FOR SOUTHWESTERN BAVARIA

Mireo Lot 1 – Augsburg rail networks

Operator Go-Ahead Bayern GmbH has commissioned Siemens Mobility to deliver 56 regional multiple-unit trainsets. The trains are planned for use on the electrified routes of the "Augsburg rail networks" in south-western Bavaria.

A total of 44 three-car Mireo® electric trainsets and twelve five-car Desiro® HC electric double-decker trains are to be delivered. The two train types can be combined, enabling the operator to flexibly adapt to changing passenger demand. Passenger service with the new trains is scheduled to begin with the change of the timetable in December 2022.

Mireo is the commuter train that intelligently combines all of the requirements of operators, buyers, and passengers. 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.

The trains are designated for service on the routes Ulm – Augsburg – Munich, Würzburg – Ansbach – Treuchtlingen – Donauwörth – Augsburg, as well as Aalen – Nördlingen.

To optimally meet passenger demand, Mireo operates in multiple traction mode with up to four three-car trains, and also in mixed traction mode with Desiro HC five-car vehicles. The trains are designed for operation with platforms heights from 300 mm to 760 mm.

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 passenger information systems with large displays and safety monitoring systems (CCTV). The cantilevered seating makes it easy and inexpensive to clean the passenger compartment.

Energy savings

Mireo is designed to be especially energy-efficient, based on its lightweight, welded, integral aluminum monocoque construction. The improved aerodynamics, the energy efficiency of its components, and the intelligent on-board network management system also contribute to less resource use, lower emissions, and reduced noise.

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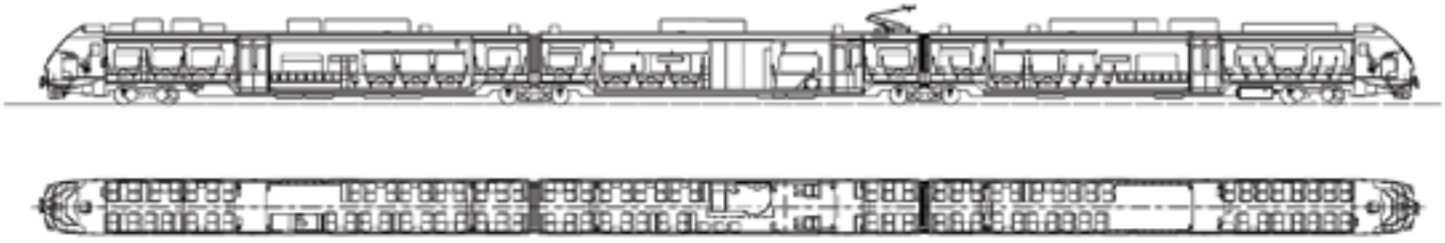
Project details

- Passenger area with a modern, forward-looking design
- Cohesive, country-specific exterior design
- 16 comfortable seats in first class, fixed tables for face-to-face seating and fold-away tables for row seating
- Luggage racks for easily stowing even heavy baggage
- Outlets accessible from every seat throughout the train
- Clothing hook for each seat
- One standard restroom in the end car
- One universal restroom in the middle car
- Barrier-free access in the middle car for passengers with wheelchairs or strollers, lift for platform heights up to 300 mm
- Energy-optimized air-conditioning control based on passenger numbers
- All entrances equipped with a duplex sliding step
- Generous seat spacing
- CO_2-controlled air conditioning system
- Multifunctional multipurpose areas with sufficient space for up to 24 bicycles
- Large displays for passenger information
- Jakob-type and standard bogies with inside bearings from the SF7500 family
- Optimized cellular reception for passengers thanks to a window coating patented by Siemens (optimized permeability for cellular frequencies)
- Future-proof thanks to readiness for train protection according to the European standard (ETCS)



Technical data

Wheel arrangement	Bo' 2'2' Bo'
Track gauge	1,435 mm
Maximum speed	160 km/h
Traction power	Up to 2,600 kW
Starting acceleration	Up to 0.96 m/s²
Power supply	15 kV AC
Length (over coupling)	69,860 mm
Entrance height	760 mm
Entrance areas	3 per train
Passenger capacity	216 seats
Crashworthiness	TSI- and EN 15227-compliant
Fire protection	According to EN 45545 (Cat. A of TSI SRT)
Acoustics	VDV 1541

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