FOR DB REGIO AG

Mireo Rhine-Neckar S-Bahn

Rail traffic is becoming increasingly important. 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 local public transport.

Mireo® is the commuter train that intelligently combines all of these 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 at once energy-efficient, flexible, available for quick delivery, and profitable.

In the summer of 2017, Siemens received the order to supply 57 Mireo trains to DB Regio AG, the local transport arm of Deutsche Bahn.

Customers for the Mireo are the Ministry for Transportation in Baden-Württemberg, the Zweckverband Schienenpersonennahverkehr Rheinland-Pfalz Süd (special-purpose association for regional rail transportation Rhineland-Palatinate south) (ZSPNV RLP Süd) and the Verkehrsverbund Rhein-Neckar GmbH (VRN – Rhine-Neckar Public Transport Network).

The Mireo will operate as an S-Bahn on the future lines S5, S6, S8 and S9 in the Rhine-Neckar region. In addition, it will serve as the "Murgtäler Radexpress" on the route between the cities of Mannheim and Baiersbronn.

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Interior design

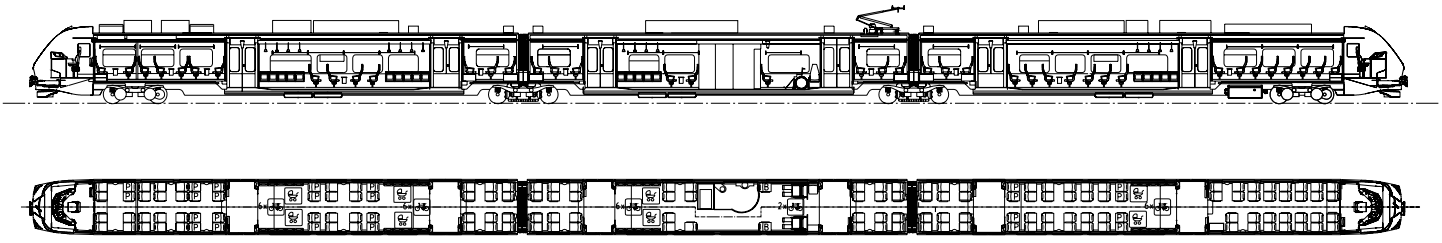
Combined with the attractive design, the construction of the train's interior creates a spacious ambience, coupled with comfort and safety. This is further enhanced by features such as onboard Internet, passenger information systems, as well as safety monitoring systems (CCTV). The cantilevered seating makes it easy and inexpensive to clean the passenger compartment.

Energy savings

The Mireo is designed to be especially energy efficient. Its foundation is its lightweight welded integral aluminum monocoque construction. However, the improved aerodynamics, the energyefficiency of the 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 and future-oriented design
- Generous seat spacing
- CO_2-controlled air conditioning system
- Multifunctional multipurpose areas with sufficient space for up to 26 bicycles
- 19"-TFT screens 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' 2'2' 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/s^2
Power supply	15 kV AC
Length (over coupling)	69,860 mm
Entrance height	800 mm
Entrance areas	6 on each train
Passenger capacity	200 seats
Crashworthiness	TSI and EN 15227 conform
Fire protection	acc. to EN 45545

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