AIR-COOLED CHILLER Pump 62	LrN	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	2.9
6.159	AIR-COOLED CHILLER Pump 59	LrN	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	2.9
6.157	AIR-COOLED CHILLER Pump 57	LrN	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	2.9
6.158	AIR-COOLED CHILLER Pump 58	LrN	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	2.9
6.160	AIR-COOLED CHILLER Pump 60	LrN	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	2.9
6.161	AIR-COOLED CHILLER Pump 61	LrN	76.0	0.0	0	506	-65.1	2.7	-7.5	-3.1	-0.4	0.2	0.0	2.8
6.132	AIR-COOLED CHILLER Pump 32	LrN	76.0	0.0	0	503	-65.0	2.7	-9.4	-2.3	-0.3	1.3	0.0	2.8
6.112	AIR-COOLED CHILLER Pump 12	LrN	76.0	0.0	0	461	-64.3	2.7	-12.6	-1.5	-0.2	2.7	0.0	2.7
8.008	Condenser AHU 08 (SO-F)	LrN	72.0	1.0	0	518	-65.3	2.7	-9.7	-0.6	-0.5	2.6	0.0	2.2
6.143	AIR-COOLED CHILLER Pump 43	LrN	76.0	0.0	0	498	-64.9	2.7	-9.4	-2.2	-0.4	0.3	0.0	2.1
6.142	AIR-COOLED CHILLER Pump 42	LrN	76.0	0.0	0	498	-64.9	2.7	-9.4	-2.2	-0.4	0.3	0.0	2.1
6.156	AIR-COOLED CHILLER Pump 56	LrN	76.0	0.0	0	506	-65.1	2.7	-9.2	-2.3	-0.4	0.3	0.0	2.0
6.155	AIR-COOLED CHILLER Pump 55	LrN	76.0	0.0	0	506	-65.1	2.7	-9.2	-2.3	-0.4	0.1	0.0	1.8
7.008	AHU08 (SO-F)	LrN	78.0	0.0	0	512	-65.2	2.7	-23.1	-0.9	-0.5	10.7	0.0	1.7
6.103	AIR-COOLED CHILLER Pump 03	LrN	76.0	0.0	0	467	-64.4	2.7	-11.1	-1.7	-0.2	0.0	0.0	1.4
6.139	AIR-COOLED CHILLER Pump 39	LrN	76.0	0.0	0	499	-65.0	2.7	-24.7	-1.7	-0.4	13.8	0.0	0.9
7.002	AHU02 (NW-F)	LrN	78.0	0.0	0	443	-63.9	2.7	-15.7	-0.9	-0.3	1.0	0.0	0.9
7.003	AHU03 (NW-F)	LrN	78.0	0.0	0	444	-63.9	2.7	-15.7	-0.9	-0.3	1.0	0.0	0.8
7.004	AHU04 (NW-F)	LrN	78.0	0.0	0	445	-64.0	2.7	-15.7	-0.9	-0.3	1.0	0.0	0.8
7.001	AHU01 (NW-F)	LrN	78.0	0.0	0	443	-63.9	2.7	-15.7	-0.9	-0.3	0.9	0.0	0.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
11.003	Wärmeübergangstation	LrN	72.0	0.0	0	490	-64.8	2.8	-7.5	-0.5	-1.2	0.0	0.0	0.7
11.004	Pumps/Transformer/Switchroom/Piping	LrN	72.0	0.0	0	495	-64.9	2.8	-7.6	-0.5	-1.2	0.0	0.0	0.7
5.101	AIR-COOLED CHILLER 01	LrN	100.0	-13.0	0	468	-64.4	2.7	-22.6	-2.6	-0.2	0.8	0.0	0.6
11.002	Trafostation B140 MVA	LrN	72.0	0.0	0	517	-65.3	2.8	-7.5	-0.6	-1.1	0.0	0.0	0.4
6.101	AIR-COOLED CHILLER Pump 01	LrN	76.0	0.0	0	469	-64.4	2.7	-12.5	-1.5	-0.2	0.1	0.0	0.2
11.001	Trafostation A140 MVA	LrN	72.0	0.0	0	532	-65.5	2.9	-7.5	-0.6	-1.1	0.0	0.0	0.2
6.115	AIR-COOLED CHILLER Pump 15	LrN	76.0	0.0	0	461	-64.3	2.7	-12.6	-1.5	-0.2	0.1	0.0	0.1
6.108	AIR-COOLED CHILLER Pump 08	LrN	76.0	0.0	0	464	-64.3	2.7	-12.6	-1.5	-0.2	0.0	0.0	0.1
6.113	AIR-COOLED CHILLER Pump 13	LrN	76.0	0.0	0	461	-64.3	2.7	-26.9	-2.5	-0.2	15.1	0.0	0.0
8.009	Condenser AHU 09 (SW-F)	LrN	72.0	1.0	0	489	-64.8	2.7	-11.0	-0.5	-0.4	0.7	0.0	-0.3
8.010	Condenser AHU 10 (SW-F)	LrN	72.0	1.0	0	486	-64.7	2.7	-11.4	-0.5	-0.4	0.2	0.0	-1.1
8.014	Condenser FOC SOC VRF	LrN	79.0	1.0	0	539	-65.6	2.7	-19.5	-0.9	-0.6	2.7	0.0	-1.1
8.011	Condenser AHU 11 (SW-F)	LrN	72.0	1.0	0	483	-64.7	2.7	-11.9	-0.5	-0.4	0.0	0.0	-1.7
8.012	Condenser AHU 12 (SW-F)	LrN	72.0	1.0	0	480	-64.6	2.7	-12.5	-0.5	-0.4	0.0	0.0	-2.3
5.142	AIR-COOLED CHILLER 42	LrN	100.0	-13.0	0	490	-64.8	2.7	-26.6	-2.2	-0.3	1.7	0.0	-2.6
6.133	AIR-COOLED CHILLER Pump 33	LrN	76.0	0.0	0	502	-65.0	2.7	-24.7	-1.7	-0.3	10.4	0.0	-2.6
4.208	Trafo 208	LrN	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.4	0.0	0.0	-2.7
4.207	Trafo 207	LrN	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.4	0.0	0.0	-2.7
4.206	Trafo 206	LrN	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.3	0.0	0.0	-2.7
4.205	Trafo 205	LrN	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.3	0.0	0.0	-2.7
4.204	Trafo 204	LrN	55.0	1.0	3	431	-63.7	2.7	0.0	-0.5	-0.3	0.0	0.0	-2.8
4.203	Trafo 203	LrN	55.0	1.0	3	432	-63.7	2.7	0.0	-0.5	-0.3	0.0	0.0	-2.8
4.202	Trafo 202	LrN	55.0	1.0	3	437	-63.8	2.7	0.0	-0.5	-0.3	0.0	0.0	-2.9
