

Media release

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Stadler unveils the new Citylink tram-train for Chemnitz at InnoTrans

Today Stadler, Vossloh Kiepe and Verkehrsverbund Mittelsachsen GmbH (VMS) jointly presented the new Citylink hybrid light rail vehicle produced for the German city of Chemnitz. The first order from VMS is for the delivery of 8 Citylink type tram-trains. The vehicles have been developed and produced by a consortium of Stadler Valencia and Vossloh Kiepe. The consortium received a second follow-up order in summer last year.

Chemnitz is investing into its mobility and executing a multi-stage investment project called "Chemnitzer Modell" to develop an extensive transport network. Tramway- and railway tracks will be linked and connecting points are to be created between the city and the region of Chemnitz. For this the consortium of Stadler and Vossloh Kiepe provides the perfect vehicle. The Citylink tram-train precisely meets the requirements of a city with advanced mobility.

Following the first order in 2012, VMS placed a follow-up order for additional 4 units in July 2015. These vehicles will enter service in the second stage of the transport project in Chemnitz executed for further improvement of mobility.

The modular low-floor light rail vehicle family has not only been designed for urban transport, but also to connect downtown with the suburbs. In addition, Citylink is one of the first low-floor tram-trains satisfying the German regulations BOSTrab and EBO.

The modular Citylink tram-train can operate both on the tramway network under 600/750V DC and on the regional non-electrified railway lines with diesel traction. The maximum speed of the vehicle reaches 100 km/h.

The Citylink tram-train to be used in Chemnitz can operate on 1.435 mm standard gauge. The vehicle is 37.2 m long and 2.65 m wide and consists of three articulated sections with four bogies, two of them powered. The vehicles can drive on a minimal railway curve radius of at least 25 meters and can climb inclines up to 6%.

The stations on the urban and regional network of Chemnitz have six different platform heights. Therefore the concept of the Citylink vehicle for boarding provides four double-leaf doors at different level per side, with two doors located in each end-car. This allows people with reduced mobility to board easily from different platform heights. The inner ones are for access from platforms of the urban tramway network with

heights of either 190 mm or 380 mm, while the end doors are for boarding from platforms of either 380 mm or 550 mm height on DB lines. In addition, the boarding areas are equipped with automatic sliding steps and with a manual ramp for bridging the gap between the vehicle and the platform at the stops. Follow Stadler on [Linkedin](#).

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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