STADLER

Media release

HOLD-BACK PERIOD none
DOCUMENT 5 pages
ENCLOSURES 3 images

Bussnang, 16. July 2018

InnoTrans 2018: Stadler to present seven innovations

Stadler was already one of the largest exhibitors of rail vehicles at InnoTrans 2016. The train manufacturer with production sites in Switzerland, Germany, Spain, Poland, Hungary, Belarus and the USA has even bigger plans for this year's edition of the trade fair, where it will showcase seven vehicle concepts featuring a variety of new solutions. Stadler can be found at Stand 103 in Hall 2.2 and area O/615 of the outdoor exhibition grounds. Young and experienced professionals alike will be able to gain an insight into the world of Stadler at the Career Point in Hall 7.1c 208.

The record order intake of 2016 is reflected in a record number of innovations at InnoTrans 2018. Interested professional visitors will be given their first glimpse of Stadler's two new suburban trains, a self-driving METRO, two new FLIRT trains, a high-performance bi-modal locomotive and the latest double-decker train for Scandinavia with a modified clearance gauge. The Stadler vehicles, which will be displayed on over 500 metres of track in the open-air grounds, set new benchmarks in terms of performance, energy efficiency and passenger comfort.

The presentation of the new Berlin S-Bahn at the 12th InnoTrans in Berlin is of particular regional importance. It will represent the first in a series of seven vehicle presentations by Stadler on 18 September.

Stadler will be showcasing the following seven innovations in the outdoor exhibition grounds from 18 to 20 September:

S-Bahn Berlin for the S-Bahn Berlin GmbH, Germany

The contract won by Stadler and its consortium partner Siemens in December 2015 comprises 106 trains, including 21 two-car multiple units (model range 483 – quarter train) and 85 four-car multiple units (model range 484 – half train). The first completed half train can be admired both inside and outside at InnoTrans. The 73.6 metre-long vehicle seats 184 passengers and has been tailor-made to meet the needs of the German capital. The train is powered by 750 V DC via the third lateral rail and has high power supply redundancy due to the independent drive group for each car. The four-car half train allows uninterrupted access along its entire length for optimised passenger distribution. This is the first Berlin S-Bahn model to be equipped with air-conditioning. The new passenger information system includes features such as a flat screen display with pin-sharp high resolution on the side of each car to inform passengers about their route. An LED display can also

be seen from the platform, indicating which train has stopped at the station and where it is travelling. As well as being responsible for the design and development of the new vehicle range, consortium leader Stadler is also in charge of construction and vehicle production. This includes car bodies, doors, air-conditioning and the assembly of all the components. Siemens is supplying the drive and braking systems and the electrical equipment. From 2021, the new trains built at the Stadler plant in Berlin-Pankow will be put into service on the Ring and southeastern branches of the Berlin network – trains from Berlin for Berlin.

S-Bahn Berlin presentation:
Platform 10/400, 18.09.2018, 1 p.m.

EURODUAL locomotive for Havelländische Eisenbahn (HVLE), Germany

Havelländische Eisenbahn (HVLE) placed an order with Stadler for ten EURODUAL locomotives, including full-service maintenance services, in March 2017. HVLE is the first client to choose this six-axle locomotive with bi-modal drive. The powerful locomotives – which have up to 2,800 kW available for diesel/electric operation, and up to 7,000 kW in electric mode – are intended to be used for goods transport in Germany. They can reach a maximum speed of 120 km/h. The EURODUAL is a multifaceted Co-Co locomotive with a versatile drive system suitable for use on electrified and non-electrified lines, offering considerable operating flexibility. Transport routes can be designed more directly and efficiently as there is no risk of interruption on non-electrified lines. Whenever electric operation is possible, the overall energy consumption is reduced to that of an efficient electric locomotive. The EURODUAL for HVLE also has an excellent recycling rate: 97.71% of the components are reusable over the vehicle's entire lifecycle. The model also incorporates further technological highlights such as efficient adherence control and a non-self-steering bogie to ensure minimum track forces. Stadler will start delivery in 2020.

EURODUAL presentation:
Platform 4/105, 18.09.2018, 3 p.m.