4.201	Trafo 201	LrN	55.0	1.0	3	438	-63.8	2.7	0.0	-0.5	-0.3	0.0	0.0	-2.9
4.108	Trafo 108	LrN	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.6	0.0	0.0	-3.0
4.107	Trafo 107	LrN	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.6	0.0	0.0	-3.0
4.106	Trafo 106	LrN	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.6	0.0	0.0	-3.0
4.105	Trafo 105	LrN	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.6	0.0	0.0	-3.0
4.104	Trafo 104	LrN	55.0	1.0	3	431	-63.7	2.7	0.0	-0.5	-0.6	0.0	0.0	-3.1
4.103	Trafo 103	LrN	55.0	1.0	3	432	-63.7	2.7	0.0	-0.5	-0.6	0.0	0.0	-3.1
4.102	Trafo 102	LrN	55.0	1.0	3	436	-63.8	2.7	0.0	-0.5	-0.6	0.0	0.0	-3.2
4.101	Trafo 101	LrN	55.0	1.0	3	438	-63.8	2.7	0.0	-0.5	-0.6	0.0	0.0	-3.2
4.008	Trafo 008	LrN	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.9	0.0	0.0	-3.3
4.007	Trafo 007	LrN	55.0	1.0	3	426	-63.6	2.7	0.0	-0.5	-0.9	0.0	0.0	-3.3
4.006	Trafo 006	LrN	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.9	0.0	0.0	-3.3
4.005	Trafo 005	LrN	55.0	1.0	3	428	-63.6	2.7	0.0	-0.5	-0.9	0.0	0.0	-3.3
4.004	Trafo 004	LrN	55.0	1.0	3	431	-63.7	2.7	0.0	-0.5	-0.9	0.0	0.0	-3.4
4.003	Trafo 003	LrN	55.0	1.0	3	432	-63.7	2.7	0.0	-0.5	-0.9	0.0	0.0	-3.4
5.107	AIR-COOLED CHILLER 07	LrN	100.0	-13.0	0	463	-64.3	2.7	-27.4	-2.5	-0.2	0.2	0.0	-4.5
8.002	Condenser AHU 02 (NW-F)	LrN	72.0	1.0	0	440	-63.9	2.7	-17.3	-0.4	-0.3	1.0	0.0	-5.1
8.004	Condenser AHU 04 (NW-F)	LrN	72.0	1.0	0	441	-63.9	2.7	-17.3	-0.4	-0.3	1.0	0.0	-5.1
8.003	Condenser AHU 03 (NW-F)	LrN	72.0	1.0	0	440	-63.9	2.7	-17.3	-0.4	-0.3	1.0	0.0	-5.1
8.001	Condenser AHU 01 (NW-F)	LrN	72.0	1.0	0	439	-63.8	2.7	-17.3	-0.4	-0.3	1.0	0.0	-5.2
4.002	Trafo 002	LrN	55.0	1.0	3	436	-63.8	2.7	-5.6	-0.6	-0.9	0.0	0.0	-9.1
4.209	Trafo 209	LrN	55.0	1.0	3	458	-64.2	2.7	-5.8	-0.5	-0.5	0.0	0.0	-9.3
4.109	Trafo 109	LrN	55.0	1.0	3	458	-64.2	2.7	-6.0	-0.5	-0.7	0.0	0.0	-9.7
4.009	Trafo 009	LrN	55.0	1.0	3	458	-64.2	2.7	-6.0	-0.5	-1.0	0.0	0.0	-10.0
4.210	Trafo 210	LrN	55.0	1.0	3	464	-64.3	2.7	-6.8	-0.5	-0.5	0.0	0.0	-10.4
4.110	Trafo 110	LrN	55.0	1.0	3	464	-64.3	2.7	-7.0	-0.5	-0.7	0.0	0.0	-10.8

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
4.010	Trafo 010	LrN	55.0	1.0	3	464	-64.3	2.7	-7.0	-0.5	-1.0	0.0	0.0	-11.1
6.107	AIR-COOLED CHILLER Pump 07	LrN	76.0	0.0	0	464	-64.3	2.7	-26.3	-2.2	-0.2	1.4	0.0	-12.9
4.211	Trafo 211	LrN	55.0	1.0	3	486	-64.7	2.7	-9.2	-0.5	-0.6	0.0	0.0	-13.3
4.111	Trafo 111	LrN	55.0	1.0	3	486	-64.7	2.7	-9.3	-0.5	-0.8	0.0	0.0	-13.7
4.212	Trafo 212	LrN	55.0	1.0	3	491	-64.8	2.7	-9.6	-0.5	-0.6	0.0	0.0	-13.8
4.011	Trafo 011	LrN	55.0	1.0	3	485	-64.7	2.7	-9.4	-0.5	-1.0	0.0	0.0	-13.9
4.112	Trafo 112	LrN	55.0	1.0	3	491	-64.8	2.7	-9.7	-0.5	-0.8	0.0	0.0	-14.2
4.012	Trafo 012	LrN	55.0	1.0	3	491	-64.8	2.7	-9.8	-0.5	-1.1	0.0	0.0	-14.5
6.116	AIR-COOLED CHILLER Pump 16	LrN	76.0	0.0	0	460	-64.3	2.7	-26.9	-2.5	-0.2	0.0	0.0	-15.1
6.102	AIR-COOLED CHILLER Pump 02	LrN	76.0	0.0	0	468	-64.4	2.7	-27.0	-2.5	-0.2	0.3	0.0	-15.2
4.213	Trafo 213	LrN	55.0	1.0	3	528	-65.5	2.7	-14.7	-0.5	-0.7	0.0	0.0	-19.6
4.214	Trafo 214	LrN	55.0	1.0	3	534	-65.5	2.7	-14.9	-0.5	-0.7	0.0	0.0	-19.9
4.113	Trafo 113	LrN	55.0	1.0	3	528	-65.4	2.7	-15.2	-0.5	-0.9	0.0	0.0	-20.4
4.013	Trafo 013	LrN	55.0	1.0	3	528	-65.4	2.8	-15.3	-0.5	-1.1	0.0	0.0	-20.5
4.114	Trafo 114	LrN	55.0	1.0	3	534	-65.5	2.7	-15.5	-0.5	-0.9	0.0	0.0	-20.7
4.218	Trafo 218	LrN	55.0	1.0	3	482	-64.7	2.7	-16.9	-0.5	-0.5	0.0	0.0	-20.8
4.014	Trafo 014	LrN	55.0	1.0	3	534	-65.5	2.9	-15.5	-0.5	-1.1	0.0	0.0	-20.8
4.118	Trafo 118	LrN	55.0	1.0	3	482	-64.6	2.7	-17.0	-0.5	-0.8	0.0	0.0	-21.1
4.217	Trafo 217	LrN	55.0	1.0	3	487	-64.7	2.7	-17.2	-0.5	-0.5	0.0	0.0	-21.3
4.018	Trafo 018	LrN	55.0	1.0	3	482	-64.6	2.7	-17.0	-0.5	-1.0	0.0	0.0	-21.4
4.117	Trafo 117	LrN	55.0	1.0	3	487	-64.7	2.7	-17.4	-0.5	-0.8	0.0	0.0	-21.7
