



GTW Beh 2/6 articulated EMUs

for Ferrocarrils de la Generalitat de Catalunya (FGC), Spain

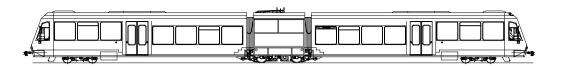
The old rack railway up to the world famous Monserrat Monastery outside of Barcelona was shut down in 1957. After many years of planning, the decision was finally made to rebuild the line between Monistrol and the Montserrat Monastery. In September 2000, the Ferrocarrils de la Generalitat de Catalunya (FGC) company procured five GTW 2/6 type vehicles for mixed adhesion and rackrail operation. The trains for the FGC are the first GTW 2/6s with gear wheel drive.

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Technical features

- · Bright, passenger-friendly interior with customized design
- Passenger area with a large low-floor proportion, optimised at a 580 mm platform height
- · Spacious multipurpose area in entrance section
- · Air-conditioned passenger and driver compartments
- · Vehicle body of light steel construction
- · End cars of extruded aluminium sections
- Bombardier electrical equipment: water-cooled GTO power converters, MICAS-S2 vehicle control system with train bus and diagnostics computer
- · Multiple traction for up to three vehicles
- · Rack system: Abt, two laminas
- Maximum gradient: 150 ‰



Vehicle data

| Lines operated Monistrol - Montserrat Gauge 1 000 mm Designation GTW Beh 2/6 Catenary supply voltage 1'500 VDC Axle arrangement 2'Bo 2' Number of vehicles 5 Service start-up 2002 Seating capacity 108 Fold up seats 10 Standing capacity 82 Floor height Low floor 595 mm High floor 925 mm Door width 1 350 mm Overall length 36 432 mm Vehicle width 2 600 mm Vehicle height 3 600 mm Tare weight 45 t Bogie wheelbase Power unit 2 540 mm Trailer unit 1 800 mm Powered wheel diameter (new) 776 mm Trailer wheel diameter (new) 660 mm Continuous power at wheel 600 kW Maximum output at wheel 850 kW Starting tractive power 110 kN Maximum speed | Customer | FGC (Ferrocarrils de la Generalitat de Catalunya), Spain |
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| rack railway 30 km/h | Maximum speed | |
| | rack railway | 30 km/h |
| speed adhesion 45 km/h | speed adhesion | 45 km/h |