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Stadler presents FLIRT^3 for Serbia at InnoTrans

The FLIRT^3 is Stadler's newest train. Serbia's national railway company, Železnice Srbije (ŽS), and Stadler Rail gave industry professionals and the public an exclusive first look at this new vehicle at the InnoTrans trade fair. In March 2013, ŽS ordered 21 electric four-carriage FLIRTs (Fast Light Innovative Regional Trains) from Stadler Rail for use on busy suburban and regional routes. The order is being financed by the European Bank for Reconstruction and Development (EBRD) in London.

Based on the FLIRT, which has sold over 1'000 units over the last 12 years, Stadler has developed the next generation, **FLIRT^3.** This range of state-of-the-art trains is made up of various modular sub-ranges. Peter Jenelten, Executive Vice President Marketing & Sales at Stadler Rail, is very pleased about the brand-new train: "We are proud that our FLIRT^3 trains will allow ŽS to set new standards in regional transport, and that FLIRT trains will be in operation in South-Eastern Europe for the first time. I would like to thank the whole team, who made it possible to deliver a train that conforms to TSI just 18 months after receiving the order from the customer."

Tailored to customer requirements

Each of the four carriage bodies has one passenger door per side to meet the requirements of Serbian Railways. This highlights one of the real strengths of the FLIRT^3 concept: the number of doors and various other features can be adapted variably to meet the customer's requirements.

The trains have an electric drive for a voltage of 25 kV, 50 Hz. The maximum speed of the modern trains is 160 km/h, and they can be used in multiple-operation of three trains. All cars of the train can all be accessed without steps, as on all FLIRT trains, and have 235 seats, including 11 tip-up seats and 12 seats in first class. They incorporate spacious multifunctional compartments in the entrance area for wheelchairs, prams and bicycles, as well as a wheelchair-accessible toilet. The passenger compartment and driver's cab are air-conditioned. Emergency intercoms allow passengers to contact the driver.

Low energy consumption

The vehicles will initially have a local Indusi train control system, with a possibility for subsequent upgrade to the European ETCS 2 standard also included at the planning stage. The ŽS multiple-

unit trains are, as all Stadler FLIRTs, made from lightweight aluminium and are therefore low in weight. This means they can accelerate faster, thus significantly reducing energy consumption and operating costs in comparison to conventional vehicles. This advantage is compounded by energy recovery, where braking energy is fed back into the overhead line. The contract between ŽS and Stadler is worth around EUR 100 million. Delivery of the trains will take place in two-week intervals until summer next year.

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Stadler Rail Group, system supplier of customer-specific solutions for rail vehicle construction, has locations in Switzerland (Altenrhein, Bussnang, Winterthur and Biel), in Germany (Berlin-Pankow, Berlin-Hohenschönhausen, Berlin-Reinickendorf and Velten), in Poland, Hungary, the Czech Republic, Italy, Austria, the Netherlands, Belarus, Algeria and in the USA. The Group has a workforce of around 6,000 people, of which 3,000 are based in Switzerland. The best-known vehicle series from Stadler Rail Group are the articulated multiple-unit train GTW (571 trains sold), the Regio-Shuttle RS1 (497 trains sold), the FLIRT (1’018 trains sold) and the double-decker multiple-unit train KISS (190 trains sold) in the railway segment, and the Variobahn (353 vehicles sold) and the Tango (147 vehicles sold) in the tram segment. The Metro is another addition for the commuter rail market (2 + 34 vehicles sold). Furthermore, Stadler Rail manufactures metre-gauge trains, passenger carriages and locomotives and is the world’s leading manufacturer of rack-and-pinion rail vehicles.