4.017	Trafo 017	LrN	55.0	1.0	3	487	-64.7	2.7	-17.4	-0.5	-1.0	0.0	0.0	-21.9
4.216	Trafo 216	LrN	55.0	1.0	3	509	-65.1	2.7	-18.4	-0.5	-0.6	0.0	0.0	-22.9
4.215	Trafo 215	LrN	55.0	1.0	3	514	-65.2	2.7	-18.6	-0.5	-0.6	0.0	0.0	-23.3
4.116	Trafo 116	LrN	55.0	1.0	3	509	-65.1	2.7	-18.5	-0.5	-0.8	0.0	0.0	-23.3
4.016	Trafo 016	LrN	55.0	1.0	3	509	-65.1	2.7	-18.6	-0.5	-1.1	0.0	0.0	-23.6
4.115	Trafo 115	LrN	55.0	1.0	3	514	-65.2	2.7	-18.8	-0.5	-0.8	0.0	0.0	-23.6
4.015	Trafo 015	LrN	55.0	1.0	3	514	-65.2	2.7	-18.8	-0.5	-1.1	0.0	0.0	-23.9
7.013	AHU FoH	LrN	84.3		0	535	-65.6	2.7	-20.4	-0.9	-0.5	3.6	0.0	
10.003	Anlieferverkehr: Entladung Lkw	LrN	92.0		0	528	-65.4	3.3	-27.6	-2.3	-1.2	0.3	0.0	
10.002	Anlieferverkehr: Rangieren Lkw	LrN	84.0		0	529	-65.5	3.4	-27.5	-2.5	-1.2	0.2	0.0	
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrN	91.9		0	480	-64.6	3.2	-4.0	-2.6	-1.2	1.5	0.0	
8.013	Condenser AHU FoH	LrN	73.0		0	539	-65.6	2.7	-16.8	-0.5	-0.6	2.7	0.0	
8.015	Condenser General Office Area no. 1	LrN	86.0		0	541	-65.7	2.7	-7.8	-1.5	-0.6	2.8	0.0	
8.016	Condenser General Office Area no. 2	LrN	86.0		0	541	-65.7	2.7	-7.8	-1.5	-0.6	2.8	0.0	
8.017	Condenser General Office Area no. 3	LrN	86.0		0	539	-65.6	2.7	-7.8	-1.5	-0.6	2.8	0.0	
3.001	Landlord Generator: Container	LrN	110.0		0	533	-65.5	2.7	-10.4	-1.3	-0.5	0.0	0.0	
3.002	Landlord Generator: Kamin	LrN	90.0		0	517	-65.3	2.7	-0.5	-3.0	0.0	0.1	0.0	
3.004	Landlord Generator: Stationäre Lastbank	LrN	104.0		0	433	-63.7	2.7	-0.5	-1.8	-0.1	0.6	0.0	
9.101	Parkplatz 1: Zufahrt Pkw	LrN	64.1		0	487	-64.7	3.1	0.0	-2.8	-1.2	0.0	0.0	
9.201	Parkplatz 2: Zufahrt Pkw	LrN	71.1		0	462	-64.3	3.0	-5.2	-2.6	-1.2	0.3	0.0	
9.302	Parkplatz 3	LrN	67.0		0	543	-65.7	3.3	-27.4	-2.4	-1.3	0.5	0.0	
9.303	Parkplatz 3: Abfahrt Pkw	LrN	74.6		0	509	-65.1	3.2	-7.8	-2.7	-1.2	0.0	0.0	
9.301	Parkplatz 3: Zufahrt Pkw	LrN	76.9		0	466	-64.4	3.0	-3.0	-2.8	-1.2	1.3	0.0	

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
lo 8 - Steinheimer Straße 39 3.OG LAT,n 29 dB(A) LAT,nmax 27 dB(A)														
5.140	AIR-COOLED CHILLER 40	LrN	100.0	-13.0	0	607	-66.7	2.7	-7.5	-3.2	-0.6	2.3	0.0	14.1
5.139	AIR-COOLED CHILLER 39	LrN	100.0	-13.0	0	608	-66.7	2.7	-8.1	-3.0	-0.6	2.4	0.0	13.8
5.136	AIR-COOLED CHILLER 36	LrN	100.0	-13.0	0	610	-66.7	2.7	-7.5	-3.2	-0.6	0.9	0.0	12.6
5.135	AIR-COOLED CHILLER 35	LrN	100.0	-13.0	0	611	-66.7	2.7	-7.5	-3.2	-0.6	0.9	0.0	12.6
5.111	AIR-COOLED CHILLER 11	LrN	100.0	-13.0	0	578	-66.2	2.7	-11.2	-2.3	-0.5	3.1	0.0	12.5
5.117	AIR-COOLED CHILLER 17	LrN	100.0	-13.0	0	574	-66.2	2.7	-7.8	-2.9	-0.5	0.0	0.0	12.3
5.156	AIR-COOLED CHILLER 56	LrN	100.0	-13.0	0	631	-67.0	2.7	-7.5	-3.3	-0.6	0.9	0.0	12.2
5.110	AIR-COOLED CHILLER 10	LrN	100.0	-13.0	0	579	-66.2	2.7	-7.8	-3.0	-0.5	0.0	0.0	12.2
5.109	AIR-COOLED CHILLER 09	LrN	100.0	-13.0	0	580	-66.3	2.7	-7.8	-3.0	-0.5	0.0	0.0	12.2
5.137	AIR-COOLED CHILLER 37	LrN	100.0	-13.0	0	609	-66.7	2.7	-8.4	-2.9	-0.6	1.0	0.0	12.2
5.143	AIR-COOLED CHILLER 43	LrN	100.0	-13.0	0	605	-66.6	2.7	-7.5	-3.2	-0.6	0.0	0.0	11.9
5.146	AIR-COOLED CHILLER 46	LrN	100.0	-13.0	0	603	-66.6	2.7	-7.6	-3.1	-0.6	0.0	0.0	11.8
5.147	AIR-COOLED CHILLER 47	LrN	100.0	-13.0	0	603	-66.6	2.7	-7.6	-3.1	-0.6	0.0	0.0	11.8
5.148	AIR-COOLED CHILLER 48	LrN	100.0	-13.0	0	603	-66.6	2.7	-7.7	-3.1	-0.6	0.0	0.0	11.8
5.149	AIR-COOLED CHILLER 49	LrN	100.0	-13.0	0	602	-66.6	2.7	-7.7	-3.1	-0.6	0.0	0.0	11.8
5.150	AIR-COOLED CHILLER 50	LrN	100.0	-13.0	0	602	-66.6	2.7	-7.7	-3.1	-0.6	0.0	0.0	11.8
5.144	AIR-COOLED CHILLER 44	LrN	100.0	-13.0	0	604	-66.6	2.7	-7.7	-3.1	-0.6	0.0	0.0	11.7
5.151	AIR-COOLED CHILLER 51	LrN	100.0	-13.0	0	602	-66.6	2.7	-7.8	-3.1	-0.6	0.0	0.0	11.7
5.145	AIR-COOLED CHILLER 45	LrN	100.0	-13.0	0	604	-66.6	2.7	-7.7	-3.1	-0.6	0.0	0.0	11.7
5.152	AIR-COOLED CHILLER 52	LrN	100.0	-13.0	0	602	-66.6	2.7	-7.8	-3.0	-0.6	0.0	0.0	11.7
