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215 new light rail cars for San Francisco

In January 2017, the first production Light Rail Vehicle (LRV) of the 215 cars based on Siemens' model S200 was delivered in San Francisco. The original order for 175 cars received from the San Francisco Municipal Transportation Agency (SFMTA) in 2014 was increased by 40 cars a year later. This is the biggest order for light rail cars ever received by Siemens in the United States. The cars will be built at the Siemens plant in Sacramento, California.

Energy-saving cars

San Francisco is booming, and the demand for mass transit is steadily growing. In response, SFMTA is expanding its mass transit system to better handle the daily volume of around 235,000 passengers. The new trains will replace the system's old vehicles and expand the capacity of the San Francisco Municipal Railway (Muni) operated by SFMTA is called.

The S200 light rail trains for San Francisco are based on Siemens' proven S70 model, of which more than 1,300 are currently operating in North America and other regions. The two-car articulated trains can handle grades of up to 9%, reach a speed of 80.5 km/h (50 mph) and can be flexibly combined into trains of up to five cars.

For San Francisco, a new era began with the arrival of the first new light rail car on January 16, 2017. The city gives priority to having an environmentally friendly mass transit system. Reflecting this requirement, the new cars have a light-weight drive system that recuperates braking energy and feeds it back into the overhead power line. Electric brakes stop the trains without brake dust emissions, extend the service life of the mechanical brake linings, and reduce lifecycle costs. The car's LED

lighting system uses up to 40% less electricity than standard florescent lighting. In addition, the heating and air conditioning systems automatically adjust their capacity to the number of passengers, which further reduces energy consumption.

High-floor cars for the MUNI metro system

The end-to-end high floor (864 mm) of the cars eases entries and exits at the metro stations in tunnels and at the elevated stops along the above-ground route. The interior of the two-car train is spacious, bright, equipped with closed-circuit cameras for security, and offer 60 seats. In addition, there are four areas for wheelchairs or bicycles. Overall, a two-car train can carry up to 203 passengers.

Following a test phase on the Muni system, the new light rail trains will operate on San Francisco's metro system that runs in part through a central tunnel and above-ground on a 115-kilometer network. The new S200 SF cars will replace all 151 old cars and expand the system's fleet.

Technical data

Overall length:	22.86 m
Width:	2.65 m
Height with retracted pantograph:	3.5 m
Empty weight:	35,730 kg
Traction:	130 kW x 4
Operating voltage:	600 V DC
Top speed:	80.5 km/h
Acceleration:	1.34 m/s ²
Seats:	60
Gauge:	1,435 mm
Minimum radius:	13 m
Bogie wheelbase:	1.9 m

This press release and additional information on Siemens' exhibits at the UITP 2017 are available at: www.siemens.com/press/uitp2017

Contact for journalists:

Ellen Schramke, Phone: +49 30 386 22370

E-mail: ellen.schramke@siemens.com

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