FOR SFBW, BADEN-WÜRTTEMBERG, GERMANY

Mireo Plus B Ortenau

Rail traffic is playing an increasingly important role. In Germany alone, up to ten million people will be traveling by rail every day by the year 2030. Forty percent of Germany's railway network is not electrified. These sections are mainly used by diesel multiple units (DMUs). Due to the rising price of fuel and stricter emissions regulations, the existing DMUs will have to be replaced by more environmentally friendly electric multiple units (EMUs) that operate without an overhead contact line.

Mireo® is already providing answers to the challenges of the future in regional transport. With Mireo, the engineers at Siemens have created an innovative platform for premium-class commuter and regional transport that is at once energy-efficient, flexible, available for quick delivery, and profitable.

Mireo Plus B combines all the benefits of the Mireo platform with a high-performance battery system.

Landesanstalt Schienenfahrzeuge Baden-Württemberg (SFBW) has ordered 20 Mireo Plus B trains from Siemens Mobility. Thanks to their battery hybrid drive, the two-car electric trainsets can operate on rail routes with or without overhead contact lines. They are scheduled to operate in Network 8 of the Ortenau regional system starting in December 2023. The contract also includes maintenance of the trains by Siemens Mobility for a period of just under 30 years.

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Interior design

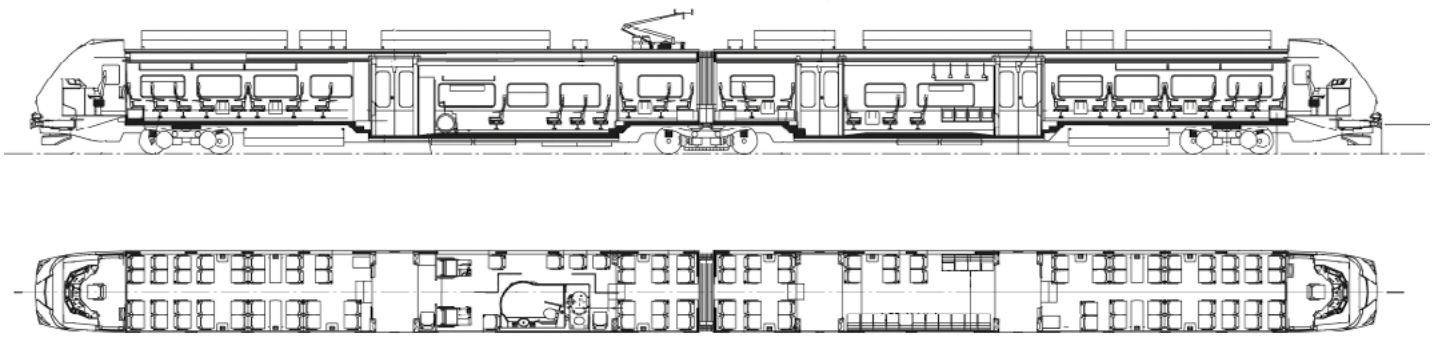
Combined with the attractive design, the construction of the train's interior creates a spacious ambience, coupled with comfort and safety. This is further enhanced by features such as onboard Internet, passenger information systems, as well as safety monitoring systems (CCTV). The cantilevered seating makes it easy and inexpensive to clean the passenger compartment.

Energy savings

In terms of mileage and range, operators now have access to a high-performance, highly efficient vehicle thanks to the use of SiC technology.

Project details

- Passenger compartment with a modern and future-oriented design
- Generous seat spacing
- CO_2-controlled air conditioning system
- Multifunctional multipurpose areas with sufficient space
- Large displays for passenger information
- Jacobs and standard bogies with inside bearings from the SF7500 family
- All entrances have a sliding step



Technical data

Wheel arrangement	Bo' 2' Bo'
Track gauge	1,435 mm
Maximum speed	140 km/h
Traction power	1,700 kW
Starting acceleration	up to 1.1 m/s²
Power supply	15 kV AC
Length (over coupling)	46,560 mm
Entrance height	610 mm
Passenger capacity	120 seats
Maximum axle load	< 20 t
Crashworthiness	TSI and EN 15227-compliant
Fire protection	According to EN 45545

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