



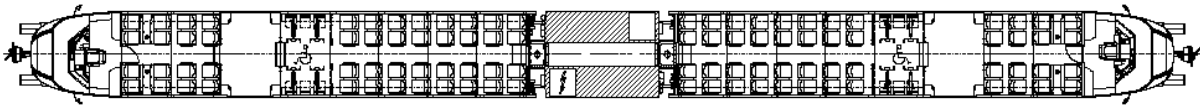
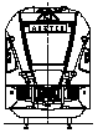
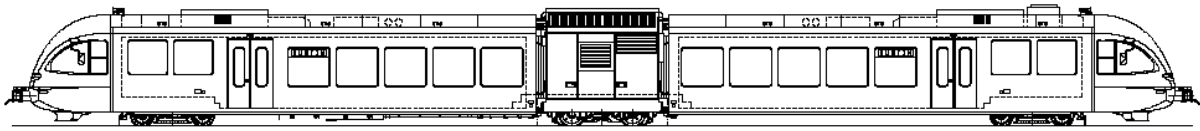
## ***GTW DMU-2 2/6 low-floor***

### ***articulated DMUs for Capital Metro, Austin, Texas, USA***

In October 2005 Capital Metro in Austin, Texas, ordered six Diesel rail vehicles of the type GTW 2/6. Passenger service on the new line from Leander to Downtown Austin will begin in fall 2008. Stadler will complete the delivery of the vehicles by spring 2008. Each vehicle is self-propelled by two diesel electric traction chains and is capable to start and stop faster than traditional commuter rail vehicles. Each GTW has a capacity of 200 passengers, 108 seated and 92 standing, as well as spaces for passengers with wheelchairs (fully ADA compliant) and bicycles. The low-floor access and the high-quality interior offer a comfortable travelling. The rail vehicle communications system includes visual and acoustic passenger information, a video recording system and a wireless LAN infrastructure.

Stadler Bussnang AG  
Industriestrasse 4  
CH-9565 Bussnang, Switzerland  
Phone +41 (0)71 626 20 20  
Fax +41 (0)71 626 20 21  
stadler.bussnang@stadlerrail.ch

A company of Stadler Rail Group  
Bahnhofplatz  
CH-9565 Bussnang, Switzerland  
Phone +41 (0)71 626 21 20  
Fax +41 (0)71 626 21 28  
stadler.rail@stadlerrail.ch



## Technical features

- Bright, friendly interior with large window
- ADA compliant entrance with wide doors
- Passenger compartment with low floor section of more than 75%
- Very powerful air conditioning system (fully redundant) for passenger compartment and driver's cab. It is designed for ambient temperatures up to 40°C (104°F)
- Unique and very efficient crash absorption system protecting driver and passengers (fulfilling European crashworthiness standards)
- Air-suspended motor and trailer trucks
- Ergonomically designed driver's cab
- Traction equipment housed in a separate power car with a 850 mm wide aisle for passengers, efficiently insulating the passenger compartments from noise
- Redundant traction chain consisting of two units, each with a diesel engine, asynchronous generator, IGBT power converter and asynchronous drive motor
- EPA compliant Tier III
- Glass fiber reinforced front section with automatic coupling
- Car body of end car in extruded aluminum superstructure
- Car body of power car in steel superstructure
- Latest generation of vehicle control system including detailed diagnostic features
- Compliant with in-street operation requirements
- Multiple-unit control for up to three vehicles
- Equipped for Internet access
- CCTV equipped



## Vehicle data

Customer	Capital Metropolitan Transportation Authority Austin, Texas, USA	
Line operated	Austin-Leander	
Gauge	1'435 mm	(56.5")
Axle arrangement	2' Bo 2'	
Number of vehicles	6	
Seating capacity	96	
Fold up seats	12	
Standing capacity	92	
Floor height		
Low floor	600 mm	(23.6")
High floor	1'000 mm	(39.4")
Door width	1'300 mm	(51.2")
Longitudinal strength	1'500 kN	
Overall length	40'890 mm	(134-1.8")
Vehicle width	2'950 mm	(9-8")
Tare weight	72 t	
Bogie wheelbase	2'100 mm	(82.7")
Powered wheel diameter (new)	860 mm	(33.9")
Trailer wheel diameter (new)	750 mm	(29.5")
Maximum power at wheel	470 kW	
Starting tractive power	80 kN	
Max.acceleration at gross weight	0.9 m/s <sup>2</sup>	
Maximum speed	120 kph	(75 mph)