

**Media release**

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**EC250 makes its first journey through the Gotthard Base Tunnel**

**On Sunday, 2 July 2017, the EC250 completed its first crossing of the Gotthard Base Tunnel. The next stage of high-speed trial runs for the Giruno will be carried out on the railway test circuit in the Czech Republic.**

For Swiss rail vehicle manufacturer Stadler, the EC250's first crossing of the longest rail tunnel in the world was a complete success – despite the top speed reaching only 100 km/h. The journey has demonstrated that the EC250 meets the standards required to operate in the extreme environmental conditions in the tunnel. The Giruno will now be thoroughly tested in the Czech Republic. It will complete high-speed trial runs of 100 km/h and more on the Velim railway test circuit. The speed of the vehicle will be gradually increased during these test runs. These tests are part of Stadler's commissioning procedure, pre-commissioning safety inspection and network approval for the new Stadler high-speed multiple unit train. Further extensive testing will subsequently be carried out in the four countries in which the train will operate: Switzerland, Germany, Italy and Austria.

The Giruno was presented to the general public for the first time at its roll-out on 18 May 2017 in Bussnang. The occasion was celebrated in the presence of Doris Leuthard, Head of the Federal Department of the Environment, Transport, Energy and Communications (DETEC); SBB CEO Andreas Meyer; and many other important names in politics and business.

The Giruno was designed with a special focus on comfort and customer-friendliness, in particular for families, senior citizens and persons with restricted mobility. The low-floor access – a first for a high-speed multiple unit train series – transforms climbing aboard for passengers to simply stepping inside. In the interior, passengers can expect a spacious and bright interior design with a state-of-the-art lighting solution. In order to keep passengers occupied and happy on long trips through tunnels, the Giruno also features a range of additional amenities: a 3G/4G mobile communications amplifier, sockets at every seat, large luggage racks and separate toilets for men and women, as well as special toilets for disabled passengers. The trains are 202 metres long and contain seats for 405 passengers, 117 of which are in first class and 288 of which are in second class. Multifunctional zones and a special compartment for bicycles allow for efficient use of space in the train.

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## **About Stadler**

*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 more than 7000 based in various locations across Switzerland, Germany, Spain, Poland, Hungary, the Czech Republic, Italy, Austria, the Netherlands, Belarus, Algeria and the United States. Stadler provides a comprehensive range of products in the commuter rail and railway 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.*

*More Stadler figures: the best-selling FLIRT (Fast Light Innovative Regional Train) vehicle has already sold over 1400 units in a total of 17 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 EURO4000, has sold 130 units in 7 countries. Additionally, Stadler Service maintains vehicle fleets in 16 countries made up of over 680 vehicles that cover a combined annual distance of more than 120 million kilometres.*

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