

Media release

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Stadler to deliver 8 double-decker trains to Transitio AB – further commitment to Nordic markets

Stadler and Transitio AB sign contract for 8 double-decker trains to be used by Uppsala Länstrafik. Especially adapted for cold weather, these trains are well-suited for the demanding conditions of Scandinavia. Along with the purchase of Swedtrac from Knorr-Bremse earlier this year, this deal signifies a further commitment to the Swedish market.

Stadler has received an order from Transitio AB for an additional 8 double-decker electric multiple units (EMU). Transitio is therefore taking up an option from the contract signed in 2016 about 33 EMUs with an option of 110. The trains are going to be used by Uppsala Länstrafik and are very well suited for commuter and regional traffic around Uppsala.

Stadler vehicles feature excellent resistance to severe winter weather – something Stadler has proven with its trains in Norway, Finland, Estonia, Russia and Belarus, where extreme conditions occur regularly in the winter. These exceptional winter weather capabilities are a result of the closed engine rooms, double-wall intercar gangways, snow scrapers between the bogies and carriage bodies, a heat recovery system, floor heating and high-quality insulation. As part of this current order, Stadler will of course once again involve Swedish suppliers such as Icomera AB, Kockum Sonics AB, ÅF-Infrastructure AB and Høk Instrument AB.

Wider vehicle bodies

The new generation of double-decker trains features an open, fluid architectural design. The passenger flow in the entrance area has been optimised – a change that makes a positive difference particularly in urban regions with a large number of commuters, such as the railway systems in Zurich and Berlin. The new double-decker trains offer plenty of legroom for passengers and also provide an open, spacious feeling. The double-decker vehicle bodies are adapted to fit the Swedish clearance profile, which is higher and wider than the Swiss standard.

Energy savings

The use of aluminium in the design of the car bodies lead to a significant decrease in the energy required as well as lower operating costs. Another forward-thinking engineering solution is the dry transformer that doesn't require oil as a coolant. Already in use on Stadler FLIRT EMUs by Swiss federal railways SBB, this system saves about 8% in average of the total energy consumption of those trains.

Excellent credentials with intercity travel

Stadler has excellent credentials in the field of interregional- and intercity travel. Austrian Westbahn use Stadler double-decker EMUs in the intercity-segment between Salzburg and Vienna. SBB use Stadler multiple unit trains on interregional lines all over Switzerland. By December 2018, SBB will also start to operate the Stadler SMILE high-speed intercity trains on the transalpine route from Zurich to Milan. From 2020 Stadler double-decker EMUs will connect San Francisco with San José through the Silicon Valley. Stadler is a dependable partner to several state railway operators.

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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 7000 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 1400 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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