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Stadler and Transitio to present double-decker train for Mälardalstrafik in its fastest Nordic format

The new double-decker electric train for Mälardalstrafik (former Mälab) will be introduced by Stadler today alongside the Swedish rail vehicle leasing firm Transitio. The trains will run on four lines in the Lake Malar region west of Stockholm under the brand name Mälartåg. The contract for Mälardalstrafik is the first order placed as part of the framework agreement concluded between Stadler and Transitio in 2014. After signing the contract in April 2016, Stadler has now rolled out the impressive vehicle in just two years.

The Mälardalstrafik double-decker train is particularly resistant to winter weather. Its exceptional winter weather capabilities are a result of features including closed engine rooms, double-wall intercar gangways, snow scrapers between the bogies and carriage bodies, a heat recovery system, floor heating and high-quality insulation. The vehicle fitted with this Nordic package will soon join the Scandinavian fleet which already operates in Norway, Finland, Estonia, Russia and Belarus, where extreme conditions occur regularly in the winter.

The lightweight aluminium design of the car bodies and latest drive technology lead to a significant decrease in the energy required as well as lower operating costs. Another forward-thinking engineering solution is the dry transformer that does not require oil as a coolant. Already in use on Stadler FLIRT EMU trains by Swiss federal railways SBB, this system saves an average of about 7.5% of the total energy consumption of these trains, according to the final report issued by the Federal Office of Transport (FOT) in May 2018.

The new generation of Stadler double-decker trains features an open, fluid architectural design. The passenger flow in the entrance area has been optimised – a change that makes a positive difference, particularly in busy urban regions. The low floor in the entrance area gives passengers an immediate impression of spaciousness. The interior fittings make it ideal for commuter and regional journeys of between one and two hours. Thanks to the intelligent separation into zones, the train offers an allergy zone, a quiet zone, a pet zone and a multifunctional zone for bicycles and bulky luggage, as well as a separate compartment for the conductor. The vehicle can seat 357 passengers (total including tip-up seats) on comfortable, adjustable seats offering plenty of legroom. Commuters are especially well catered for thanks to worktables, power outlets, WLAN, mobile signal amplifiers, a multimedia system and more. There are three toilets in the four-car train, one of which is suitable for people with limited mobility. The driver's cabin (EUROKAB) is accessible via driver's doors.

The double-decker vehicle bodies for Mälardalstrafik have been adapted to fit the Swedish clearance profile, which is higher and wider than the Swiss standard. The pressure-resistant vehicles are approximately 105

metres long and can reach speeds of up to 200 km/h. The train is Stadler's first double-decker model equipped with the Nordic package that is also pressure resistant and can travel at a maximum speed of 200 km/h. The exterior front design has been modified to limit damage in the event of a collision with a wild animal. Stadler's most recent double-decker train will be launched in the Mälardalen area in the summer of 2019 on routes between Stockholm, Eskilstuna and Örebro, Stockholm, Katrineholm and Hallsberg, Stockholm, Nyköping and Norrköping, as well as between Sala, Västerås, Eskilstuna and Linköping.

A total of 41 double-decker units for Transitio

In April 2016, Transitio ordered 33 double-decker electric multiple-units for Mälardalstrafik, with an option for a further 110 trains. The contract for the 33 trains 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. Stadler is the only supplier to have signed the framework agreement for two different vehicle types: the single-decker FLIRT and double-decker KISS. If necessary, Stadler KISS and FLIRT trains can be combined to form a mixed fleet. In February 2018 Transitio ordered an additional eight double-decker units to be used by Region Uppsala under the brand Uppståget, taking up an initial option from the contract.

Images of the vehicle presentation can be found via this link from 12 o'clock: <https://goo.gl/h3wu1G>

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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 1,600 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.

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