

Media release

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From concept to reality: EURO DuFour presented only two years after contract signature

Two years after the contract was signed at InnoTrans 2024, Stadler and SBB Cargo Switzerland unveil the first EURO DuFour, a locomotive designed to reduce infrastructure costs by 20%, cut energy consumption by up to 15%, and accelerate the digitalisation of rail freight transport.

Some locomotives define an era. In Switzerland, the Re 460, popularly known as the Lok 2000, has symbolised the modernisation of passenger rail transport for more than three decades. Today, Stadler and SBB Cargo Switzerland have presented at InnoTrans 2026 the locomotive set to play a similar role in freight transport: the new EURO DuFour.

The story of the EURO DuFour is closely linked to Berlin. It was at InnoTrans in September 2024, that SBB Cargo Switzerland signed with Stadler the contract for a new generation of mainline locomotives. SBB Cargo Switzerland ordered an initial fleet of 36 electric locomotives with options for up to 129 vehicles in total. Just two years later, Stadler presents together with SBB the first completed locomotive. The Euro DuFour will transform the efficiency and competitiveness of rail freight transport.

The locomotive platform is named after Guillaume Henri Dufour, engineer, founder of the international red cross and one of the most influential figures in modern Swiss history. The name reflects innovation, vision and connectivity, values that also define this new locomotive platform.

Euro DuFour: 20 % less track access costs

The EURO DuFour's most significant innovation is its new designed bogie, equipped with a passive self-steering system. This technology optimises wheel-rail interaction, reducing railway infrastructure wear and associated track access costs by around 20% compared with conventional freight locomotives.

The locomotive also features a next-generation traction system based on 3-level power converter technology, delivering high traction power while incorporating regenerative braking and advanced energy management. This combination provides outstanding performance and hauling capability, while reducing electricity consumption by up to 15% compared with today's fleet.

"The EURO DuFour represents exactly what the market is looking for today: a locomotive capable of reducing operating costs, increasing efficiency and providing a platform ready to evolve for decades. It is not simply a new locomotive; it is a new technological generation for rail freight transport," said Dr. Ansgar Brockmeyer, Executive Vice President Marketing & Sales at Stadler.

Operational flexibility for more efficient logistics

With a weight of approximately 80 tonnes, the EURO DuFour combines high performance with exceptional operational flexibility. Its low axle load allows operation on infrastructure categories C2, C3 and C4, significantly expanding network accessibility and enabling deployment across a wide range of freight corridors and railway networks.

Of the 36 locomotives ordered by SBB Cargo Switzerland, 22 will be equipped with Last Mile battery technology. This capability enables true end-to-end operation, providing access to non-electrified terminals, sidings, and industrial facilities without the need for additional shunting locomotives, thereby simplifying operations and improving productivity.

"The EURO DuFour brings together some of the most advanced innovations developed by Stadler in recent years. We have created a locomotive that is more efficient, more intelligent and more flexible, ready to meet the needs of European rail freight transport for decades to come," said Iñigo Parra, Executive Vice President Division Spain at Stadler.

Locomotive developed together with loc-drivers

The EURO DuFour has been developed in close collaboration with locomotive drivers. Its new cab and driving concept have been designed to enhance ergonomics, visibility and ease of operation, improving driver comfort while reducing preparation time and workload in daily service.

The locomotive also features advanced remote monitoring and diagnostics, predictive maintenance capabilities and digital architecture ready for future applications. In addition, it is prepared for the future implementation of Digital Automatic Coupling (DAC) and FRMCS (Future Railway Mobile Communication System), the next-generation railway communications standard that will progressively replace GSM-R across Europe. These capabilities ensure that the EURO DuFour is ready to support the ongoing digital transformation of rail freight transport for decades to come.

The EURO DuFour is more than a locomotive. It is a symbol of the future of rail freight transport in Switzerland. It combines efficiency, operational flexibility and long-term adaptability, strengthening the competitiveness of SBB Freight Services," said Alexander Muhm, Head of SBB Freight Services.

With the unveiling of the EURO DuFour at InnoTrans 2026, Stadler and SBB Cargo Switzerland complete a journey that began at the same exhibition just two years ago. From contract to locomotive. From concept to reality. A new benchmark for rail freight transport in Switzerland and across Europe.

About Stadler

Stadler has been building trains for over 80 years. The provider of mobility solutions in rail vehicle construction, service and signalling technology has its headquarters in Bussnang in eastern Switzerland. Around 18,000 employees work at eight production and six engineering sites and over 95 service locations, including around 6,000 employees in Switzerland. Stadler is the world's leading manufacturer of vehicles with alternative drive systems (hydrogen and battery) and rack railway vehicles. The company is aware of its social responsibility for sustainable mobility and therefore stands for innovative, sustainable and durable quality products.

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