

Contessa* Electric Multiple Unit

Denmark and Sweden



SJ and DSB ordered the first Contessa* trains in preparation for the opening of the Oeresund fixed link in July 2000 for use on the Malmö-Copenhagen line, with later extension to other locations in the region. In January 2002 traffic also commenced further inside Sweden.

Contessa is a three-car electric multiple-unit with powered end cars seating a total of 237 passengers. Rapid acceleration and a high top speed contribute to short journey times. The wide doors also make for shorter journey times, as station stops can be kept short. The central car's low floor facilitates embarking and disembarking for disabled passengers and passengers with bulky luggage.

Each train is equipped with the unique Flex Front System, which offers an elegant and wide corridor between the units in longer trains. Up to five train units can be combined to form a multiple-unit train.

Contessa is constructed for minimum effect on the environment. This is achieved through low energy consumption and careful choice of production methods and materials. Over 90% of the train is recyclable.

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nonstop

Contessa Electric Multiple Unit



GENERAL DATA

Type of vehicle	Contessa
Operator	SJ and DSB
First delivery	2000

DIMENSIONS AND WEIGHT

Distance between bogie centres	19 m
Bogie wheel base	2 700 mm
Height	3 800 mm
Width	2 966 mm
Door width, outer door	1 600 mm
Floor height	1 020 mm
– low-floor section	600 mm
Length over couplings	78.9 m
Car weight (empty)	156 tonnes
Track gauge	1 435 mm
Wheel diameter	830/760 mm

PERFORMANCE AND CAPACITY

Max. acceleration	0.87 m/s ²
Max. speed	180 km/h
No. of seats	237
– 1st class	20
– 2nd class	176

– folding seats	41
Emergency brake, retardation	1.2 m/s ²
Operating brake, retardation	0.8 m/s ²

TECHNICAL CHARACTERISTICS

No. of cars per unit	3
Air conditioning	
– cab	Yes
– passenger area	Yes
Bodyshell material	Stainless steel
Power supply	15 kV and 25 kV
Power frequency	16 ⅔ Hz and 50 Hz
Max. axle load	18.5 tonnes
Max. continuous power	2,300 kW
No. of motors	8
Max. tractive effort	170 kN
Propulsion system	ICON
Auxiliary power	3 x 400 V
Battery system	110 V
Computer system	MITRAC
Braking system	EP-direct
Front	Flex Front System

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Place des Ateliers, B.P. 1, FR-59154 Crespin, France
Phone +33 3 27 23 53 00

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