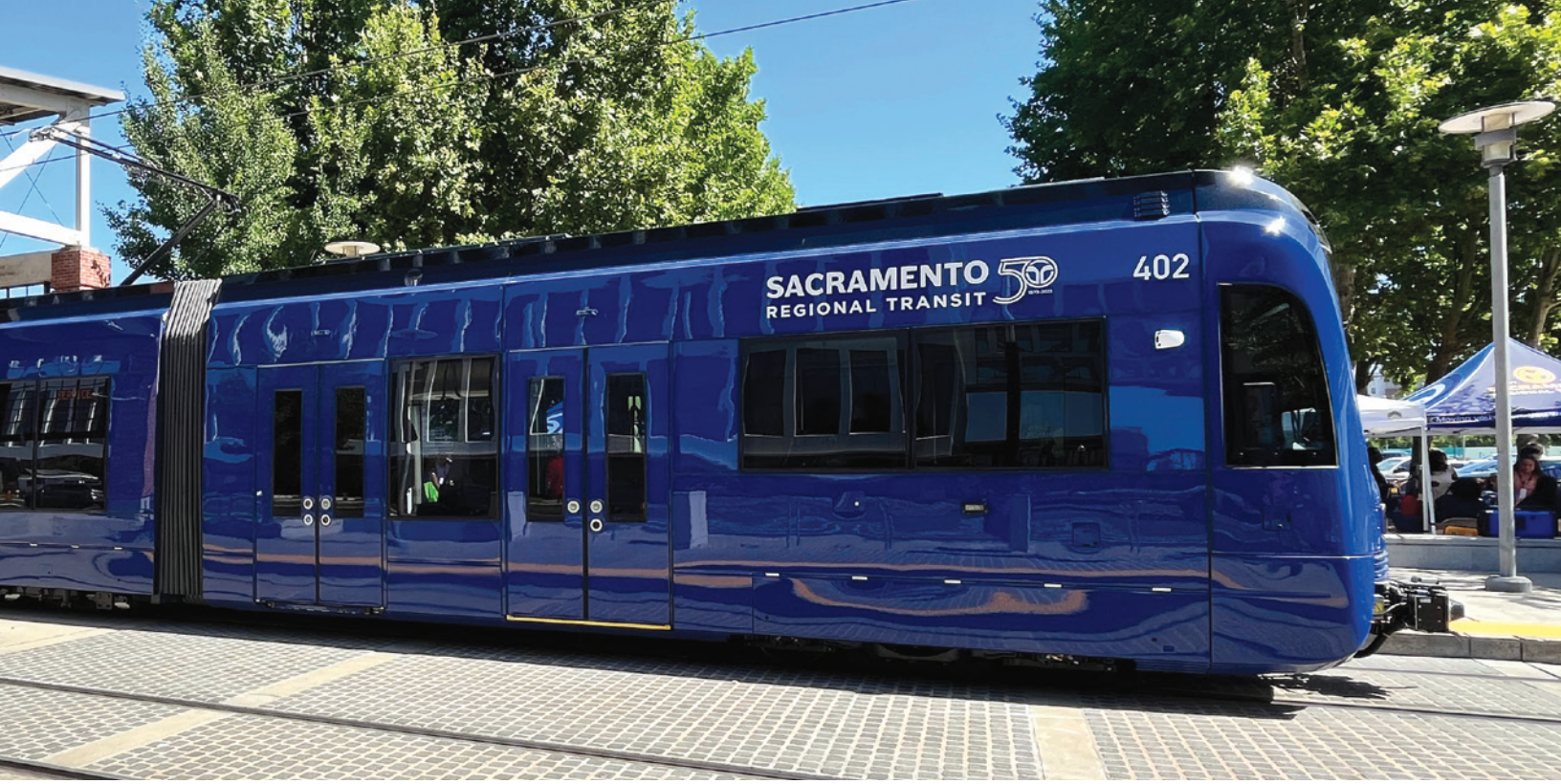


SACRAMENTO, CALIFORNIA

S700 Low-Floor
Light Rail Vehicle

Over 150 years ago the first transit railroad was founded in California's Old Town Sacramento. In the late 1980's Sacramento purchased a base fleet of 26 Siemens Mobility's U2a high-floor light rail vehicles (LRV), followed by 10 more in the early 1990's. Thirty five years later Sacramento will soon operate its first low-floor LRV replacing the aging fleet with 45 state-of-the-art modern S700 light rail vehicles.