5.157	AIR-COOLED CHILLER 57	LrN	100.0	-13.0	0	630	-67.0	2.7	-7.5	-3.3	-0.6	0.4	0.0	11.7
5.153	AIR-COOLED CHILLER 53	LrN	100.0	-13.0	0	601	-66.6	2.7	-7.9	-3.0	-0.6	0.0	0.0	11.7
5.142	AIR-COOLED CHILLER 42	LrN	100.0	-13.0	0	606	-66.6	2.7	-8.1	-3.0	-0.6	0.2	0.0	11.6
5.141	AIR-COOLED CHILLER 41	LrN	100.0	-13.0	0	606	-66.6	2.7	-8.1	-3.0	-0.6	0.2	0.0	11.6
5.160	AIR-COOLED CHILLER 60	LrN	100.0	-13.0	0	629	-67.0	2.7	-7.6	-3.2	-0.6	0.4	0.0	11.6
5.161	AIR-COOLED CHILLER 61	LrN	100.0	-13.0	0	628	-67.0	2.7	-7.7	-3.2	-0.6	0.3	0.0	11.6
5.162	AIR-COOLED CHILLER 62	LrN	100.0	-13.0	0	628	-67.0	2.7	-7.7	-3.2	-0.6	0.3	0.0	11.6
5.163	AIR-COOLED CHILLER 63	LrN	100.0	-13.0	0	628	-66.9	2.7	-7.7	-3.2	-0.6	0.3	0.0	11.6
5.158	AIR-COOLED CHILLER 58	LrN	100.0	-13.0	0	630	-67.0	2.7	-7.7	-3.2	-0.6	0.4	0.0	11.6
5.159	AIR-COOLED CHILLER 59	LrN	100.0	-13.0	0	629	-67.0	2.7	-7.7	-3.2	-0.6	0.4	0.0	11.5
5.164	AIR-COOLED CHILLER 64	LrN	100.0	-13.0	0	628	-66.9	2.7	-7.8	-3.2	-0.6	0.3	0.0	11.5
5.165	AIR-COOLED CHILLER 65	LrN	100.0	-13.0	0	627	-66.9	2.7	-7.8	-3.2	-0.6	0.3	0.0	11.5
5.166	AIR-COOLED CHILLER 66	LrN	100.0	-13.0	0	627	-66.9	2.7	-7.8	-3.1	-0.6	0.3	0.0	11.5
5.167	AIR-COOLED CHILLER 67	LrN	100.0	-13.0	0	627	-66.9	2.7	-7.8	-3.1	-0.6	0.3	0.0	11.5
5.120	AIR-COOLED CHILLER 20	LrN	100.0	-13.0	0	573	-66.1	2.7	-9.9	-2.5	-0.5	0.0	0.0	10.6
5.121	AIR-COOLED CHILLER 21	LrN	100.0	-13.0	0	572	-66.1	2.7	-10.0	-2.5	-0.5	0.0	0.0	10.5
5.122	AIR-COOLED CHILLER 22	LrN	100.0	-13.0	0	572	-66.1	2.7	-10.1	-2.5	-0.5	0.0	0.0	10.5
5.118	AIR-COOLED CHILLER 18	LrN	100.0	-13.0	0	573	-66.2	2.7	-10.2	-2.5	-0.5	0.0	0.0	10.4
5.123	AIR-COOLED CHILLER 23	LrN	100.0	-13.0	0	571	-66.1	2.7	-10.2	-2.5	-0.5	0.0	0.0	10.4
5.119	AIR-COOLED CHILLER 19	LrN	100.0	-13.0	0	573	-66.2	2.7	-10.3	-2.5	-0.5	0.0	0.0	10.3
5.124	AIR-COOLED CHILLER 24	LrN	100.0	-13.0	0	571	-66.1	2.7	-10.3	-2.5	-0.5	0.0	0.0	10.3
5.125	AIR-COOLED CHILLER 25	LrN	100.0	-13.0	0	571	-66.1	2.7	-10.5	-2.4	-0.5	0.0	0.0	10.2
5.126	AIR-COOLED CHILLER 26	LrN	100.0	-13.0	0	571	-66.1	2.7	-10.5	-2.4	-0.5	0.0	0.0	10.1
5.112	AIR-COOLED CHILLER 12	LrN	100.0	-13.0	0	577	-66.2	2.7	-27.2	-2.8	-0.5	16.8	0.0	9.7
5.116	AIR-COOLED CHILLER 16	LrN	100.0	-13.0	0	575	-66.2	2.7	-11.3	-2.3	-0.5	0.0	0.0	9.5
5.113	AIR-COOLED CHILLER 13	LrN	100.0	-13.0	0	577	-66.2	2.7	-11.3	-2.3	-0.5	0.0	0.0	9.5
5.114	AIR-COOLED CHILLER 14	LrN	100.0	-13.0	0	576	-66.2	2.7	-12.5	-2.3	-0.5	0.0	0.0	8.2
5.134	AIR-COOLED CHILLER 34	LrN	100.0	-13.0	0	612	-66.7	2.7	-16.2	-2.2	-0.6	3.7	0.0	7.6

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
5.168	AIR-COOLED CHILLER 68	LrN	100.0	-13.0	0	627	-66.9	2.7	-13.2	-2.4	-0.6	0.9	0.0	7.4
5.154	AIR-COOLED CHILLER 54	LrN	100.0	-13.0	0	601	-66.6	2.7	-14.6	-2.3	-0.6	0.2	0.0	5.9
5.138	AIR-COOLED CHILLER 38	LrN	100.0	-13.0	0	608	-66.7	2.7	-26.2	-2.5	-0.6	11.9	0.0	5.7
5.155	AIR-COOLED CHILLER 55	LrN	100.0	-13.0	0	632	-67.0	2.7	-23.3	-2.1	-0.6	8.9	0.0	5.6
4.301	Landlord Trafo	LrN	73.0	0.0	3	645	-67.2	2.7	-8.1	-0.7	-0.7	2.7	0.0	4.7
5.131	AIR-COOLED CHILLER 31	LrN	100.0	-13.0	0	615	-66.8	2.7	-16.3	-2.3	-0.6	0.6	0.0	4.4
5.130	AIR-COOLED CHILLER 30	LrN	100.0	-13.0	0	616	-66.8	2.7	-16.3	-2.3	-0.6	0.5	0.0	4.2
5.129	AIR-COOLED CHILLER 29	LrN	100.0	-13.0	0	617	-66.8	2.7	-16.4	-2.3	-0.6	0.5	0.0	4.2
7.007	AHU07 (SO-F)	LrN	78.0	0.0	0	630	-67.0	2.7	-15.6	-1.2	-0.7	6.9	0.0	3.1
5.132	AIR-COOLED CHILLER 32	LrN	100.0	-13.0	0	614	-66.8	2.7	-17.8	-2.2	-0.6	0.8	0.0	3.1
7.006	AHU06 (SO-F)	LrN	78.0	0.0	0	643	-67.2	2.7	-10.8	-1.5	-0.7	2.6	0.0	3.0
5.133	AIR-COOLED CHILLER 33	LrN	100.0	-13.0	0	613	-66.7	2.7	-17.8	-2.2	-0.6	0.7	0.0	3.0
5.108	AIR-COOLED CHILLER 08	LrN	100.0	-13.0	0	581	-66.3	2.7	-17.9	-2.1	-0.5	0.0	0.0	2.9
5.128	AIR-COOLED CHILLER 28	LrN	100.0	-13.0	0	618	-66.8	2.7	-19.0	-2.2	-0.6	1.7	0.0	2.8
