SIEMENS

Siemens Mobility Plant Krefeld-Uerdingen

All tracks lead to Krefeld – and back again. For, sooner or later, every regional and high speed train built by Siemens in Germany passes through the doors of its Mobility plant in Krefeld. Approximately 2,000 people work there in the development and production of rolling stock, electrical systems and components. UK trains like the Desiro and high speed trains like the Velaro are built in Krefeld and some of them put through their paces at the company's own test centre in nearby Wegberg-Wildenrath.

The former “Velvet & Silk” city of Krefeld has developed from a centre for textiles to a worldclass economic center with a population of over 240,000. Today, the Krefeld businesses are involved in chemicals, metal products, highly specialized machinery and systems which are exported to over 160 countries. Krefeld is strategically placed between the two major cities of Düsseldorf and Dortmund, and Siemens has taken advantage of this location by making its facility at Krefeld one of the most important centres of competence for the railway industry. Every year more than 450 carbodies leave the factory there. The Siemens Mobility workforce at Krefeld-Uerdingen currently numbers approximately 2,000, of whom about 150 are trainees.

Before a high-speed train such as the Velaro D, which is scheduled to enter service for Deutsche Bahn towards the end of 2011 as the new ICE 3 (class 407), can be built, it must go though many different stages. Most of this work is done in Krefeld-Uerdingen. First comes the train design: body shell, interior fittings and equipment are all engineered here using state-of-the-art technology. Krefeld-Uerdingen is the leader in this field: the entire train is brought virtually to life before production even starts. All design details can be engineered on the computer screen and any faults cleared at an early stage.

Once this development work is finished, the people at Krefeld start building the body shells. The aluminum components are fitted together, welded and finally painted. Individual parts are then put together so that the carbodies take on the form and shape that passengers will later see and use. Only when every seat and door has been correctly installed is the train rolled out the doors and ready for service.