A steel carbody construction, fully bi-directional, double articulated, low-floor vehicle, ideal for street-level operation, and built in the U.S. Each six-axle light rail vehicle is equipped with two power trucks (one under each end) and a non-powered center truck.

The interior of the S700 maintains an open low-floor configuration, making it one of the most accessible vehicles of its kind in today's market. The end-to-end low-floor allows access for all passengers including those in the ADA community; better sightlines for security ensures improved passenger flow, comfort, safety and efficiency.

Each S700 LRV is equipped with eight wide opening sliding plug doors all located in the low-floor area, with four to each side of the vehicle. The vehicle is also equipped with four designated wheelchair spaces allowing for priority seating to disabled passengers and

Performance and Capacity

Maximum operational speed	55 mph	88 km/h
Maximum allowable speed	65 mph	105 km/h
Service acceleration and deceleration	3.0 mphps	1.34 m/s^2
Emergency braking rate	5.5 mphps	2.44 m/s^2
Passenger capacity	58 seats 145 Passengers @ AW2 230 Passengers @ AW4 4 wheelchair spaces or bicycle areas	
Maximum operational gradient	7%	
Motor power rating	174 hp x 4	130 kW x 4
Catenary supply voltage	750 Vdc	

SIEMENS

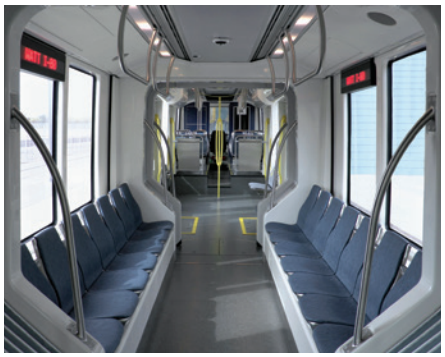
doorway ramps to assist in the boarding and exiting of disabled passengers. The wheelchair spaces could also accommodate bicycles if necessary.

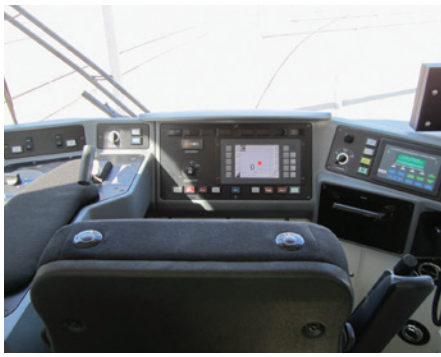
The door spacing has been optimized to allow for greater passenger flow entering and exiting the vehicle, which ultimately decreases the station dwell times.

To maximize passenger comfort, each vehicle is equipped with two roof-mounted HVAC units per LRV.

The S700 utilizes a passenger information system consisting of operator and automated announcements, passenger-operator intercoms, interior and exterior electronic destination signs, as well as interior and exterior surveillance system for increased passenger safety.

Each LRV is electrically powered from an overhead catenary system (OCS) and for Sacramento operates at speeds up to 55 mph, carrying close to 185 passengers in each vehicle with the ability to operate in multiple vehicle consists (up to four). These light rail vehicles remove automobiles off the road, in turn helping cities decrease their CO2 emissions.





Vehicle Dimensions and Weight

Length over coupler	81.4 ft	24800 mm
Width	8.7 ft	2650 mm
Height with pantograph (locked down)	12.3 ft	3755 mm
Maximum pantograph height	up to 23 ft	7000 mm
Vehicle empty weight	95,900 lbs	43500 kg
High-floor section above TOR	2.2 ft (with 1 step plus slight ramp)	670 mm
Low-floor section above TOR	1.2 ft (threshold) 1.3 ft (center)	356 mm (threshold) 381 mm (center)
Minimum turning radius	82 ft	25 m
Vertical curve, crest	820 ft	250 m
Vertical curve, sag	1,150 ft	350 m
Track gauge	4.7 ft	1435 mm
Wheel base (power trucks) (center truck)	6.2 ft 5.9 ft	1900 mm 1800 mm

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One Penn Plaza
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