5.105	AIR-COOLED CHILLER 05	LrN	100.0	-13.0	0	584	-66.3	2.7	-18.0	-2.1	-0.5	0.0	0.0	2.8
5.104	AIR-COOLED CHILLER 04	LrN	100.0	-13.0	0	585	-66.3	2.7	-18.0	-2.1	-0.5	0.0	0.0	2.7
5.103	AIR-COOLED CHILLER 03	LrN	100.0	-13.0	0	586	-66.4	2.7	-18.0	-2.1	-0.5	0.0	0.0	2.7
6.140	AIR-COOLED CHILLER Pump 40	LrN	76.0	0.0	0	615	-66.8	2.7	-7.5	-3.5	-0.6	2.3	0.0	2.7
6.111	AIR-COOLED CHILLER Pump 11	LrN	76.0	0.0	0	579	-66.3	2.7	-7.6	-3.3	-0.5	1.6	0.0	2.6
6.139	AIR-COOLED CHILLER Pump 39	LrN	76.0	0.0	0	616	-66.8	2.7	-8.1	-3.2	-0.6	2.5	0.0	2.6
8.007	Condenser AHU 07 (SO-F)	LrN	72.0	1.0	0	636	-67.1	2.7	-7.5	-0.9	-0.7	2.5	0.0	2.0
5.127	AIR-COOLED CHILLER 27	LrN	100.0	-13.0	0	571	-66.1	2.7	-19.2	-2.1	-0.5	0.0	0.0	1.9
6.136	AIR-COOLED CHILLER Pump 36	LrN	76.0	0.0	0	618	-66.8	2.7	-7.5	-3.5	-0.6	1.1	0.0	1.4
6.135	AIR-COOLED CHILLER Pump 35	LrN	76.0	0.0	0	619	-66.8	2.7	-7.5	-3.5	-0.6	1.1	0.0	1.4
5.107	AIR-COOLED CHILLER 07	LrN	100.0	-13.0	0	582	-66.3	2.7	-19.5	-2.1	-0.5	0.0	0.0	1.3
5.106	AIR-COOLED CHILLER 06	LrN	100.0	-13.0	0	583	-66.3	2.7	-19.5	-2.1	-0.5	0.0	0.0	1.3
5.102	AIR-COOLED CHILLER 02	LrN	100.0	-13.0	0	588	-66.4	2.7	-19.6	-2.1	-0.5	0.1	0.0	1.2
6.137	AIR-COOLED CHILLER Pump 37	LrN	76.0	0.0	0	617	-66.8	2.7	-8.3	-3.1	-0.6	1.2	0.0	1.1
6.112	AIR-COOLED CHILLER Pump 12	LrN	76.0	0.0	0	579	-66.2	2.7	-11.3	-2.0	-0.5	2.5	0.0	1.1
6.117	AIR-COOLED CHILLER Pump 17	LrN	76.0	0.0	0	575	-66.2	2.7	-7.7	-3.3	-0.5	0.0	0.0	1.1
6.114	AIR-COOLED CHILLER Pump 14	LrN	76.0	0.0	0	577	-66.2	2.7	-7.7	-3.3	-0.5	0.0	0.0	1.1
6.110	AIR-COOLED CHILLER Pump 10	LrN	76.0	0.0	0	580	-66.3	2.7	-7.6	-3.3	-0.5	0.0	0.0	1.0
6.109	AIR-COOLED CHILLER Pump 09	LrN	76.0	0.0	0	581	-66.3	2.7	-7.6	-3.3	-0.5	0.0	0.0	1.0
6.141	AIR-COOLED CHILLER Pump 41	LrN	76.0	0.0	0	614	-66.8	2.7	-8.1	-3.2	-0.6	0.3	0.0	0.4
6.143	AIR-COOLED CHILLER Pump 43	LrN	76.0	0.0	0	613	-66.7	2.7	-7.5	-3.5	-0.6	0.0	0.0	0.4
6.156	AIR-COOLED CHILLER Pump 56	LrN	76.0	0.0	0	621	-66.9	2.7	-7.5	-3.5	-0.6	0.2	0.0	0.4
6.147	AIR-COOLED CHILLER Pump 47	LrN	76.0	0.0	0	611	-66.7	2.7	-7.7	-3.4	-0.6	0.0	0.0	0.4
6.146	AIR-COOLED CHILLER Pump 46	LrN	76.0	0.0	0	612	-66.7	2.7	-7.7	-3.4	-0.6	0.0	0.0	0.4
6.148	AIR-COOLED CHILLER Pump 48	LrN	76.0	0.0	0	611	-66.7	2.7	-7.7	-3.4	-0.6	0.0	0.0	0.4
6.149	AIR-COOLED CHILLER Pump 49	LrN	76.0	0.0	0	611	-66.7	2.7	-7.8	-3.3	-0.6	0.0	0.0	0.3
6.150	AIR-COOLED CHILLER Pump 50	LrN	76.0	0.0	0	610	-66.7	2.7	-7.8	-3.3	-0.6	0.0	0.0	0.3
6.144	AIR-COOLED CHILLER Pump 44	LrN	76.0	0.0	0	613	-66.7	2.7	-7.8	-3.3	-0.6	0.0	0.0	0.3
6.151	AIR-COOLED CHILLER Pump 51	LrN	76.0	0.0	0	610	-66.7	2.7	-7.9	-3.3	-0.6	0.0	0.0	0.3
6.142	AIR-COOLED CHILLER Pump 42	LrN	76.0	0.0	0	614	-66.8	2.7	-8.1	-3.2	-0.6	0.2	0.0	0.3
6.145	AIR-COOLED CHILLER Pump 45	LrN	76.0	0.0	0	612	-66.7	2.7	-7.8	-3.3	-0.6	0.0	0.0	0.3
6.152	AIR-COOLED CHILLER Pump 52	LrN	76.0	0.0	0	610	-66.7	2.7	-7.9	-3.3	-0.6	0.0	0.0	0.3
6.153	AIR-COOLED CHILLER Pump 53	LrN	76.0	0.0	0	610	-66.7	2.7	-8.0	-3.2	-0.6	0.0	0.0	0.3
6.155	AIR-COOLED CHILLER Pump 55	LrN	76.0	0.0	0	622	-66.9	2.7	-7.9	-3.3	-0.6	0.2	0.0	0.2
6.160	AIR-COOLED CHILLER Pump 60	LrN	76.0	0.0	0	619	-66.8	2.7	-7.7	-3.4	-0.6	0.0	0.0	0.2

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
6.161	AIR-COOLED CHILLER Pump 61	LrN	76.0	0.0	0	619	-66.8	2.7	-7.7	-3.4	-0.6	0.0	0.0	0.2
6.162	AIR-COOLED CHILLER Pump 62	LrN	76.0	0.0	0	619	-66.8	2.7	-7.8	-3.4	-0.6	0.0	0.0	0.2
6.159	AIR-COOLED CHILLER Pump 59	LrN	76.0	0.0	0	620	-66.8	2.7	-7.7	-3.4	-0.6	0.0	0.0	0.2
6.163	AIR-COOLED CHILLER Pump 63	LrN	76.0	0.0	0	618	-66.8	2.7	-7.8	-3.3	-0.6	0.0	0.0	0.2
6.157	AIR-COOLED CHILLER Pump 57	LrN	76.0	0.0	0	621	-66.9	2.7	-7.8	-3.4	-0.6	0.1	0.0	0.2
6.164	AIR-COOLED CHILLER Pump 64	LrN	76.0	0.0	0	618	-66.8	2.7	-7.9	-3.3	-0.6	0.0	0.0	0.2
6.158	AIR-COOLED CHILLER Pump 58	LrN	76.0	0.0	0	620	-66.8	2.7	-7.8	-3.4	-0.6	0.0	0.0	0.1
