

## Media release

HOLD-BACK PERIOD none  
DOCUMENT 2 pages  
ENCLOSURES 1 photo

Bussnang, 3 April 2018

## **Giruno passes one more test: 275 km/h through the Gotthard base tunnel**

**This past Easter weekend the Giruno drove on test-runs up to 275 km/h through the Gotthard base tunnel. These overspeed trials were completed to ensure safe and successful operation of these trains as well as a smooth integration into the future scheduling. These trial runs until 275 km/h signify a further milestone on the way to commissioning these trains up to a top speed of 250 km/h.**

Following the Roll out of the new Gotthard train, named Giruno by the SBB, on 18 May last year various trial and test runs were immediately initiated. In order to commission these new Gotthard-trains in Switzerland, Stadler is currently carrying out trial runs and acceptance testing on five trains of this type within Switzerland and its bordering countries. A sixth train is undergoing preparations at the Stadler commissioning center in Erlen. These extensive tests are necessary in order to achieve commissioning in four countries. The planning of these trial runs is a complex undertaking, as several interdependencies between the tests within the four countries of future operation, namely Switzerland, Italy, Germany and Austria are to be taken into account. According to Thomas Legler, technical project leader at Stadler: "The entire team is showing a magnificent effort in order to ensure the on-time and on-schedule trial runs through the Gotthard base-tunnel." Besides further testing at speeds between 200–250 km/h the main focus for the Giruno-team is the preparation of documents for commissioning in the four countries of future operation required by the SBB.

The Giruno will commence operation through the Gotthard base-tunnel along with the timetable-change of 2019 and connect Zurich with Milan.

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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 over 7600 based in various production, service and engineering locations across Switzerland, Germany, Spain, Poland, Hungary, the Czech Republic, Belarus and the United States. Service locations are also being operated in countries including Algeria, Denmark, France, Italy, the Netherlands, Norway, Russia, Sweden and the UK. Stadler provides a comprehensive range of products in the heavy and urban transport segments: High-speed trains, intercity trains, regional and commuter rail trains, underground trains, tram trains and trams. Furthermore, Stadler also manufactures main-line locomotives, shunting locomotives and passenger carriages, including the most powerful diesel-electric locomotive in Europe. Stadler is the world's leading manufacturer in the rack-and-pinion rail vehicle industry.*

*More Stadler figures: The best-selling FLIRT (Fast Light Intercity- and Regional Train) vehicle has already sold over 1500 units in a total of 17 countries. The KISS (the name is an acronym of the German for Comfortable Innovative Speedy Suburban Train) is also very popular: It has sold 271 units in 10 countries. The most powerful diesel-electric locomotive in Europe, the EURO4000, has sold 140 units in 7 countries. Additionally, Stadler Service maintains vehicle fleets comprising over 680 vehicles that cover a combined annual distance of 120 million kilometers in 16 different countries.*

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