



# Low-Floor Light Rail Vehicle S70, San Diego

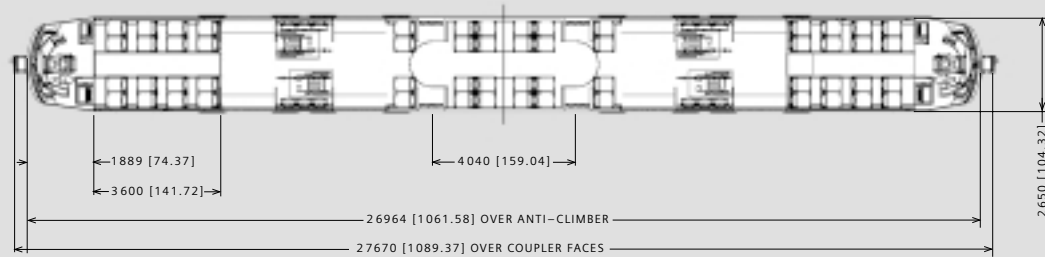
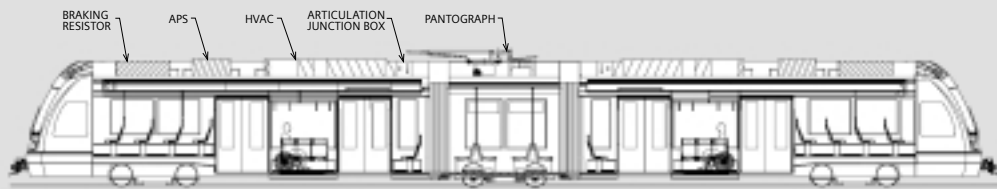
for MTDB (Metropolitan Transportation Development Board), San Diego

## Three-section articulated low-floor light rail vehicle for bi-directional operation

Track adhesion	64 %
Wheel arrangement	Bo' 2' Bo'
Track gauge	1 435 mm
Vehicle length over coupler	27 670 mm
Vehicle width	2 650 mm
Vehicle height without pantograph	3 779 mm
Vehicle empty weight	40 t
Vehicle weight when full (at 4 Pers./m <sup>2</sup> )	54 t
Maximum axle load	10 t powered bogie, 11.5 t unpowered bogie
Capacity (at 4 Pers./m <sup>2</sup> , AW2)	68 seated or 56 seated with 4 wheelchair spaces, 94 standing
Maximum speed	90 kph
Line voltage	DC 650 V
Traction motors (constant performance at revolutions)	4 x 200 kW at 2 500 min <sup>-1</sup> (IEC 349-2)
Wheel diameter (new / worn)	660 mm / 580 mm
Minimum curve radius	25 m
Minimum vertical radius	94,5 m / 140 m
Traction-motor converter	2 IGBT PWM inverter
On-board power supply	AC 460 V / DC 24 V
Low-floor component	70 %
High-floor section above TOR	669 mm (with one step plus slight ramp)
Low-floor section above TOR (entrance area)	356 mm
Door height (clear)	2 100 mm
Delivery	2004

# SIEMENS

efficient rail solutions



Bi-directional six-axle, low floor articulated light rail vehicle constructed of low alloy high tensile (LAHT) steel and composite materials.

Low floor area comprises 70% of the interior and extends between the end trucks through the articulated center section.

Modern, spacious interior ensuring maximum visibility and safety. Passenger interior air conditioning and heating to accommodate to local climatic conditions. Seating is primarily knee-to-back.

Eight passenger sliding plug doorways, four per side directly across from one another and located in the low floor area.

Four doorways equipped with automatic movable bridgeplates meeting the requirements of the Americans with Disability Act (ADA).

Modern passenger information system consisting of automated announcements, public address, passenger-operator intercom and electronic destination signs.

Vehicle delivered with train-wayside communication (TWC) equipment.

Propulsion is provided by a modern, state-of-the-art AC-IGBT system, with four motors per car, pulse controlled inverters and microprocessor vehicle control logic. Electro-hydraulic friction braking is provided.



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