



# FIREFIGHTING AND RESCUE TRAIN

ÖBB Rail Equipment,  
Austria



ÖBB rescue trains:  
for safety on Austria's railways.

ÖBB's rescue trains are an important part of the safety concept for Austria's railway tunnels. Stadler is supplying 18 identical rescue trains, which will be stationed by ÖBB as "Servicejets" at tunnel portals and deployed on site to assist firefighters. The fleet comprising a total of 18 "Servicejets" will be operated by ÖBB-Infrastruktur AG on the ÖBB network.

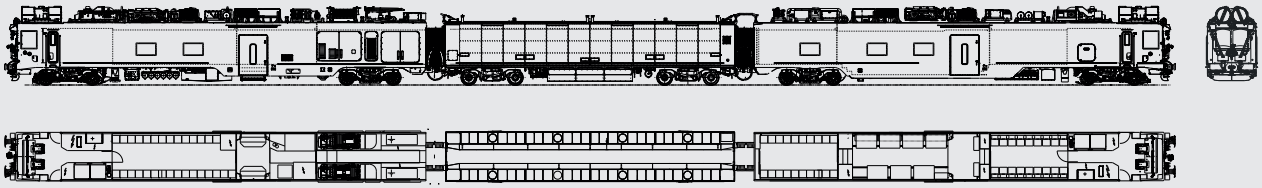
The "Servicejets" will be used not only in emergency situations, but also for technical assistance and maintenance work. This could include carrying out tunnel maintenance, supplying power to broken-down trains or spraying embankments. They are equipped with various devices and systems, including outer shell wetting for use at high temperatures, protective ventilation and an oxygen supply for use in low oxygen and/or smoke gas environments, jet fans to assist the direction of air flow in tunnels, water monitors and foam concentrate for extinguishing and cooling, lateral path lighting for maintenance work, and lifts for mobile equipment weighing up to 500 kg.

The "Servicejets" have a two-country licence in accordance with the LOC&PAS TSI with ETCS BL3.6 and PZB automatic train protection systems. This allows them to be used on all main and secondary lines on the Austrian network. The trains can reach a maximum speed of 160 km/h, which means that they can easily operate in regular service on the network.

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**STADLER**



## Technical features

### Technology

- Trimodal drivetrain
- ETCS BL3.6 and PZB
- GSM-R radiotelephony
- Approval according to the 2014 LOC&PAS TSI

### Equipment and systems

- 2 jet fans at each end of the vehicle
- 1 low-pressure and 2 high-pressure monitors and searchlights (with independent steering) at each end of the vehicle
- 40 m<sup>3</sup> of extinguishing water and 1,000 litres of foam concentrate
- 1 lift for 500 kg of mobile equipment on each side of the vehicle
- Lateral path lighting and thermal imaging cameras
- Pressurised car bodies with protective ventilation and special filters
- Fire department radio

### Personnel and persons

- Two-person driver's cab for train driver and operating engineer
- 18 crew seats with brackets for breathing equipment
- Vehicle designed for evacuation of up to 311 people

### Reliability / Availability / Maintainability / Safety

- High availability requirement in the event of deployment
- Low annual running performance
- Vehicle operation in a reduced oxygen environment e.g: potential tunnel fire

## Vehicle data

<b>Customer</b>	ÖBB Rail Equipment
<b>Application area</b>	Austria and Germany
<b>Track gauge</b>	1,435 mm
<b>Denomination</b>	Servicejet
<b>Trimodal drivetrain</b>	Catenary: 15 kV AC / 16.7 Hz Diesel generator: 2 x 390 kW Traction batteries: 2 x 140 kWh
<b>Axle arrangement</b>	Bo'2' + 2'2' + 2'Bo'
<b>Number of vehicles</b>	18
<b>Commissioning</b>	2024
<b>Seats</b>	Locomotive driver and operating engineer: 2 Operational team: 18
<b>Maximum evacuation capacity</b>	331
<b>Floor height</b>	Low floor: 600 mm High floor: 1,200 mm
<b>Entrance width</b>	1,320 mm
<b>Length over coupler</b>	68,090 mm
<b>Vehicle width</b>	2,820 mm
<b>Vehicle height</b>	4,600 mm
<b>Bogie axle distance</b>	Motor bogie: 2,700 mm Running bogie: 2,700 mm
<b>Drive wheel diameter</b>	870 mm (new)
<b>Running wheel diameter</b>	870 mm (new)
<b>Continuous output at the wheel</b>	2,000 kW (catenary) 520 kW (diesel hybrid)
<b>Maximum output at the wheel</b>	3,000 kW (catenary) 600 kW (battery) 1,200 kW (diesel hybrid)
<b>Maximum speed</b>	160 km/h (catenary) 120 km/h (diesel hybrid)