Electric double-decker multiple-unit for Transitio, Sweden

In April 2016, the Swedish rail vehicle leasing firm Transitio ordered 33 electric double-decker multiple-units for Mälab, with an option for a further 110 trains. The contract with Mälab is the first order placed as part of the framework agreement concluded by Transitio in 2014 with three suppliers for the procurement of regional rail vehicles. From May 2019 the trains will run on four lines in the Lake Malar region west of Stockholm under the brand name Mälartåg. The latest generation double-decker train has an open, smooth architectural design. Passenger flows in the entrance area have been optimised – which will prove particularly beneficial in busy urban regions. The four-car trains can seat 357 passengers and reach a maximum speed of 200 km/h. The car bodies have been adapted to the Swedish minimum clearance outline (KISS Nordic), which is higher and wider than the Swiss standard. The trains have been designed to continue operating at temperatures as low as minus 40 degrees and in snow heights of up to 800 millimetres. Other examples of construction solutions to withstand the extreme weather conditions are double-walled carriage transitions, large snowploughs, efficient floor and side-wall heating, and specially adapted insulation. The train underbodies have been developed to prevent freezing as much as possible.

AB Transitio presentation:
Platform 9/400, 19.09.2018, 11 a.m.

Electrical multiple-unit TRAVERSO for the SOB Voralpen-Express line, Switzerland

Schweizerische Südostbahn AG (SOB) ordered 11 electric low-floor multiple units from Stadler at the end of June 2016 in order to be able to replace its older compositions, some of which had been in operation for 40 years, when the timetable changes for 2019. The trains for the SOB reflect the current development status of the best-selling FLIRT vehicle line (Fast Light Intercity- and Regional Train). The TRAVERSO has been given an Intercity front design especially for Intercity transport. Innovations such as completely new motor bogies and further optimised carrying bogies ensure high passenger comfort, and the latest drive technology guarantees energy-efficient operation. Large panoramic windows offer passengers amazing views on the unique tourist route between Lucerne and St. Gallen. Two bistro areas, a family car and comfortable seats with plug sockets are just some of the features which will make travelling in these trains even more attractive. The eight-car trains, painted in an unmistakeable metallic copper colour, can seat 359 passengers, including 68 in first class. They can reach a maximum speed of 160 km/h. On 13 December 2020 the SOB will enter into a partnership with Swiss Federal Railways (SBB) in the area of long-distance transport. From this date, the SOB will also operate the new TRAVERSO from Basel to Zurich and over the Gotthard mountain route to Ticino. From December 2020, passengers crossing the Gotthard will therefore be able to select the Stadler model of their choice for their journey through the Alps, depending on whether they prefer a high-speed ride through the Gotthard Base Tunnel or a more leisurely trip along the panoramic Gotthard route with its splendid views.

SOB Traverso presentation:
Platform 11/410, 19.09.2018, 3 p.m.

METRO for the Strathclyde Partnership for Transport (SPT), Great Britain

In March 2016, as part of a consortium with Ansaldo STS, Stadler won the tender for the delivery of 17 underground trains for the SPT Glasgow Subway. They will be equipped for fully-automatic, unattended train operations (UTO). For Stadler, this contract is a milestone: it marks the first time that the company's rolling stock will be used in a driverless underground system. Glasgow Subway is the fourth oldest subway system in the world, after those in London, Liverpool and Budapest. It consists of a running circle measuring 10.5 km in length with 15 stations. The Glasgow subway system, which dates back to Victorian times, has a narrow track gauge of just 1,219 mm, and a tunnel gauge of 3.4 m in diameter, making it the world's smallest underground network. The trains need to take these construction constraints into account and solutions must be adopted accordingly. The new trains will be the same length as the existing rolling stock they are to replace, i.e. a good 39 metres, but they will be made up of four-car sets, as opposed to the current three-car sets. They will feature an open design with a large proportion of standing room to maximise the space available and improve accessibility for people with limited mobility. They can reach a maximum speed of 58 km/h. The first trains will be ready for commercial use by the year 2020.

METRO SPT presentation:
Platform 4/106, 20.09.2018, 11 a.m.