6.120	AIR-COOLED CHILLER Pump 20	LrN	76.0	0.0	0	574	-66.2	2.7	-9.3	-2.6	-0.5	0.0	0.0	0.1
6.165	AIR-COOLED CHILLER Pump 65	LrN	76.0	0.0	0	618	-66.8	2.7	-7.9	-3.3	-0.6	0.0	0.0	0.1
6.167	AIR-COOLED CHILLER Pump 67	LrN	76.0	0.0	0	618	-66.8	2.7	-7.9	-3.3	-0.6	0.0	0.0	0.1
6.166	AIR-COOLED CHILLER Pump 66	LrN	76.0	0.0	0	618	-66.8	2.7	-8.0	-3.3	-0.6	0.0	0.0	0.1
6.121	AIR-COOLED CHILLER Pump 21	LrN	76.0	0.0	0	573	-66.2	2.7	-9.4	-2.6	-0.5	0.0	0.0	0.1
6.122	AIR-COOLED CHILLER Pump 22	LrN	76.0	0.0	0	573	-66.2	2.7	-9.5	-2.5	-0.5	0.0	0.0	0.0
6.123	AIR-COOLED CHILLER Pump 23	LrN	76.0	0.0	0	573	-66.1	2.7	-9.6	-2.5	-0.5	0.0	0.0	-0.1
6.118	AIR-COOLED CHILLER Pump 18	LrN	76.0	0.0	0	575	-66.2	2.7	-9.6	-2.5	-0.5	0.0	0.0	-0.1
6.124	AIR-COOLED CHILLER Pump 24	LrN	76.0	0.0	0	572	-66.1	2.7	-9.7	-2.5	-0.5	0.0	0.0	-0.1
6.119	AIR-COOLED CHILLER Pump 19	LrN	76.0	0.0	0	574	-66.2	2.7	-9.7	-2.5	-0.5	0.0	0.0	-0.2
6.154	AIR-COOLED CHILLER Pump 54	LrN	76.0	0.0	0	610	-66.7	2.7	-8.7	-2.9	-0.6	0.0	0.0	-0.2
6.125	AIR-COOLED CHILLER Pump 25	LrN	76.0	0.0	0	572	-66.1	2.7	-9.8	-2.5	-0.5	0.0	0.0	-0.2
6.127	AIR-COOLED CHILLER Pump 27	LrN	76.0	0.0	0	572	-66.1	2.7	-9.9	-2.4	-0.5	0.0	0.0	-0.3
6.126	AIR-COOLED CHILLER Pump 26	LrN	76.0	0.0	0	572	-66.1	2.7	-9.9	-2.4	-0.5	0.0	0.0	-0.3
11.001	Trafostation A140 MVA	LrN	72.0	0.0	0	655	-67.3	3.3	-6.5	-0.7	-1.2	0.0	0.0	-0.3
11.002	Trafostation B140 MVA	LrN	72.0	0.0	0	639	-67.1	3.2	-6.7	-0.7	-1.2	0.0	0.0	-0.4
6.116	AIR-COOLED CHILLER Pump 16	LrN	76.0	0.0	0	576	-66.2	2.7	-11.3	-2.0	-0.5	0.0	0.0	-1.3
6.115	AIR-COOLED CHILLER Pump 15	LrN	76.0	0.0	0	576	-66.2	2.7	-11.3	-2.0	-0.5	0.0	0.0	-1.3
6.113	AIR-COOLED CHILLER Pump 13	LrN	76.0	0.0	0	578	-66.2	2.7	-11.3	-2.0	-0.5	0.0	0.0	-1.3
7.005	AHU05 (SO-F)	LrN	78.0	0.0	0	642	-67.1	2.7	-15.6	-1.2	-0.7	2.7	0.0	-1.3
8.014	Condenser FOC SOC VRF	LrN	79.0	1.0	0	655	-67.3	2.7	-18.4	-1.1	-0.7	2.7	0.0	-2.1
7.008	AHU08 (SO-F)	LrN	78.0	0.0	0	631	-67.0	2.7	-18.3	-1.1	-0.7	4.3	0.0	-2.1
7.009	AHU09 (SW-F)	LrN	78.0	0.0	0	609	-66.7	2.7	-16.4	-1.1	-0.6	1.8	0.0	-2.3
6.134	AIR-COOLED CHILLER Pump 34	LrN	76.0	0.0	0	620	-66.8	2.7	-15.6	-1.9	-0.6	3.6	0.0	-2.6
8.006	Condenser AHU 06 (SO-F)	LrN	72.0	1.0	0	649	-67.2	2.7	-13.0	-0.6	-0.7	2.6	0.0	-3.4
6.168	AIR-COOLED CHILLER Pump 68	LrN	76.0	0.0	0	618	-66.8	2.7	-13.6	-2.0	-0.6	0.1	0.0	-4.2
9.202	Parkplatz 2	LrN	67.0	7.0	0	548	-65.8	3.3	-14.3	-1.6	-1.3	1.5	0.0	-4.2
7.010	AHU10 (SW-F)	LrN	78.0	0.0	0	606	-66.6	2.7	-16.5	-1.1	-0.6	0.0	0.0	-4.2
7.011	AHU11 (SW-F)	LrN	78.0	0.0	0	603	-66.6	2.7	-16.6	-1.1	-0.6	0.0	0.0	-4.2
7.012	AHU12 (SW-F)	LrN	78.0	0.0	0	601	-66.6	2.7	-16.7	-1.1	-0.6	0.0	0.0	-4.3
4.207	Trafo 207	LrN	55.0	1.0	3	541	-65.6	2.7	0.0	-0.6	-0.6	0.0	0.0	-5.2
4.206	Trafo 206	LrN	55.0	1.0	3	546	-65.7	2.7	0.0	-0.6	-0.6	0.0	0.0	-5.2
6.128	AIR-COOLED CHILLER Pump 28	LrN	76.0	0.0	0	627	-66.9	2.7	-15.7	-1.9	-0.6	1.1	0.0	-5.4
4.107	Trafo 107	LrN	55.0	1.0	3	540	-65.6	2.7	0.0	-0.6	-0.8	0.0	0.0	-5.4
4.106	Trafo 106	LrN	55.0	1.0	3	546	-65.7	2.7	0.0	-0.6	-0.8	0.0	0.0	-5.5
8.008	Condenser AHU 08 (SO-F)	LrN	72.0	1.0	0	637	-67.1	2.7	-15.4	-0.6	-0.7	2.6	0.0	-5.5
7.001	AHU01 (NW-F)	LrN	78.0	0.0	0	556	-65.9	2.7	-20.3	-1.0	-0.5	1.4	0.0	-5.6
6.131	AIR-COOLED CHILLER Pump 31	LrN	76.0	0.0	0	623	-66.9	2.7	-15.7	-1.9	-0.6	0.7	0.0	-5.6
7.002	AHU02 (NW-F)	LrN	78.0	0.0	0	555	-65.9	2.7	-20.3	-1.0	-0.5	1.4	0.0	-5.6
7.003	AHU03 (NW-F)	LrN	78.0	0.0	0	555	-65.9	2.7	-20.3	-1.0	-0.5	1.4	0.0	-5.6
7.004	AHU04 (NW-F)	LrN	78.0	0.0	0	554	-65.9	2.7	-20.4	-1.0	-0.5	1.4	0.0	-5.7
9.203	Parkplatz 2: Abfahrt Pkw	LrN	71.0	7.0	0	583	-66.3	3.4	-18.4	-1.4	-1.3	0.4	0.0	-5.7

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
4.007	Trafo 007	LrN	55.0	1.0	3	540	-65.6	2.7	-0.1	-0.6	-1.0	0.0	0.0	-5.7
