

A Siemens Desiro ML high-speed train is shown in motion on a railway track. The train is white with a prominent yellow nose and red accents on the doors. It is traveling on a track with overhead power lines, surrounded by green trees and vegetation under a clear sky.

# SIEMENS

[siemens.com/mobility](https://www.siemens.com/mobility)

## Desiro ML for NMBS / SNCB

Mobility today is facing myriad challenges. The volume of traffic is increasing, and with it the demands of modern railway operators. A connection needs to be fast, punctual and absolutely safe. This calls for flexible, functional systems that allow an improved utilization of available resources. Systems that are highly available and reliable to ensure attractive and profitable operations – while ensuring sustained customer satisfaction.

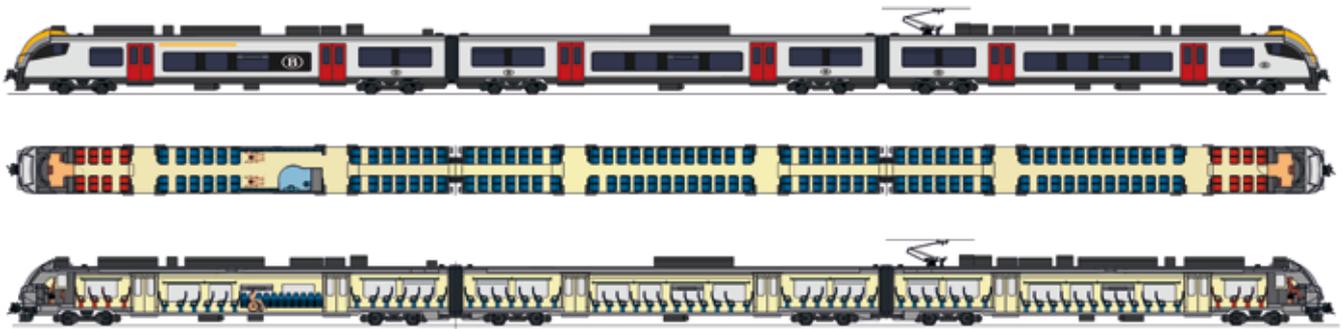
These higher expectations and requirements have been taken into account in the design of the Desiro ML. With a maximum speed of 160 km/h and high acceleration, the Desiro ML is perfectly equipped for these tasks.

The Desiro ML also offers a convenient seating arrangement as well as spacious entrance and gangway areas, an attractive, innovative design and maximum riding comfort.

With its combination of state-of-the-art technologies and service-proven equipment and compliance with the requirements of current standards governing crashworthiness and environmental compatibility, the Desiro ML is setting new standards in modern rail service.

### Technical Data

Wheel arrangement	Bo'Bo'+2'2'+Bo'Bo'
Track gauges	1,435 mm
Maximum speed	160 km/h
Traction power	up to 2,200 kW
Starting acceleration	up to 1.1 m/s <sup>2</sup>
Power supply	3 kV DC, 3 kV DC / 25 kV AC
Length (over coupling)	79,907 mm
Floor height	800 mm
Number of entrances	2 entrance areas in each car
Capacity	280 seats
Maximum axle load	< 17 t
Crashworthiness	TSI and EN 15227 conform
Fire protection	CEN / TS 45545 and DIN 5510 Fire protection level 2



### The Desiro ML RER Brussels

The Desiro ML RER Brussels is designed as a 3-car unit. The installation of large components on the roof makes more useable space available in the interior. Thanks to their low-floor entrances at 800 mm, the trains afford convenient, barrier-free boarding for passengers, for families with baby carriages and for passengers in wheelchairs. Spacious entrance areas with 1,300 mm wide doorways also permit quick and safe boarding and exiting. Two entrance areas are fitted per car.

### Interior design

The passenger shall feel comfortable, which is why the Desiro ML RER Brussels is designed to meet the expectations for attractive passenger travel. The interior furnishings offer a modern, trendsetting design. Multifunctional, multipurpose areas provide sufficient space for a wheelchair-accessible toilet and for the storage of baggage. Combined with the attractive design, the construction of the train's interior creates a spacious ambience, coupled with comfort and safety. This is ensured by pleasant, extensive lighting and appealing, timeless color schemes. The powerful and reliable air-conditioning system ensures a comfortable environment and responsive temperature control.

The passengers are informed by means of display and announcements via an advanced visual and acoustic passenger information system.

### Drive system

The Desiro ML RER Brussels has a powerful drive system with up to 2,200 kW of traction power. With eight powered axles, this traction can already be transmitted with a low coefficient of adhesion.

### Bogies

The bogies of the Desiro ML RER Brussels are derived from the service-proven SF 6000 family. They are equipped with secondary air suspension for increased passenger comfort.

### Vehicle control equipment

The reliable Sibas 32 train control system communicates via the redundant Train Communication Network (TCN) and the Multifunction Vehicle Bus (MVB) with the distributed peripheral units (including brake control units, door controls). In multiple running mode, the communication between the individual sections of the train occurs via the Wire Train Bus (WTB). Additional train lines (e.g. for door control) further increase the safety of the system.

### Siemens AG

Infrastructure & Cities Sector  
 Rail Systems Division  
 Nonnendammallee 101  
 13629 Berlin, Germany  
 siemensrailsystemscontact.ic@siemens.com

© Siemens AG 2012

Printed in Germany  
 166-120700 DB 08121.0  
 Dispo 21704 c4bs 1419  
 Order No.: A19100-V800-B792-V2-7600  
 Desiro® is a registered trademark  
 of Siemens AG.

The information in this document contains general descriptions of the technical options available, which do not always have to be present in individual cases. The required features should therefore be specified in each individual case at the time of closing the contract.

[www.siemens.com](http://www.siemens.com)