



FLIRT AKKU

Österreichische Bundesbahnen (ÖBB),
Austria

The ÖBB signed a framework agreement with Stadler for up to 120 FLIRT AKKU multiple units in July 2023. The 16 multiple units included in the initial order will be used on the Kamptalbahnhof railway line from 2028 onwards. In summer 2026, a second order was placed for a further 7 vehicles for Lower Austria.

These battery-operated multiple units will gradually replace the existing diesel fleet, thus decarbonising the regional services. The FLIRT AKKU for the Austrian Federal Railways (ÖBB) is revolutionising regional rail transport. This state-of-the-art multiple unit combines efficiency, comfort and environment-friendly design in an impressive package. Thanks to hybrid drive technology, these battery-operated trains can run with maximum efficiency on both electrified route sections with 15 kV AC and 25 kV AC and non-electrified routes, thus reducing diesel consumption and CO₂ emissions considerably.

The three-part units with a vehicle length of 63.2 m offer 160 seats, a disabled toilet and flex zones at all entrances for transporting pushchairs, wheelchairs and bicycles. With this order, Stadler is extending its market lead in the field of alternative drives and once again setting new standards.

Stadler Rail Schweiz AG

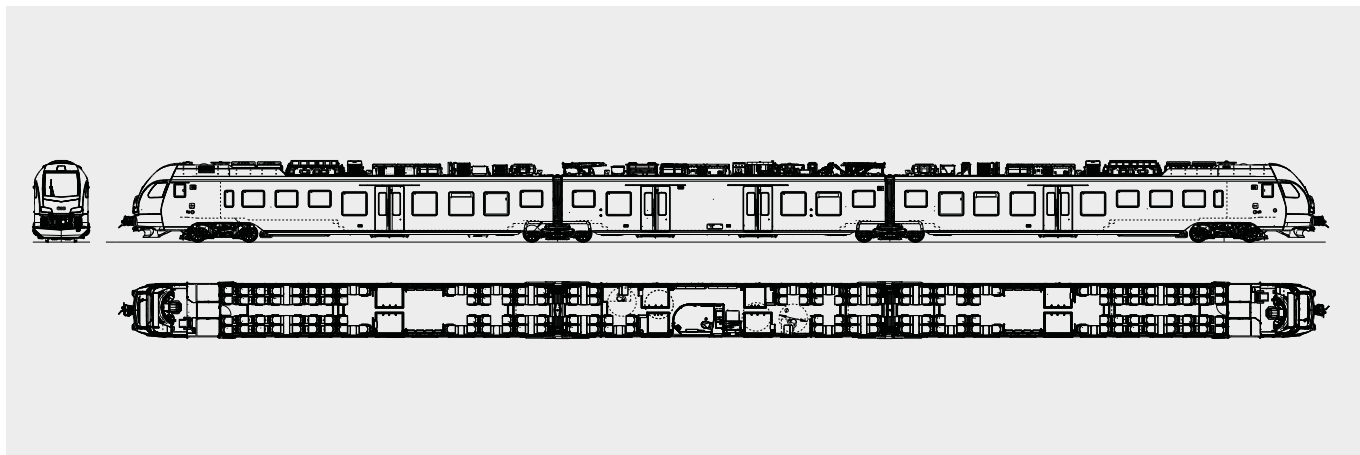
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Technical features

Technology

- Purely electric drive from overhead contact line and from battery for carbon-neutral operation on non-electrified routes
- Drive distributed over 4 axles for optimum traction transmission and fast acceleration, whatever the adhesion conditions
- High efficiency with recuperation of braking energy both in the contact wire and in battery mode
- Sliding steps for platform heights from 200 mm to 760 mm

Comfort

- Spacious, bright passenger compartment with high low-floor area Proportion
- Space for 2 wheelchairs with accompanying spaces and lift for boarding and alighting at any platform height
- Large side wall windows for optimum view

Personnel

- Large driver's cab with seat for trainer/assistant
- Ergonomic workplace with large windscreen for optimum view of the route
- Dedicated air-conditioning system for the driver's cab

Reliability / Availability / Maintainability / Safety

- Redundant drive concept
- Combination of proven Stadler technology and state-of-the art battery technology

Vehicle data

Customer	Österreichische Bundesbahnen (ÖBB)	
Operation area	AT and DE	
Track gauge	1,435 mm	
Supply voltage	15 kV 16.7 Hz, 25 kV 50 Hz	
Number of vehicles	16 + 7 vehicles (framework agreement up to 120)	
Commissioning	2027 – 2028	
Seats	1. class	-
	2. class	162 (16 tip-up seats)
	Other	2 wheelchair bays
Standing capacity	228	
Floor height	Low-floor area	600 mm
	High-floor area	1,145 mm
Entrance width	1,300 mm	
Length over coupling	63,200 mm	
Vehicle width	2,820 mm	
Vehicle height	4,300 mm	
Bogie wheelbase	Motor bogie	2,700 mm
	Trailer bogie	2,700 mm
Driving wheel diameter, new	870 mm	
Carrying wheel diameter, new	870 mm	
Continuous power at wheel	1,600 kW	
Max. power at wheel	2,000 kW	
Starting tractive effort	140 kN	
Starting acceleration gross	1 m/s ²	
Maximum speed	Overhead contact line operation	160 km/h
	Battery operation	140 km/h