6.129	AIR-COOLED CHILLER Pump 29	LrN	76.0	0.0	0	625	-66.9	2.7	-15.7	-1.9	-0.6	0.7	0.0	-5.7
6.130	AIR-COOLED CHILLER Pump 30	LrN	76.0	0.0	0	624	-66.9	2.7	-15.7	-1.9	-0.6	0.6	0.0	-5.8
8.009	Condenser AHU 09 (SW-F)	LrN	72.0	1.0	0	611	-66.7	2.7	-14.0	-0.6	-0.6	0.4	0.0	-5.8
4.006	Trafo 006	LrN	55.0	1.0	3	546	-65.7	2.7	-0.2	-0.6	-1.0	0.0	0.0	-5.8
6.133	AIR-COOLED CHILLER Pump 33	LrN	76.0	0.0	0	621	-66.9	2.7	-17.2	-1.8	-0.6	1.0	0.0	-6.7
6.105	AIR-COOLED CHILLER Pump 05	LrN	76.0	0.0	0	585	-66.3	2.7	-17.2	-1.7	-0.5	0.0	0.0	-7.1
6.104	AIR-COOLED CHILLER Pump 04	LrN	76.0	0.0	0	587	-66.4	2.7	-17.3	-1.7	-0.5	0.0	0.0	-7.1
6.103	AIR-COOLED CHILLER Pump 03	LrN	76.0	0.0	0	588	-66.4	2.7	-17.3	-1.7	-0.5	0.0	0.0	-7.1
11.003	Wärmeübergangstation	LrN	72.0	0.0	0	613	-66.7	3.2	-13.8	-0.6	-1.2	0.0	0.0	-7.2
5.115	AIR-COOLED CHILLER 15	LrN	100.0	-13.0	0	575	-66.2	2.7	-27.3	-2.9	-0.5	0.0	0.0	-7.2
8.010	Condenser AHU 10 (SW-F)	LrN	72.0	1.0	0	608	-66.7	2.7	-15.6	-0.6	-0.6	0.5	0.0	-7.3
11.004	Pumps/Transformer/Switchroom/Piping	LrN	72.0	0.0	0	618	-66.8	3.2	-14.0	-0.6	-1.2	0.0	0.0	-7.4
6.132	AIR-COOLED CHILLER Pump 32	LrN	76.0	0.0	0	622	-66.9	2.7	-17.2	-1.8	-0.6	0.1	0.0	-7.6
8.011	Condenser AHU 11 (SW-F)	LrN	72.0	1.0	0	605	-66.6	2.7	-15.9	-0.5	-0.6	0.2	0.0	-7.8
5.101	AIR-COOLED CHILLER 01	LrN	100.0	-13.0	0	589	-66.4	2.7	-27.6	-3.1	-0.5	0.0	0.0	-7.9
4.208	Trafo 208	LrN	55.0	1.0	3	540	-65.6	2.7	-2.9	-0.6	-0.6	0.0	0.0	-8.1
4.205	Trafo 205	LrN	55.0	1.0	3	547	-65.7	2.7	-3.1	-0.6	-0.6	0.0	0.0	-8.3
4.108	Trafo 108	LrN	55.0	1.0	3	540	-65.6	2.7	-3.0	-0.6	-0.8	0.0	0.0	-8.3
8.012	Condenser AHU 12 (SW-F)	LrN	72.0	1.0	0	602	-66.6	2.7	-16.3	-0.5	-0.6	0.0	0.0	-8.3
6.101	AIR-COOLED CHILLER Pump 01	LrN	76.0	0.0	0	590	-66.4	2.7	-19.0	-1.7	-0.5	0.5	0.0	-8.4
6.108	AIR-COOLED CHILLER Pump 08	LrN	76.0	0.0	0	582	-66.3	2.7	-18.9	-1.6	-0.5	0.1	0.0	-8.6
4.008	Trafo 008	LrN	55.0	1.0	3	540	-65.6	2.7	-3.0	-0.6	-1.0	0.0	0.0	-8.6
4.105	Trafo 105	LrN	55.0	1.0	3	547	-65.7	2.7	-3.1	-0.6	-0.8	0.0	0.0	-8.6
9.102	Parkplatz 1	LrN	67.0	4.8	0	614	-66.8	3.5	-14.4	-1.5	-1.3	0.0	0.0	-8.7
4.204	Trafo 204	LrN	55.0	1.0	3	551	-65.8	2.7	-3.5	-0.6	-0.6	0.0	0.0	-8.8
6.102	AIR-COOLED CHILLER Pump 02	LrN	76.0	0.0	0	589	-66.4	2.7	-19.0	-1.7	-0.5	0.0	0.0	-8.8
4.005	Trafo 005	LrN	55.0	1.0	3	547	-65.7	2.7	-3.2	-0.6	-1.0	0.0	0.0	-8.9
4.203	Trafo 203	LrN	55.0	1.0	3	553	-65.8	2.7	-3.7	-0.6	-0.6	0.0	0.0	-9.0
4.104	Trafo 104	LrN	55.0	1.0	3	551	-65.8	2.7	-3.6	-0.6	-0.8	0.0	0.0	-9.1
4.103	Trafo 103	LrN	55.0	1.0	3	553	-65.8	2.7	-3.8	-0.6	-0.8	0.0	0.0	-9.3
4.004	Trafo 004	LrN	55.0	1.0	3	551	-65.8	2.7	-3.8	-0.6	-1.0	0.0	0.0	-9.5
4.003	Trafo 003	LrN	55.0	1.0	3	553	-65.8	2.7	-4.0	-0.6	-1.0	0.0	0.0	-9.8
4.202	Trafo 202	LrN	55.0	1.0	3	558	-65.9	2.7	-4.5	-0.6	-0.6	0.0	0.0	-9.9
4.201	Trafo 201	LrN	55.0	1.0	3	560	-66.0	2.7	-4.7	-0.6	-0.6	0.0	0.0	-10.1
4.102	Trafo 102	LrN	55.0	1.0	3	558	-65.9	2.7	-4.6	-0.6	-0.8	0.0	0.0	-10.2
6.106	AIR-COOLED CHILLER Pump 06	LrN	76.0	0.0	0	584	-66.3	2.7	-20.7	-1.6	-0.5	0.0	0.0	-10.4
4.101	Trafo 101	LrN	55.0	1.0	3	560	-66.0	2.7	-4.8	-0.6	-0.8	0.0	0.0	-10.5
4.002	Trafo 002	LrN	55.0	1.0	3	558	-65.9	2.7	-5.1	-0.6	-1.0	0.0	0.0	-10.9
9.103	Parkplatz 1: Abfahrt Pkw	LrN	64.7	4.8	0	603	-66.6	3.5	-14.6	-1.5	-1.3	0.0	0.0	-11.1
8.002	Condenser AHU 02 (NW-F)	LrN	72.0	1.0	0	552	-65.8	2.7	-21.7	-0.5	-0.5	1.6	0.0	-11.3
8.001	Condenser AHU 01 (NW-F)	LrN	72.0	1.0	0	552	-65.8	2.7	-21.7	-0.5	-0.5	1.6	0.0	-11.3
8.004	Condenser AHU 04 (NW-F)	LrN	72.0	1.0	0	551	-65.8	2.7	-21.8	-0.5	-0.5	1.6	0.0	-11.3
8.003	Condenser AHU 03 (NW-F)	LrN	72.0	1.0	0	551	-65.8	2.7	-21.8	-0.5	-0.5	1.6	0.0	-11.3
6.138	AIR-COOLED CHILLER Pump 38	LrN	76.0	0.0	0	617	-66.8	2.7	-23.3	-1.7	-0.6	1.3	0.0	-12.3
8.005	Condenser AHU 05 (SO-F)	LrN	72.0	1.0	0	649	-67.2	2.7	-25.1	-0.6	-0.7	2.6	0.0	-15.4
6.107	AIR-COOLED CHILLER Pump 07	LrN	76.0	0.0	0	583	-66.3	2.7	-27.6	-3.3	-0.5	0.2	0.0	-18.8
