

Media release

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Stadler sells its FLIRT to Azerbaijan for the first time

Azerbaijan Railways (ADY) and Stadler have signed a contract for the delivery of ten FLIRT multiple units. The contract is valued at a good 115 million euros. Four trains will be configured as interregional trains with diesel-electric propulsion, and three electrical multiple units will be designed respectively as interregional and regional trains. ADY has already ordered rolling stock from Stadler several times in the past. Previous orders have included sleeping cars for the international connection between Azerbaijan and Turkey, and double-decker KISS trains. Stadler has now acquired the first order from Azerbaijan for its bestseller, the FLIRT.

ADY and Stadler have signed a contract for the development and construction of ten five-car FLIRT trains in three different versions. The order value, including spare parts and depot equipment, is a good 115 million euros. Four trains will have a diesel-electric drive (DMU) to be used in interregional traffic. Six trains will be driven electrically (EMU). Of these, three will be used for interregional traffic, and a further three will be designed as regional trains for suburban transport. The order from the Caspian Sea underlines once again how Stadler can respond to individual customer needs – and demonstrates the versatility of the FLIRT.

ADY has already ordered rolling stock from Stadler several times since 2014. In 2014, ADY ordered 30 sleeping cars for the Kars–Achalkalaki–Tbilisi–Baku route between Turkey and Azerbaijan. The first of these sleeper trains has already been delivered and is reviving the current political discussion about night trains. In 2015 and 2018, ADY ordered double-decker KISS trains, which are in daily service and offer high availability rates.

“We are very pleased that ADY has added the FLIRT to its fleet after several orders for different vehicles from Stadler. ADY will have a state-of-the-art vehicle thanks to the five-car trains from the FLIRT family. ADY will receive the first diesel-electric FLIRT which meets all GOST requirements”, says Head of Sales Ansgar Brockmeyer.

A broad-based infrastructure project is currently under way in Azerbaijan. Many main lines are being converted from 3 kV direct current to 25 kV alternating current. The four diesel-electric FLIRT trains will be built first so that ADY can continue to operate with sufficient trains even during this changeover. According to the contract, the first trains will be delivered to ADY in 2022.

More details about the trains

The FLIRT trains for ADY are designed for the Russian broad gauge of 1,520 millimetres. The GOST profile with a vehicle width of over 3.48 metres and a vehicle height of over 4.60 metres results in a spacious interior. The interregional trains offer a particularly high level of comfort, with a bistro and comfortable seats with electric controls in first class. The interregional DMU are 106.76 meters long and offer a seats to 271 passengers. The diesel-electric FLIRT has an additional short car body, the PowerPack, which holds the four diesel engines and parts of the drive equipment. The interregional EMU vehicles are 92.96 metres long. They provide seats for 236 passengers. Finally, the regional EMU vehicles are also 92.96 metres long. They provide seats for 255 passengers as well as sufficient standing room for short local journeys.

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About Stadler

International rail vehicle construction company, Stadler, is headquartered in Bussnang in Eastern Switzerland. Founded in 1942, it has a workforce of around 10,500 based in various production and over 40 service locations. Stadler provides a comprehensive range of products in the heavy and urban transport segments: High-speed trains, intercity trains, regional and commuter heavy rail trains, underground trains, tram trains and trams. Stadler also manufactures main-line locomotives, shunting locomotives and passenger carriages, including the most powerful diesel-electric locomotive in Europe. It is the world's leading manufacturer in the rack-and-pinion rail vehicle industry.

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