FOR LEIPZIG AND THE SURROUNDING REGION

Mireo Central German S-Bahn Network 2025+

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. Demographic changes and high passenger volumes are increasing the demands on mass transit.

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.

Siemens Mobility has won an order for the delivery of 75 Mireo trains for the "Central German S-Bahn Network 2025+" (MDSB 2025plus) project with an order volume of approximately €500 million.

All in all, 41 three-car Mireo trains were ordered by the operators of Die Länderbahn DLB, and 18 four-car Mireo trains as well as 16 two-car battery-powered Mireo Plus B trains by DB Regio AG.

Joint commissioning bodies for the overall MDSB 2025plus network are the Zweckverband für den Nahverkehrsraum Leipzig (ZVNL) in cooperation with Nahverkehrsservice Sachsen-Anhalt, the special-purpose Saxon transportation associations Verkehrsverbund Mittelsachsen (ZVMS) and Verkehrsverbund Vogtland (ZVV) as well as the Thuringian Ministry of Infrastructure and Agriculture (TMIL) and the Ministry of Infrastructure and Digital Affairs (MID) of the state of Saxony-Anhalt.

siemens.com/mobility

SIEMENS

Interior design

Combined with the attractive design, the construction of the trains' interior creates a spacious ambience coupled with comfort and safety. This is further enhanced by features such as on-board Internet, family areas, real-time passenger information systems, 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.

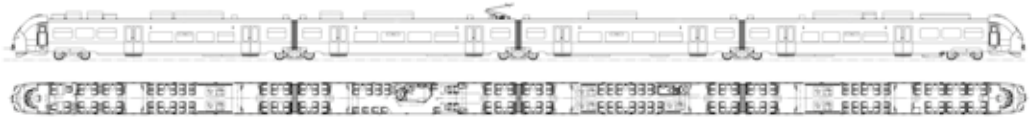
Project details

- Passenger compartment with a modern, forward-looking design
- Generous seat spacing
- CO_2-controlled air conditioning system
- Multifunctional multipurpose areas
- Family area
- Inductive smartphone charging at tables with face-to-face seating
- High-frequency window panes for improved mobile phone reception
- Jacobs and standard bogies with inside bearings from the SF7500 family
- Wheelchair access to the universal restroom

2-car train

3-car train

4-car train



Technical data	2-car	3-car	4-car
Wheel arrangement	Bo' 2' Bo'	Bo' 2'2' Bo'	Bo' 2'2' Bo' Bo'
Track gauge		1,435 mm	
Maximum speed	140 km/h	160 km/h	160 km/h
Traction power	Up to 1,700 kW	Up to 2,600 kW	Up to 3,250 kW
Starting acceleration		Up to 1.1 m/s^2	
Power supply		15 kV AC	
Length (over coupling)	46,560 mm	69,860 mm	89,660 mm
Entrance height		610 mm	
Entrance areas	3 on each side of train	6 on each side of train	8 on each side of train
Capacity	100 seats	150 seats	200 seats
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

Printed in Germany
TH S62-240334 DA 0824

SIEMENS