

A photograph of a Siemens Viaggio Classic train, a white and red high-speed train, viewed from a side-on perspective. The train is on tracks, and the background shows a clear blue sky and some buildings in the distance. The train has a prominent red stripe and a large red graphic on its side. The Siemens logo is visible in the top left corner of the image.

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Viaggio Classic

Multisystem Comfort-Sleeping Coach for RŽD

Multisystem Sleeping Coach for Europe and Russia on Standard & Broad Gauge

- The RIC sleeping coach for OAO RZD is designed for international traffic in the regions of the International Union of Railways UIC and in the European part of the Russian Federation, the CIS States and in the Baltic States
- The changeover between the rail networks with different track gauges is performed by exchanging the bogies, using the available infrastructure facilities in the change-of-gauge plants (e.g. Brest)
- Maximum operating speed is 200 kph for track gauge 1,435 mm and 160 kph for track gauge 1,520 mm
- Each sleeping coach consists of 8 compartments with 4 beds each which can be turned into 4 full seats with head rests during the day, 1 service compartment, 1 resting room for the train crew, 1 standard toilet, 1 toilet with integrated shower
- 200 coaches to be delivered starting 2012

Technical Data

Max. operating speed	200 kph (gauge 1,435 mm) 160 kph (gauge 1,520 mm)
Length over buffers	26,400 mm
Distance between bogie pivots	19,000 mm
Car width	2,825 mm
Floor height compartment above ToR	1,250mm (68-4108) 1,270mm (68-4109)
Tare weight of car	57.5 t
Bogie	SF300 (gauge 1,435 mm) 68-4108, 68-4109 (gauge 1,520 mm)
Brake system	3 discs per axle + Mg
Number of seats / beds	32 / 32
Number of seats / beds for train crew	1 / 1
Numbers of toilets / showers	2 / 1
Air conditioning	+
Voltage	AC 1,000 V, 16.7 Hz, 50 Hz AC 1,500 V, 50 Hz AC 3,000 V, 50 Hz DC 1,500 V DC 3,000 V
Train line	3AC 400 V, 50 Hz 3AC 400 / 230 V 50 Hz
Battery voltage	DC 110 V
On board supply system	



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The information in this document contains general descriptions of the technical options available, which do not always have to be present in individual cases. The required features should therefore be specified in each individual case at the time of closing the contract.

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