

MN05-06E

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“THE ENGINES FOR THE NEW GERMAN INTER-REGIONAL TRAINS SUPPLIED BY IVECO MOTORS / FPT”.

Innovative, high-performing and ecological: German trains will be driven by Iveco Motors of FPT engines.

*As of 2007, the new regional Regio Shuttle RS1 trains used by German Railways will be fitted with **Cursor 8** diesel engines by **Iveco Motors of FPT**. Yet another success story for the Fiat Group sector specialising in innovative, clean engines.*

From the point of view of engines, European railways are characterised by increasing polarisation. Passenger services and long-haul routes use electrified lines, while for all other applications - from regional passenger services to goods transport, from handling services to industrial sectors - the ideal approach continues to focus on diesel engines, thanks to their impressive versatility.

German Railways, which boast an efficient, far-flung inter-regional network have not escaped this trend: all local stations are linked to city centres by comfortable, environment-friendly new-generation systems. These include the innovative **REGIO SHUTTLE RS1** diesel trains specifically designed for main and secondary extra-urban and regional routes.

Built by **STADLER PANKOW GMBH** (STADLER RAIL GROUP, a leader in the railway sector and one of the main suppliers of the German regional *Bahn*), the *Regio Shuttle RS1* system embodies the image of modern European trains ensuring fast transport (up to 120 km/h) and high standards of comfort and accessibility. Mention can be made, for example, of the pleasant interiors, comfortable seats, large access platforms and multi-functional areas with tip-up seats and racks for prams, bicycles and wheelchairs.

And the engine? In such an advanced context, engines have to ensure specific characteristics based on innovation, efficiency and environment-friendliness.

Stadler Pankow opted for engines by **Iveco Motors of FPT - FIAT POWERTRAIN TECHNOLOGIES**. As of January 2007, 103 *Regio Shuttle RS1* trains will be equipped with *Cursor 8 Engines* with a horizontal configuration (two for each train) built by the company that brings together all the skills and experience of the Fiat Group in terms of research and development, design, production and marketing of such engine systems.



Regio Shuttle RS1 by Stadler Pankow

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The **Cursor 8** is a 7.8 litre diesel engine with 6 cylinders in line and electronic injection. For this specific railway application, these engines generate power equal to 265 kW @ 2400 rpm with a torque of 1500 Nm @ 1125 rpm. An efficient, high-performing engine that also ensures environment-friendliness.

It is fitted with the innovative **SCR** system (*Selective Catalytic Reduction*) that processes exhaust gas to reduce particulate emissions - well in advance of the *Stage IIIb* emission regulations (specific to the railway sector) envisaged for 2012. This innovative technology is based on optimisation of engine combustion in order to minimise particulate content in exhaust gas. Engine performance is improved, with consequent reduction of fuel consumption. And that's not all. Nitrogen oxides (NO_x) - present in exhaust gas at higher than permitted limits - are treated by a catalytic filter built into the silencer.

Compact, ergonomic and fitted with electronic controls (ideal for remote operation of single-parallel engines, as well as remote diagnostics), the Cursor 8 is the **Iveco Motors / FPT solution for railway traction** that ensures optimal solutions in terms of versatility and economic operation.



Cursor 8 by Iveco Motors / FPT

Like all the other products in the **Iveco Motors of FPT** range (which includes vehicle, industrial, bus, marine engine, earth moving machinery, agricultural machinery and power generation applications), engines for railway applications over the last five years have been completely upgraded. The result is a drastic reduction in emissions, with solutions that ensure maximum efficiency in terms of performance, low consumption and high reliability.