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EURO9000 LOCOMOTIVE

Dual Mode – Electric (MS) and Diesel Locomotive



The EURO9000 is a next-generation hybrid multi-system locomotive for use throughout Europe, combining efficiency with flexibility. The locomotive enables up to 500 kN tractive effort, with an output of 1.9 MW (2 x 950 kW) in diesel mode and up to 9 MW in electrical mode. The Euro9000 platform is an evolution of Stadler's successful EuroDual and Euro4000 locomotive platforms.

The Euro9000 platform can be used on lines fitted with 15 kV AC, 25 kV AC, as well as 1.5 kV DC and 3 kV DC, and is configured for various countries and corridors. With an initial certification for German, Austria, Switzerland, Italy, Netherlands and Belgium, with further country certifications to follow.

This powerful Co'Co' locomotive was designed to replace double traction and features an innovative ABB 3-level converter topology of the latest generation for best energy efficiency.

The powerful single-axle control, in combination with the six proven asynchronous traction motors, ensures high reliability with excellent tractive effort. For countries with 3 kV DC a special "Diesel Boost-Mode" is available, increasing the output with an additional 1.7 MW.

Equipped with remote control, side mounted driver desks, a limited 20 Ton axle load and a 90-meter minimum curve radius, the Euro9000 is perfectly suited to cover first- and last mile operation, eliminating the need for shunting locomotives and limiting 3rd party dependency.

The two ergonomically designed cabins offer an exceptional level of comfort and safety, with comfortable central seating, as well as climate control another modern design features.

The Euro9000 stands out as a freight locomotive, known for its high performance, innovation, flexibility, and optimized efficiency.

EURO9000 LOCOMOTIVE

Technology

- Modern 9 MW Electric and 1.9 MW Diesel locomotive, designed for heavy rail freight transportation
- Electric (MS) six axle hybrid locomotive (15 kV / 25 kV AC and 1.5 kV / 3 kV DC)
- High 500 kN starting tractive effort, in both diesel and electric mode (with single axle control)
- Radio remote control and side mounted driver desks for efficient shunting operation
- Diesel Boost Mode for increased traction in countries with 3kV overhead
- Equipped with latest version of ETCS BL3.4.0 and all national Class B systems
- Designed for the (Digital) Automatic Coupler

Personnel

- Clean and healthy working environment, climate-controlled cabins with optimal noise and vibration isolation
- Central driver seating allowing for optimal visibility (with 4 sideview windows in each cabin)
- Two ergonomically designed driver cabins, fitted with assistant driver seats
- Simple and uniform operating concept “easy to drive”
- Electronic door access management

Reliability / Availability / Maintainability / Safety

- Guaranteed availability and reliability
- Modern maintenance concept with 50.000 km service intervals
- Decreased environmental footprint
- Diesel engine EU Stage V compliant (HVO ready)
- Latest safety standards regarding crash and fire hazards
- Approved according to the latest European legislation (full TSI compliance)

Vehicle data Euro9000 DACHINLB

Drive systems	Hybrid multi-system locomotive for electric and diesel operation
Track gauge	1.435 mm
Axle arrangement	Co'Co'
Electric power supply	15 kV AC / 25 kV AC 1.5 kV DC / 3 kV DC (including Diesel-Boost-Mode)
Diesel engine	2 x CAT C32, Stage V (HVO ready)
Electric Power	Up to 9.000 kW
Diesel engine power	1.900 kW (2 x 950 kW)
Starting tractive effort	500 kN
Fuel tank	1.800 l
Maximum speed	Up to 120 km/h
Brake system	Pneumatic and electric brake (regenerative/rheostatic)
Country configuration	Germany-Austria-Switzerland-Italy-Netherlands-Belgium