Electric low-floor multiple unit – tailor-made – for RBS, Switzerland

The regional transport operator Bern-Solothurn (RBS) placed an order for 14 suburban trains for the line S7 from Berne to Worb in June 2016. The four-car electric multiple-units, which are accessible along their entire length, are designed to be operated at a maximum speed of 100 km/h. Despite the fairly short journey time of just over 20 minutes, 102 seats are available to passengers, along with standing room for 380 people. The new vehicle, christened Worbla, is full of innovations. For the very first time on Switzerland's one-metre

gauge market, a train is being fitted with eight instead of six pairs of doors along the 60 metres of its length. This also helps speed up passenger changeovers and ensures that the new seven-and-a-half minute pace can be respected on the busy route to Bolligen. Care has also been taken to provide a large amount of standing room in the entrance area. This will give passengers with pushchairs, roller suitcases or wheelchairs more space when boarding or alighting. The fully redundant traction system, including redundant control technology, guarantees high availability and low lifecycle costs. The trains will enter into commercial operation at the end of 2018.

RBS presentation:
Platform 9/406, 20.09.2018, 1 p.m.

FLIRT (BMU) for Greater Anglia, Great Britain

In October 2016, Stadler won its largest contract in Great Britain to date, to build and deliver 14 three-car and 24 four-car bi-modal FLIRT trains (classes 755/3 and 755/4), and 20 twelve-car electric FLIRT trains (classes 745/0 and 745/1). The new fleet will replace Greater Anglia's existing regional, Intercity, and Stansted Express trains. It seeks to make rail travel in East Anglia, faster, more reliable and more comfortable – in other words, a lot more attractive. Greater Anglia will be able to seat 20 percent more people with the new FLIRT fleet. The trains will offer passengers comfortable seating and uninterrupted access along the whole vehicle length – the low floor will also enable people with limited mobility to board and alight easily. An open atmosphere with large windows will create a more airy and spacious feel. Extra comfort will be provided in the form of WiFi in all the cars, plus USB and 240V plug sockets installed at every seat. The trains will be air-conditioned and have bicycle spaces as well as a toilet for disabled persons. The bi-modal drive of the FLIRT BMU, shown for the first time at InnoTrans, is considered particularly innovative. It will allow the trains to switch between "traditional" electric power and diesel/electric mode, in which they will run on electricity obtained from quiet diesel engines which meet the latest, most stringent IIIB standards for emissions. The new trains are financed by Rock Rail East Anglia, a joint venture between Rock Rail, Aberdeen Standard Investments and GLIL Infrastructure. They will be leased to Greater Anglia by Rock Rail. The delivery of the 58 trains will start in 2019.

FLIRT BMU presentation:
Platform 10/410, 20.09.2018, 3 p.m.

Where to find Stadler at InnoTrans 2018:

Hall 2.2/ Stand 103 – Stadler Rail Group
Outdoor exhibition area O / Stand 615 – Stadler Service
Career Point Hall 7.1c / Stand 208
Open-air grounds:

- T 4/105
- T 4/106
- T 9/400
- T 9/406
- T10/400
- T10/410
- T11/410

Follow Stadler on Linkedin und Facebook

About Stadler

International rail vehicle construction company, Stadler, is headquartered in Bussnang in Eastern Switzerland. Founded in 1942, it has a workforce of over 7,600 based in various production, service and engineering locations across Switzerland, Germany, Spain, Poland, Hungary, the Czech Republic, Belarus and the United States. Service locations are also being operated in countries including Algeria, Denmark, France, Italy, the Netherlands, Norway, Russia, Sweden and the UK. Stadler provides a comprehensive range of products in the heavy and urban transport segments: high-speed trains, intercity trains, regional and commuter heavy rail trains, underground trains, tram trains and trams. Stadler also manufactures main-line locomotives, shunting locomotives and passenger carriages, including the most powerful diesel-electric locomotive in Europe. It is the world's leading manufacturer in the rack-and-pinion rail vehicle industry.

The best-selling FLIRT (Fast Light Intercity- and Regional Train) vehicle has already sold more than 1,550 units in a total of 18 countries. The KISS, an acronym of the German for Comfortable Innovative Speedy Suburban Train, is also very popular, with nearly 300 units sold in 11 countries. The most powerful diesel-electric locomotive in Europe is the EURO4000, which has sold 140 units in 7 countries. The Stadler Service division maintains vehicle fleets and comprises more than 680 vehicles, covering a combined annual distance of 120 million kilometres in 16 different countries.

Media contact:

Stadler Rail Group

Marina Winder
Secretary General and Head of Communications & PR
Member of the Group Executive Board
Phone: +41 71 626 31 57
Mobile: +41 78 843 57 20

E-mail: marina.winder@stadlerrail.com
www.stadlerrail.com