



ELECTRIC TRAINSETS FOR SOUTHWESTERN BAVARIA

Desiro HC Lot 1 for Augsburg rail networks

The 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 southwestern 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.

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

Desiro HC Augsburg

Desiro HC is designed as a five-car electric double-decker train. Its capacity of over 1,100 passengers makes it ideal for highly frequented routes. The combination of single-decker tractive units and double-decker trailer cars improves barrier-free access for passengers. At the same time, the arrange-

ment of major components on the roof of end cars facilitates maintenance. By making full use of the vehicle gauge profile (EN15273-2, line DE2), more head and shoulder room is provided for passengers in the upper deck. Generous entry areas with wide access doors also enable rapid and safe boarding and exiting.

Interior design

The interior construction and attractive design give the train a feeling of spaciousness. The transparent interior structure and the high-visibility design of passenger areas ensure a comfortable travel environment that caters to passengers’ need for safety and security, particularly when passenger numbers are low during off-peak periods. Other comfort measures include LED technology in the form of glare-free lighting with a warm white light color, and blue-white color schemes that support a Bavarian theme.

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Energy savings

The vehicles aren't just designed to use energy efficiently. Traction unit drivers are also supported in their everyday tasks by a driver assistance system that helps them to optimally exploit potential for energy-saving operation.

Traction system

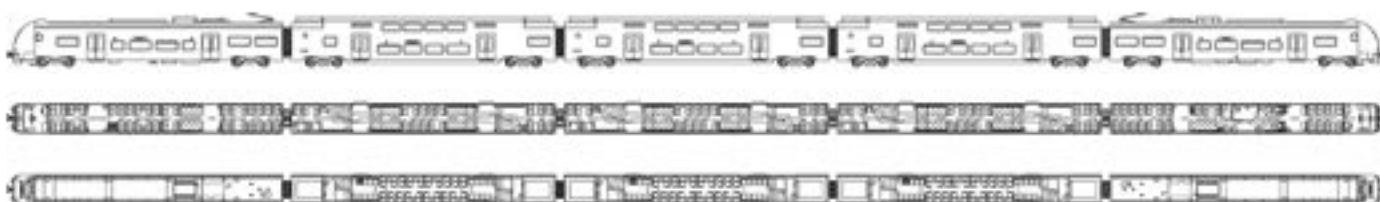
The Desiro HC Augsburg has an efficient traction system with traction power of up to 4,000 kW. With eight driven axles, this power can be transmitted even with a low friction coefficient, thus ensuring good dynamic performance.

Vehicle communication infrastructure

The vehicle's communication infrastructure system is Ethernet-based and serves as the basis for a service-oriented architecture (SOA) and communication. Our customers benefit from state-of-the-art technology, while passengers benefit from large, high-resolution information displays.

Vehicle details

- High-quality, timelessly elegant atmosphere in the interior fittings
- 38 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
- Double-traction operation and mixed traction with one or two Mireo vehicles
- One standard restroom in each middle car
- One universal restroom in an end car
- Barrier-free access in end car for passengers with wheelchairs or strollers, lift for platform heights up to 300 mm
- Space for up to 45 bicycles
- Energy-optimized air-conditioning control based on passenger numbers
- Air-suspended motor and trailer bogies from the SF 100 and SF 500 family
- Optimized cellular reception for passengers thanks to a window coating patented by Siemens
- Future-proof thanks to readiness for train protection according to the European standard (ETCS)
- Adapted to the latest acoustic requirements according to VDV 1541



Technical data

Wheel arrangement	Bo'Bo'+2'2'+2'2'+2'2'+Bo'Bo'
Track gauge	1,435 mm
Maximum speed	160 km/h
Traction power	4,000 kW
Power supply	15 kV AC / 16.7 Hz
Passenger capacity	538 seats
Length of train	131,000 mm
Access height	760 mm
Width of car	2,820 mm
Weight	250 t
Crash-worthiness	TSI and EN 15227-compliant
Operating temperature	-25° C to +45° C (class T3 as per EN 50125-1)

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