

## EURO9000 LOCOMOTIVE

Electric multisystem locomotive

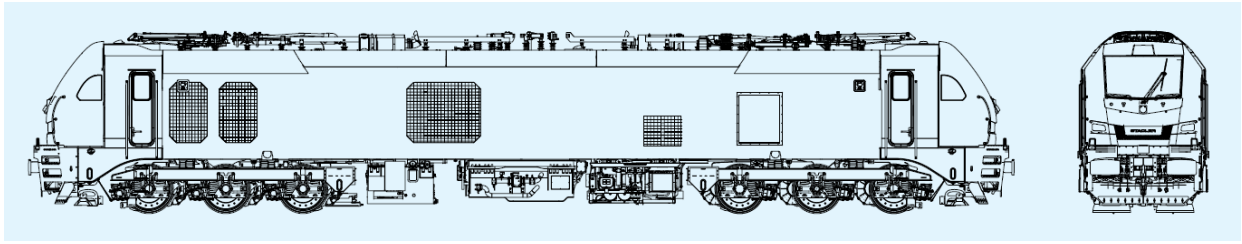


The EURO9000 is the new Hybrid multi-system locomotive for use throughout Europe. The locomotive enables up to 500kN tractive effort with an output of 1.9MW in diesel mode and up to 9MW in electrical mode. The Euro9000 platform is natural evolution of Stadler's successful EuroDual and Euro4000 locomotive family.

The Euro9000 platform can be configured for different countries and corridors. For this purpose, there is the option of equipping the locomotive with diesel engines, battery packs, or a combination of these at two multifunctional mounting stations.

The powerful Co'Co' locomotive features an innovative 3-level converter topology of the latest generation for best energy efficiency. The powerful single-axle control, in combination with the proven asynchronous traction motors ensures high reliability with best tractive effort.

The Euro9000 is a freight locomotive characterised by compact design, high performance and optimal operating costs. The two central driver's cabs offer the highest level of comfort with comfortable centrally placed seats, ergonomic controls, air conditioning and a modern interior design. The locomotive is delivered with ETCS BL3 as standard and depending on the country configuration, the corresponding national train protection systems will be integrated.



## Technology

- Modern hybrid multi-system freight locomotive for electric operation under catenary and in stand-alone diesel mode.
- Configuration for six countries and equipped with 1.9MW of diesel traction
- High starting tractive effort and continuous power: thanks to a highly efficient traction system with single axle control for best adhesion
- Boost function to support the weaker 3kV catenary power supply, with up to 1.9MW additional power for best driving dynamics at highest towing loads
- Powerful electric brake with eco-friendly energy recovery into the catenary, as well as rheostatic brake

## Personnel

- Two ergonomically designed driver's cabs with universal central driver's desk and air-conditioning system
- Radio remote control and side-drive desk for efficient shunting operation
- High operating comfort and an all-round view with four side windows per cabin
- Cabin is part of the crash system according to the latest standards

## Reliability / Availability / Maintainability / Safety

- Approved according to the latest European regulations
- Latest generation vehicle control system with advanced diagnostic system and remote diagnostic system
- Electronic access door control system to the vehicle
- Illuminant design exclusively with LED technology
- Modern maintenance system with the best service intervals
- Designed for digital automatic central buffer coupler

## Vehicle data

<b>Locomotive type</b>	Euro9000 DACHINLB
<b>Drive systems</b>	Hybrid multi-system locomotive for electric and diesel operation
<b>Track gauge</b>	1,435 mm
<b>Axle arrangement</b>	Co'Co'
<b>Electric power supply</b>	25 kV AC/ 15 kV AC / 3 kV DC/ 1,5 kV DC
<b>Power at wheel rim</b>	Up to 9000 kW
<b>Diesel engine power</b>	1900 kW
<b>Starting tractive effort</b>	500 kN
<b>Maximum speed</b>	Up to 120 km/h
<b>Brake system</b>	Pneumatic and electric brake (regenerative/rheostatic)
<b>Country configuration</b>	Germany, Austria, Switzerland, Italy, Netherlands, Belgium

(Source: Stadler Rail Group)