



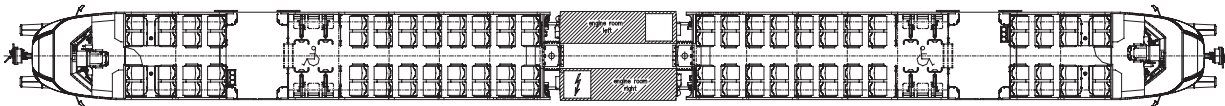
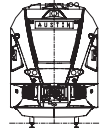
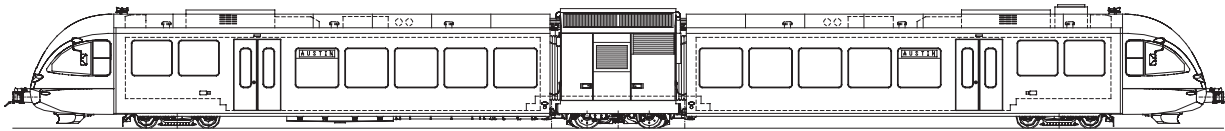
GTW DMU 2/6 Low-floor

Light-Weight Diesel Rail Vehicle for Capital Metro, Austin, Texas, USA

By spring 2008 Capital Metro in Austin, Texas, had received six low-floor Diesel rail vehicles that opened up a new era of greatly enhanced passenger rail service. Each vehicle is self-propelled by two diesel electric drive systems and is capable to start and stop faster than traditional commuter rail vehicles. Each GTW has a capacity of 200 passengers, 108 seated and 92 standing, as well as spaces for passengers with wheelchairs (fully ADA compliant) and bicycles. The low-floor access, the high-quality interior and the very low noise level offer a comfortable travelling. The rail vehicle communications system includes visual and acoustic passenger information, a video recording system and a wireless LAN infrastructure.

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Technical features

- Bright, friendly interior with large windows and plush seating
- Fully ADA compliant with wide entrance doors
- Ready to fulfill FRA alternate compliance
- EPA compliant
- Passenger compartment with 75% low floor section providing level boarding at all passenger doors
- Enhanced air conditioning systems (fully redundant) for passenger compartments and driver cabs. Systems designed for ambient temperatures up to 40°C (104°F)
- Unique and very efficient crash absorption system for the protection of driver and passengers (fulfills European crashworthiness standards)
- Air-suspended motor and trailer trucks
- Ergonomically designed driver's cab
- Traction equipment housed in a separate power car, efficiently insulating the passenger compartments from noise
- Redundant traction power system consisting of two units, each with a diesel engine, asynchronous generator, IGBT power converter and asynchronous drive motor
- Glass fiber reinforced front section with automatic coupling
- Car body of end cars incorporates an extruded aluminum super structure
- Car body of power car incorporates a steel superstructure
- Latest generation of vehicle control systems including detailed diagnostic features
- Multiple-unit control for up to three vehicles
- CCTV equipped
- Event recorder monitoring of on board systems
- Fire detection and suppression systems
- Emergency roof access system
- Emergency intercoms in passenger sections
- Luminescent emergency decals installed within interior to aid with emergency egress

Vehicle data

Customer	Capital Metropolitan Transportation Authority, Austin, Texas, USA	
Line operated	Austin-Leander	
Gauge	1435 mm	(56.5")
Axle arrangement	2'Bo2'	
Number of vehicles	6	
Seating capacity	96	
Flip up seats	12	
Standing capacity	92	
Floor height		
Low floor	600 mm	(23.6")
High floor	1000 mm	(39.4")
Door width	1300 mm	(51.2")
Longitudinal strength	1500 kN	
Overall length	40890 mm	(134-1.8")
Vehicle width	2950 mm	(9-8")
Tare weight	72 t	
Bogie wheelbase	2100 mm	(82.7")
Powered wheel diameter (new)	860 mm	(33.9")
Trailer wheel diameter (new)	750 mm	(29.5")
Maximum power at wheel	470 kW	
Starting tractive power	80 kN	
Acceleration (0 - 20mph)	0.9 m/s ²	(2.03 mphps)
Brake rate service/ emerg/ max	1.3/2.2/2.4 m/s ² (2.91/4.9/5.4 mphps)	
Maximum speed	120 kph	(75 mph)

