In May 2013, Russian rail company Aeroexpress ordered 11 KISS electric double-decker multiple units from Stadler. These included 9 six-car and 2 four-car trainsets. The trains, named «Eurasia» by Aeroexpress, are used on the three lines between Moscow city centre and the airports. With the purchase of the new trains, Aeroexpress meets the fast-growing demands for public transport capacity and offers its passengers new standards in comfort. The four-car versions have 396 seats, while the six-car models have 700, of which 84 are in business class. They fulfil the Russian standards and, at the same time, set new standards for commuter traffic in Russia. Air conditioning in the passenger compartments and drivers’ cabs is adapted to the tough climatic conditions in Russia. The design of the interior is bright and passenger-friendly. A modern passenger information system provides travellers with relevant information.
**Vehicle data**

**Customer**
- Aeroexpress

**Lines serviced**
- Moscow airport link

**Gauge**
- 1520 mm

**Supply voltage**
- 3 kV direct current

**Axle arrangement**
- 2'+2'+Bo'+2'+2'+Bo'+2' or 2'+Bo'+2'+2'+2'+Bo'+2'

**Number of vehicles**
- 11

**Commissioning**
- 2015

**First- and second-class seats**
- 84 + 312 or 84 + 616

**Tip-up seats**
- 8

**Standing capacity (7 pers./m²)**
- 523 or 842

**Floor height**
- Entrance door: 1285 mm
- Lower deck: 685 mm
- Upper deck: 2974 mm

**Entrance width**
- 1400 mm

**Headroom**
- 2150 mm

**Length over coupling**
- 10170 mm or 155100 mm

**Vehicle width**
- 3400 mm

**Vehicle height**
- 5240 mm

**Bogie wheelbase**
- Motor bogie: 2500 mm
- Trailer bogie: 2500 mm

**Driving wheel diameter, new**
- 920 mm

**Carrying wheel diameter, new**
- 920 mm

**Continuous output at wheel**
- 2400 kW or 3200 kW

**Max. output at wheel**
- 3900 kW or 5200 kW

**Starting tractive effort (up to 54 km/h)**
- 300 kN or 400 kN

**Starting acceleration up to 60 km/h**
- 0.8 m/s²

**Maximum speed**
- 160 km/h

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**Technical features**

**Technology**
- Lightweight car bodies in integral aluminium design in line with the latest standards for crashworthiness (EN 15227) and car body strength (EN 12663)
- Vehicle body made of extruded aluminium sections
- Motor and trailer bogies with pneumatic suspension with disc and cleaning block brakes
- Redundant vehicle control system and train bus
- Multiple unit train control with up to three vehicles

**Comfort**
- Air conditioning for passenger compartment and driver’s cab adjusted to Russian climatic conditions
- Bright, passenger-friendly interior with scope for individual design
- Seating arrangement face-to-face in rows of three or two seats and mounted on cantilevers
- 8 or 12 entrance doors on each side for a rapid exchange of passengers
- Vacuum toilet systems in every carriage, one of which per train has disabled access
- Facilities for people with restricted mobility: Wheelchair space and folding ramp.
- Ramps within the vehicle to provide wheelchair access throughout.
- PIS: Passenger information and multimedia system with 21” and 27” full HD TFT
- PWLAN: Three Wi-Fi antennae per passenger deck

**Personnel**
- Ergonomically and comfortably designed working environment to prevent fatigue in drivers, co-drivers and instructors
- Driver’s cab for operation with driver and assistant, seat for inspector
- Central driver’s cab for one-man operation in accordance with UIC guideline 651

**Reliability / Availability / Maintainability / Safety**
- Fulfills the latest crash requirement in acc. with GOST
- Redundant drive equipment with 3 or 4 power trains with water-cooled IGBT power converters
- Comprehensive diagnostic system
- BLOK automatic train control system fulfills KLUB-U and TSKBM functions
- CCTV: Up to 64 cameras outside and inside, pantograph camera
- GSM: Two digital repeaters per vehicle