

# Stadler to showcase three new UK trains at InnoTrans

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Stadler will present world premieres featuring innovative and sustainable drive solutions in rail transport at InnoTrans in Berlin.

Innovative trains for customers across the world will be showcased, including three new fleets for Britain's railways.

A tri-mode Class 756 FLIRT for Transport for Wales (TfW) will be unveiled on 22 September. TfW ordered 35 FLIRT units in January 2019, and of these 24 have a trimodal drive and can be operated fully electrically under overhead line electrification (OLE), electrically by battery or in hybrid mode with a diesel drive. The diesel drive is only intended for exceptional use; regular operation should be entirely electric. The fleet of trimodal FLIRT vehicles consists of seven three-car Class 756/0 and 17 four-car Class 756/1 trains.

The vehicles comply with the latest TSI standards and have been designed specifically to meet the requirements of TfW and the local infrastructure. The low-floor design allows level access at every door, making it easier and faster for passengers to get on and off. The ergonomically designed seats increase passenger comfort and are all fitted with a power outlet. All trains are equipped with air conditioning,

storage areas for wheelchairs, pushchairs and bicycles, as well as passenger information systems and Wi-Fi. The first Class 756s are currently completing test journeys and are scheduled to start passenger service before the end of the year.

Another TfW train on display will be a Class 398 Citylink tram-train. Stadler's Citylink is a modular, accessible light rail system that connects city centres with the surrounding agglomerations without passengers having to change trains.

It allows operation on electrified lines and non-electrified lines using batteries. The vehicles are designed in such a way that they can be used on mainline railway lines as well as on metro and light rail lines. Thanks to the lithium-ion traction battery system, no expensive investments in infrastructure are necessary for the customer. The Citylink vehicle is 40 metres long and can transport 252 passengers. The high-floor vehicle has a driver's stand on each side and can reach a speed of 100 kilometres per hour. The bright, air-conditioned passenger compartments also offer multifunctional zones with room for bicycles, seats for persons with reduced mobility and two spaces for wheelchairs. The Class 398 enables passengers to travel safely and comfortably without having to change trains.

The third fleet to be launched will be the Class 777 IPEMU for Liverpool City Region Combined Authority and Merseytravel. The Liverpool City Region has ordered 53 Class 777 Metro trains from Stadler, seven of which are Independent Powered Electrical Multiple Units (IPEMU). These will be the first IPEMUs to be introduced into passenger service in the UK. These innovative and environmentally friendly trains are based on the original Class 777 METRO vehicles and enable operations to be expanded to non-electrified routes. With IPEMUs, infrastructure work can be avoided and passenger numbers can be increased thanks to an integrated travel experience. IPEMUs can replace diesel-powered trains, helping regional and national authorities to meet CO2 reduction targets. In addition, IPEMUs eliminate the need to change trains, resulting in an improved travel experience and reduced journey times for passengers. Each IPEMU is equipped with a battery-based power storage system. The new battery traction equipment is housed in the underframe. While an IPEMU is driving on the electrified network, the batteries are charged via the third rail or by regenerative braking. The charging time is less than 15 minutes, and one battery is designed for more than 10,000 charge and discharge cycles. The transition from all-electric to IPEMU drive is smooth and not noticeable to passengers during the journey.