4.209	Trafo 209	LrN	55.0	1.0	3	564	-66.0	2.7	-21.9	-0.6	-0.7	0.0	0.0	-27.4
4.210	Trafo 210	LrN	55.0	1.0	3	570	-66.1	2.7	-21.9	-0.6	-0.7	0.0	0.0	-27.5

Nr.	Schallquelle	ZB	Lw	dT	D0	s	Adiv	Agr	Abar	Aatm	Cmet	Re	DI	LAT
		dB(A)	dB(A)	dB	dB	m	dB	dB	dB	dB	dB	dB(A)	dB	dB(A)
4.211	Trafo 211	LrN	55.0	1.0	3	592	-66.4	2.7	-21.8	-0.6	-0.7	0.0	0.0	-27.9
4.212	Trafo 212	LrN	55.0	1.0	3	598	-66.5	2.7	-21.8	-0.6	-0.8	0.0	0.0	-28.0
4.109	Trafo 109	LrN	55.0	1.0	3	564	-66.0	2.7	-22.2	-0.6	-0.9	0.0	0.0	-28.0
4.110	Trafo 110	LrN	55.0	1.0	3	570	-66.1	2.7	-22.2	-0.6	-0.9	0.0	0.0	-28.1
4.009	Trafo 009	LrN	55.0	1.0	3	564	-66.0	2.7	-22.3	-0.6	-1.1	0.0	0.0	-28.2
4.010	Trafo 010	LrN	55.0	1.0	3	570	-66.1	2.8	-22.3	-0.6	-1.1	0.0	0.0	-28.3
4.111	Trafo 111	LrN	55.0	1.0	3	592	-66.4	2.7	-22.2	-0.6	-0.9	0.0	0.0	-28.5
4.213	Trafo 213	LrN	55.0	1.0	3	635	-67.1	2.7	-21.7	-0.6	-0.8	0.0	0.0	-28.5
4.011	Trafo 011	LrN	55.0	1.0	3	592	-66.4	3.0	-22.4	-0.6	-1.1	0.0	0.0	-28.5
4.214	Trafo 214	LrN	55.0	1.0	3	641	-67.1	2.7	-21.7	-0.6	-0.8	0.0	0.0	-28.6
4.112	Trafo 112	LrN	55.0	1.0	3	597	-66.5	2.7	-22.2	-0.6	-1.0	0.0	0.0	-28.6
4.012	Trafo 012	LrN	55.0	1.0	3	597	-66.5	3.0	-22.4	-0.6	-1.1	0.0	0.0	-28.6
4.218	Trafo 218	LrN	55.0	1.0	3	604	-66.6	2.7	-22.4	-0.6	-0.7	0.0	0.0	-28.7
4.217	Trafo 217	LrN	55.0	1.0	3	609	-66.7	2.7	-22.5	-0.6	-0.7	0.0	0.0	-28.9
4.118	Trafo 118	LrN	55.0	1.0	3	604	-66.6	2.7	-22.6	-0.6	-0.9	0.0	0.0	-29.0
4.018	Trafo 018	LrN	55.0	1.0	3	604	-66.6	2.9	-22.6	-0.6	-1.1	0.0	0.0	-29.0
4.013	Trafo 013	LrN	55.0	1.0	3	635	-67.0	3.2	-22.4	-0.6	-1.2	0.0	0.0	-29.1
4.014	Trafo 014	LrN	55.0	1.0	3	641	-67.1	3.3	-22.4	-0.7	-1.2	0.0	0.0	-29.1
4.117	Trafo 117	LrN	55.0	1.0	3	609	-66.7	2.7	-22.7	-0.6	-0.9	0.0	0.0	-29.2
4.017	Trafo 017	LrN	55.0	1.0	3	609	-66.7	3.0	-22.7	-0.6	-1.1	0.0	0.0	-29.2
4.113	Trafo 113	LrN	55.0	1.0	3	635	-67.0	2.7	-22.2	-0.6	-1.0	0.0	0.0	-29.2
4.114	Trafo 114	LrN	55.0	1.0	3	641	-67.1	2.7	-22.2	-0.7	-1.0	0.0	0.0	-29.3
4.216	Trafo 216	LrN	55.0	1.0	3	631	-67.0	2.7	-22.9	-0.6	-0.8	0.0	0.0	-29.6
4.215	Trafo 215	LrN	55.0	1.0	3	636	-67.1	2.7	-22.9	-0.6	-0.8	0.0	0.0	-29.8
4.016	Trafo 016	LrN	55.0	1.0	3	630	-67.0	3.1	-23.2	-0.6	-1.2	0.0	0.0	-29.8
4.116	Trafo 116	LrN	55.0	1.0	3	631	-67.0	2.7	-23.0	-0.6	-1.0	0.0	0.0	-29.9
4.015	Trafo 015	LrN	55.0	1.0	3	636	-67.1	3.2	-23.3	-0.7	-1.2	0.0	0.0	-30.0
4.115	Trafo 115	LrN	55.0	1.0	3	636	-67.1	2.7	-23.1	-0.7	-1.0	0.0	0.0	-30.1
7.013	AHU FoH	LrN	84.3		0	651	-67.3	2.7	-19.5	-1.1	-0.7	5.8	0.0	
10.003	Anlieferverkehr: Entladung Lkw	LrN	92.0		0	646	-67.2	3.6	-27.9	-2.7	-1.3	0.1	0.0	
10.002	Anlieferverkehr: Rangieren Lkw	LrN	84.0		0	648	-67.2	3.7	-27.8	-2.9	-1.3	0.1	0.0	
10.001	Anlieferverkehr: Zu- und Abfahrt Lkw	LrN	91.9		0	598	-66.5	3.5	-9.4	-2.4	-1.3	1.4	0.0	
8.013	Condenser AHU FoH	LrN	73.0		0	655	-67.3	2.7	-15.8	-0.6	-0.7	4.3	0.0	
8.015	Condenser General Office Area no. 1	LrN	86.0		0	651	-67.3	2.7	-10.5	-1.4	-0.7	2.6	0.0	
8.016	Condenser General Office Area no. 2	LrN	86.0		0	651	-67.3	2.7	-10.5	-1.4	-0.7	2.6	0.0	
8.017	Condenser General Office Area no. 3	LrN	86.0		0	649	-67.2	2.7	-10.5	-1.4	-0.7	2.6	0.0	
3.001	Landlord Generator: Container	LrN	110.0		0	644	-67.2	2.7	-11.3	-1.5	-0.7	0.0	0.0	
3.002	Landlord Generator: Kamin	LrN	90.0		0	626	-66.9	2.7	-1.5	-2.3	-0.1	0.0	0.0	
3.004	Landlord Generator: Stationäre Lastbank	LrN	104.0		0	550	-65.8	2.7	-0.5	-2.1	-0.4	0.6	0.0	
9.101	Parkplatz 1: Zufahrt Pkw	LrN	64.1		0	611	-66.7	3.5	-14.5	-1.5	-1.3	0.0	0.0	
9.201	Parkplatz 2: Zufahrt Pkw	LrN	71.1		0	586	-66.3	3.4	-18.6	-1.4	-1.3	0.4	0.0	
9.302	Parkplatz 3	LrN	67.0		0	657	-67.3	3.6	-27.8	-2.8	-1.3	0.3	0.0	
9.303	Parkplatz 3: Abfahrt Pkw	LrN	74.6		0	631	-67.0	3.5	-21.2	-1.6	-1.3	0.0	0.0	
9.301	Parkplatz 3: Zufahrt Pkw	LrN	76.9		0	583	-66.3	3.4	-7.9	-2.6	-1.3	1.4	0.0	