



GTW Beh 2/6 articulated EMUs

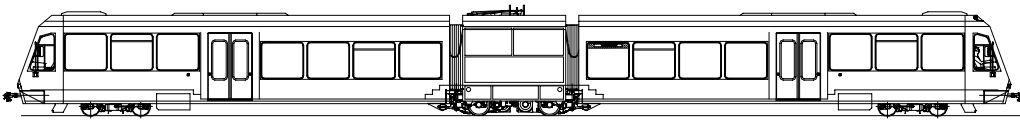
for Ferrocarrils de la Generalitat de Catalunya (FGC), Spain

The old rack railway up to the world famous Montserrat Monastery outside of Barcelona was shut down in 1957. After many years of planning, the decision was finally made to rebuild the line between Monistrol and the Montserrat Monastery. In September 2000, the Ferrocarrils de la Generalitat de Catalunya (FGC) company procured five GTW 2/6 type vehicles for mixed adhesion and rack-rail operation. The trains for the FGC are the first GTW 2/6s with gear wheel drive.

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Technical features

- Bright, passenger-friendly interior with customized design
- Passenger area with a large low-floor proportion, optimised at a 580 mm platform height
- Spacious multipurpose area in entrance section
- Air-conditioned passenger and driver compartments
- Vehicle body of light steel construction
- End cars of extruded aluminium sections
- Bombardier electrical equipment: water-cooled GTO power converters, MICAS-S2 vehicle control system with train bus and diagnostics computer
- Multiple traction for up to three vehicles
- Rack system: Abt, two laminas
- Maximum gradient: 150 ‰



Vehicle data

Customer	FGC (Ferrocarrils de la Generalitat de Catalunya), Spain
Lines operated	Monistrol - Montserrat
Gauge	1 000 mm
Designation	GTW Beh 2/6
Catenary supply voltage	1'500 VDC
Axle arrangement	2'Bo 2'
Number of vehicles	5
Service start-up	2002
Seating capacity	108
Fold up seats	10
Standing capacity	82
Floor height	
Low floor	595 mm
High floor	925 mm
Door width	1 350 mm
Overall length	36 432 mm
Vehicle width	2 600 mm
Vehicle height	3 600 mm
Tare weight	45 t
Bogie wheelbase	
Power unit	2 540 mm
Trailer unit	1 800 mm
Powered wheel diameter (new)	776 mm
Trailer wheel diameter (new)	660 mm
Continuous power at wheel	600 kW
Maximum output at wheel	850 kW
Starting tractive power	110 kN
Maximum speed	
rack railway	30 km/h
speed adhesion	45 km/h