



FOR NIEDERBARNIMER EISENBAHN, BERLIN-BRANDENBURG

Mireo Plus H Heidekrautbahn

Rail traffic is playing an increasingly important role. By 2030, up to ten million people will be traveling by rail every day in Germany alone. Forty percent of Germany's railway network is not electrified, and diesel multiple units (DMUs) are mainly used on these sections. Due to the rising price of fuel and stricter emissions regulations, these 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 today 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 energy-efficient, flexible, available for quick delivery, and profitable.

Mireo Plus H combines all the benefits of the Mireo platform with a second-generation fuel cell system.

Niederbarnimer Eisenbahn (NEB) has ordered seven Mireo Plus H trains from Siemens Mobility. Thanks to their fuel cell propulsion and a lithium-ion battery, the two-car electric trainsets can operate on rail routes without overhead contact lines. They're scheduled to operate in the Heidekrautbahn network (RB27) starting in December 2024.

The contract with Siemens Mobility also includes a service and spare parts supply agreement (TSSSA) covering the entire term of the transport contract.

[siemens.com/mobility](https://www.siemens.com/mobility)

SIEMENS

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 on-board Internet, passenger information systems, and 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 in combination with a second-generation fuel cell.

Project details

- Passenger compartment with a modern and future-oriented design
- Generous seat spacing
- CO₂-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/s ²
Power supply	Fuel cell
Length (over coupling)	46,560 mm
Entrance height	800 mm
Passenger capacity	134 seats
Maximum axle load	< 20 t
Crashworthiness	TSI- and EN 15227-compliant
Fire protection	According to EN 45545

Published by Siemens Mobility GmbH

Otto-Hahn-Ring 6
81739 Munich
Germany

contact.mobility@siemens.com

TH 562-240284 DA 0824

Mireo® is a registered trademark of Siemens Mobility GmbH. Any unauthorized use is prohibited. All other designations in this document may represent trademarks whose use by third parties for their own purposes may violate the proprietary rights of the owner.

Subject to changes and errors.
The information given in this document only contains general descriptions and/or performance features which may not always specifically reflect those described, or which may undergo modification in the course of further development of the products. The requested performance features are binding only when they are expressly agreed upon in the concluded contract.

SIEMENS