



An order for a total of 120 train sets was placed with the LFB-Alstom / Siemens consortium.

The vehicle concept of the eight-car train sets S-Train for DSB Copenhagen was characterized by a high degree of availability, short workshop stays, low maintenance costs and a high degree of environmental compatibility of the selected materials and the production process.

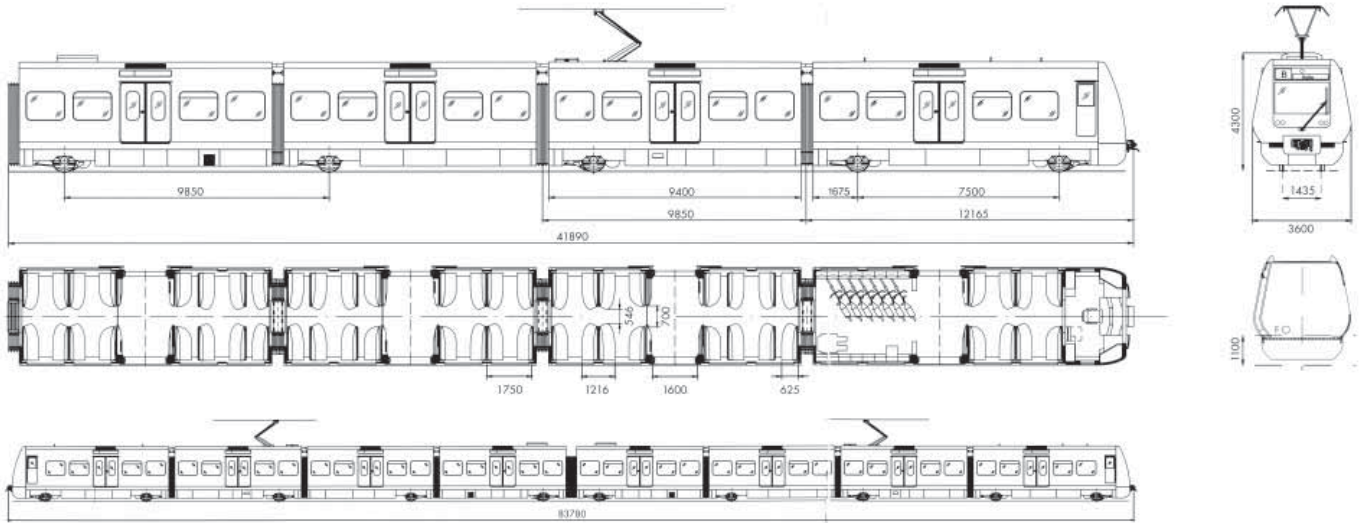
The S-train represented an innovative concept of public mass transit: a lightweight and comfortable articulated train with short but very wide car bodies based on single-axle running gears. To form a longer train, the individual sets can be coupled by automatic Scharfenberg couplers. The vehicle configuration of the eight-car unit is composed of two half-sets of nearly the same constructional design with five single-axle running gears each. Owing to the symmetrical mechanical design of the trains, the configuration of the electrical equipment is also symmetrical to a large extent, which ensures a high degree of availability of the trains.

Technical Data

Train configuration	MC+M+T+M+M+T+M+MC
Wheel arrangement	A'A'A'1A'+A'1A'AA'
Carbody material	Aluminum
Track gauge	1,435 mm
Length over couplers	83,780 mm
Width of car	3,600 mm
Floor height above top of rail	1,100 mm
Wheel diameter new / worn	840 mm / 780 mm
Tare weight / total weight	123.8 t / max. 195 t
Max. axle load	22 t
Number of seats	336
Train capacity 6 pers./m ²	754
Passenger doors per car	2 x 1
Min. curve radius, service line / depot	190 m
Max. gradient	3 %
Max. speed	120 km/h
Max. starting acceleration	1.23 m/s ²
Deceleration service brake	1.18 m/s ²
Power supply	1,650 V DC / Pantograph

Metro System – S-Train, Copenhagen, Denmark

120 Eight-Car Units



Interior

Siemens AG
 Transportation Systems
 Mass Transit
 P.O. Box 3240
 91050 Erlangen
 Germany

mass-transit.ts@siemens.com
 www.siemens.com/transportation/mass-transit



www.siemens.com/transportation

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The information in this document contains general descriptions of the technical options available, which do not always have to be present in individual cases. The required features should therefore be specified in each individual case at the time of closing the contract.