

MEDIA RELEASE

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First bi-modal Stadler-FLIRT

Stadler has sold its first bi-modal FLIRT. On May 12th, 2015 the Valle d'Aosta Region of north-west Italy awarded Stadler Rail a contract worth approx. € 43 million Euros for five bi-modal trains (BMU) able to operate in Diesel mode or under 3 kVDC catenary, for the interregional passenger service between Aosta and Torino. The bi-modal trains, of the newest FLIRT³ generation, will be delivered in 2018.

The new FLIRT³ which is compliant to the newest TSI Norms and standards, thanks to its modular design, will cover the full range of possible EMUs, DMUs and BEMUs train configurations, allowing each customer to personalize the train with the needed functionalities and operational features, being those for EMUs, DMUs or, like in case of Region Valle d'Aosta, for bi-modal trains.

The contract includes staff training, technical documentation, spares and a full-maintenance contract for five years. There is an option for a further five trains (to be taken up within 36 months from delivery of the last train) and extension of maintenance for a further three years, which would take the contract to approx. € 94 MEUR.

As with all FLIRT trains, they also include the following features as standard: spacious, transparent interior design, large multi-purpose spaces in the entrance areas and vehicle bodies made from lightweight aluminum, leading to significantly lower energy consumption and thus also substantially lower energy costs. The three-car trains are equipped with 178 seats, out of which 19 are tip-up seats; the trains have a maximum speed of 160 km/h in E-mode and 140 km/h in D-mode. A spacious toilet, compliant with TSI-PRM requirements, is positioned in the middle of the train.

Each train unit consists of 3 passenger cars and an intermediate Diesel PowerPack Module; a fourth car may be added at a later stage, in case of future increase of transportation needs. The FLIRT³ carbodies are constructed from a strictly specified aluminum alloy and the manufacturing process is based on Stadler's proprietary and extensively service-proven integral construction method.

Considerable attention has been given to all aspects of maintainability and maintenance requirements; all components of the traction system are cleverly and ergonomically positioned in an orientation and manner that makes them easily accessible through hatches or doors. The traction equipment for the three-car bi-modal train has a maximum delivery power capacity of 2'600 kW in electric mode, under 3kV catenary and of 700 kW in Diesel mode. Thermal-power is delivered by two state-of-art 8 cylinder and common-rail Diesel engines, compliant with the EURO IIIB emission regulations.

The exterior design of the vehicle postures a combination of power and elegance. Major attention has been given to the aerodynamic optimisation of the shape of the train for reduced wind resistance and drag resulting in efficient power use and also for a low level of noise generation at all speeds.

The chosen interior design delivers an optimal balance of light-filled spaciousness, a sense of roominess, a pleasant and inviting appearance and adequate comfortable seating.

For further information, please contact:

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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, Sweden, Algeria and in the USA. The Group has a workforce of about 6,000 people. The best-known vehicle series from Stadler Rail Group are the articulated multiple-unit train GTW (578 trains sold), the Regio-Shuttle RS1 (497 trains sold), the FLIRT (1,094 trains sold), the double-decker multiple-unit train KISS (211 trains sold) and the high-speed train EC 250 (29 trains sold) in the railway segment, and the Variobahn (365 vehicles sold) and the Tango (159 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.