

**Media release**

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**Stadler and SBB reveals EC250/Giruno – the first serial-produced low-floor high-speed train**

**Peter Spuhler, owner and CEO of Stadler and Andreas Meyer, CEO of Swiss Federal Railways (SBB) jointly presented today the new Eurocity train, which will operate from the end of 2019 through the Gotthard Base Tunnel connecting Basel/Zürich with Milan. With EC250 Stadler has developed a high-speed train for SBB on the basis of the highly successful FLIRT. The initial order is for 29 eleven-car trainsets with an option for additional 92 units. Stadler's first high-speed train is the highlight of this year's InnoTrans, clearly demonstrating the innovative abilities of the company.**

SBB awarded the contract to Stadler in October 2014 for the delivery of 29 high-speed EMUs to connect first Milan with Basel/Zürich and later Milan with Frankfurt from the end of 2019 through the Gotthard Base Tunnel. Barely two years after signing the delivery contract, Stadler is now able to present at InnoTrans a shortened, 5-car version of the trainset, named 'Giruno' by SBB. Proven technologies of the successful FLIRT product have been combined with the operational requirements of the new Gotthard Base Tunnel. Step-free access from both railway platform heights of 55 and 76 cm, pressure-tight design of the car bodies and advanced thermal and acoustic insulation set a new standard in long distance rail transport.

EC250 has been developed with special focus on comfort and customer convenience, particularly for families, seniors and passengers with reduced mobility. The low-floor entrance area is a novelty for serial-produced high-speed trains, making the boarding for passengers convenient. Inside the train passengers find a spacious and bright interior and a state-of-the art lighting concept. Boredom is not an option even in long tunnels, because the EC250 is equipped with other comfort features like WLAN 4G-/3G- cell phone signal booster for good reception, power sockets for all seats, large overhead luggage racks and gender-separated toilets. The 202 m long vehicle offers seats for 405 passengers: 117 in the 1<sup>st</sup> Class and 288 in the 2<sup>nd</sup> Class. Multifunctional and bicycle storage areas make the space utilisation optimal.

The EC250 will be certified according to TSI-High-speed and all requirements on collision-safety will meet the DIN EN 15227 norm. Before commissioning, the high-speed trainset will be tested in a climatic wind tunnel in Vienna. As its name also indicates, the maximum operational speed of the train is 250 km/h. The required power is transmitted to the track by four motorised bogies, where both wheelsets of the bogies are powered. The maximum power on the wheel-rims is 6000 kW. On the roof of the train four current collectors are mounted. The trainsets can be operated in double-traction too. Beside Switzerland the EC250 shall be homologated for operation also in Germany, Austria and Italy.

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## **About the Stadler Rail Group**

*Stadler has been building trains for 75 years. The system provider of rail vehicle construction solutions is headquartered in Bussnang in Eastern Switzerland, and has a workforce of around 7000 based in various locations across Switzerland, Germany, Spain, Poland, Hungary, the Czech Republic, Italy, Austria, the Netherlands, Belarus, Algeria, Australia and the United States. Stadler provides a comprehensive range of products in the railway and commuter rail segments: high-speed trains, intercity trains, regional and commuter rail trains, underground trains, tram trains and trams. In addition, Stadler manufactures main-line dual-mode locomotives, shunting locomotives and passenger carriages, including the most powerful diesel-electric locomotive in Europe. Stadler remains the world's leading manufacturer in the rack-and-pinion rail vehicle industry. Additionally, Stadler Service maintains in 16 countries vehicle fleets consisting of over 680 vehicles that cover a combined annual distance of 110 million kilometres.*

*More Stadler figures: The best-selling FLIRT (Fast Light Innovative Regional Train) vehicle has already sold over 1300 units in a total of 15 countries. The KISS vehicle (the name is an acronym of the German for comfortable innovative speedy suburban train) is also very popular: it has sold 258 units in 9 countries. The most powerful diesel-electric locomotive in Europe, the EURO 4000, has sold 130 units in 7 countries.*

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