

Clear tracks ahead for Siemens' dual-mode locomotive with ETCS in Germany and Austria

- **Vectron Dual Mode authorized for operation in Germany, Austria and for cross-border operation between the countries**
- **First authorized locomotives handed over to Austrian rail operator Stern & Hafferl Verkehr**
- **Equipped with Siemens Trainguard Basic including ETCS (European Train Control System) Baseline 3.6**

The Vectron Dual Mode locomotive from Siemens Mobility has received authorization for cross-border operation between Germany and Austria. Following Germany, Austria is now the second country to grant authorization for this locomotive type. The first two locomotives with dual authorization for both countries were handed over to the Austrian rail operator Stern & Hafferl Verkehr. The locomotives are manufactured at Siemens Mobility's plant in Munich-Allach. They are equipped with the European Train Control System (ETCS) using the modular Siemens On-board Unit Trainguard Basic, including ETCS Baseline 3.6.

"The authorization of the Vectron Dual Mode for cross-border use between Germany and Austria reinforces our commitment to providing our customers with the most powerful and flexible locomotives for European freight and passenger transport," said Andre Rodenbeck, CEO Rolling Stock, Siemens Mobility. "With its combination of electric and diesel traction, the Vectron Dual Mode enables seamless operation even on partially electrified routes – without time-consuming locomotive changes. This increases efficiency and supports the modal shift to rail."

“We recognized the potential of the Vectron Dual Mode locomotives early on and made a deliberate decision to adopt them. The recently granted Austria-wide authorization and the complete handover of all six locomotives mark an important milestone for us. They enable seamless, efficient operations right through to the last mile and make a significant contribution to environmentally conscious freight transport – with the goal of shifting even more traffic from road to rail and strengthening our region sustainably,” says Günter Neumann, CEO of Stern & Hafferl Verkehr.

Dual-mode locomotives like the Vectron Dual Mode enable locally emission-free operation under overhead lines while also covering non-electrified routes. This makes them a valuable solution for reducing emissions, particularly in densely populated urban areas.

The Vectron Dual Mode is based on proven components of the Vectron platform. The locomotive has a track gauge of 1,435 mm, a service weight of 90 tons, and is designed for 15 kV AC power systems. It delivers a power output at wheel of max. 2,400 kW using catenary supply and max. 2,000 kW using diesel mode. The diesel tank has a capacity of 2,600 liters, and the maximum operating speed is 160 km/h. A train power supply is available. A version of the locomotive that supports both 15 kV and 25 kV AC systems is also available.

This press release as well as a press pictures is available at <https://sie.ag/aEbDM>

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For further information about Siemens Mobility, please see

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