Type A Metro Vehicle

Technical data of type A metro vehicle			
Operating speed	80 km/h, 100 km/h, 120 km/h		
Train configuration	3	6	8
Seating capacity	930 persons	1860 persons	2480 persons
Length	71600 mm	140000 mm	185600 mm
Width	3000–3100mm		
Height	3850mm		
Axle load	16t		
Current collection	DC1500V pantograph or third rail		

▶ **Metro vehicles for Shenzhen Metro Line 1 expansion**

The metro vehicles for Shenzhen Metro Line 1 expansion is the first independently-developed type A metro vehicles in China.

80km/h

▶ Metro vehicles for Shenzhen Metro Line 1

▶ Metro vehicles for Shenzhen Metro Line 5

▶ Metro vehicles for Guangzhou Metro Line 2&8

100km/h

▶ China's first type A metro vehicles with max. operating speed of 100 km/h
Metro vehicles for Shanghai Metro Line 11 north section

▶ Metro vehicles for Shanghai Pearl Line Phase 2

120km/h

▶ China's first type A metro vehicles with max. operating speed of 120 km/h
Metro vehicles for Shanghai Metro Line 16

▶ Metro vehicles for Shenzhen Metro Line 11

Type B Metro Vehicle

Technical data of type A metro vehicle			
Operating speed	80 km/h, 100 km/h, 120 km/h		
Train configuration	3	4	6
Seating capacity	710 persons	960 persons	1460 persons
Length	59940 mm	78680 mm	118788 mm
Width	2800-2900 mm		
Height	3800 mm		
Axle load	16t		
Current collection	DC1500V pantograph or third rail		

80km/h

▶ Metro vehicles for India Gurgaon RMGL Project

80km/h

▶ Metro vehicles for Wuhan Metro Line 1

▶ Metro vehicles for Wuhan Metro Line 4

▶ Metro vehicles for Ningbo Metro Line 1

▶ Metro vehicles for Ningbo Metro Line 2

▶ Metro vehicles for Changsha Metro Line 2

▶ Metro vehicles for Wuxi Metro Line 1

▶ Metro vehicles for Zhengzhou Metro Line 1

100km/h

▶ Metro vehicles for Kunming Metro Phase 1

120km/h

▶ China's first type B metro vehicles with max. operating speed of 120 km/h, Metro vehicles for Guangzhou Metro Line

3.2 Light Rail Vehicle

▶ Articulated LRV for Izmir, Turkey

▶ LRV for Malaysia Ampang Line

3.3 Med-and-low Speed Maglev Train

A new future-oriented urban transit mode

Technical advantages

- No friction in running, low noise, no vibration, good ride comfort
- Low electromagnetic radiation, no more than that of household appliances
- The train adopts rail-holding design, which is characterized by high safety and zero derailment risk
- High adaptability to environment, large gradients and small curves
- Overall cost is 1/3 of that of metro vehicles or light rail vehicles according to calculation
- The first mid-and-low speed maglev train in China will be put into service in Changsha by the end of 2015

Technical data of mid-and-low speed maglev train	
Operating speed	100km/h
Train configuration	3
Seating capacity	432persons
Length	46400mm
Width	2800mm
Height	3610mm
Max. gradient	70‰
Current collection	DC1500V or third rail
Negotiable curve radius	Min. negotiable curve radius : 75m

3.4 Ultra-capacitor Modern Tram

Small or middle capacity,
and customized transportation system solution

Technical advantages

- Catenary-free operation, fast-charging technology, bidirectional current conversion, energy recycling, permanent magnet driving
- Energy transformation for recycling, energy efficiency, zero emission, low operating cost
- Low and flat floor, high ride comfort and ergonomics design
- Energy-storage devices of high safety, reliability and environmental protection
- Current collection at platform, high operating safety and lower life cycle cost

▶ China's first ultra-capacitor 100% low-floor tram, Tram for Guangzhou Haizhu Line

▶ Ultra-capacitor 100% low-floor tram for Huaian, Jiangsu Province

Ultra-capacitor

- ◆ Ultra high power density, charging or discharging in short circuit, and high resistance to large current surge
- ◆ Long service life, millions of charging/discharging cycles, and high reliability
- ◆ Wide applicable temperature range (-40~+70℃) and high performance at low temperature
- ◆ High reliability and safety against combustion and explosion

Technical data of ultra-capacitor modern tram	
Operating speed	70km/h
Train configuration	4
Seating capacity	305persons
Length	36360 mm
Width	2650 mm
Floor height	350 mm
Axle load	10t
Current collection	Fast charging at platform (10-30s)

3.5 Ultra-capacitor Electric Vehicle

Online fast charging pure electric vehicle:
preferential urban BRT solution

Technical advantages

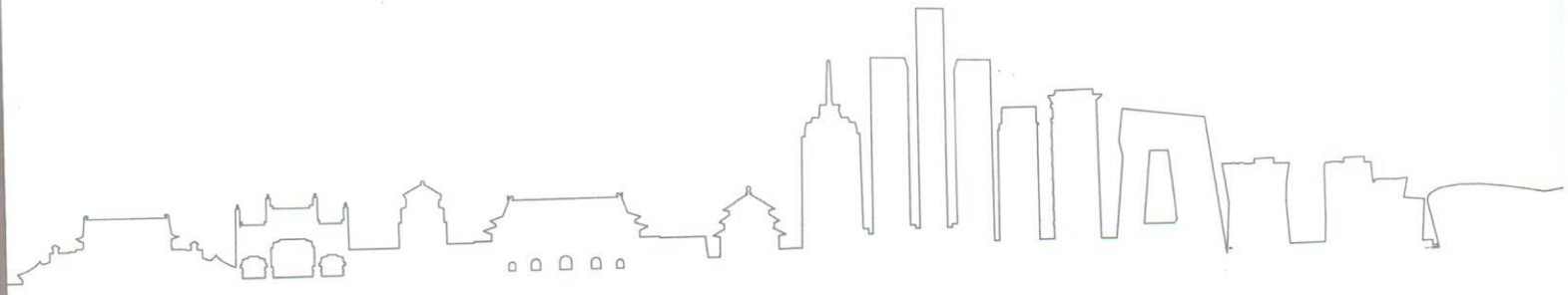
- Less time, less space, less vehicle allocation, lower energy consumption and lower cost
- Energy-storage devices (ultra-capacitor) of high safety, reliability and environmental protection
- Low noise, zero emission, no pollution, environment-friendly
- Over 85% of braking energy is recycled to improve energy efficiency and reduce operating cost
- Long service life, low life cycle cost, and low maintenance cost

Series **M**–12m Ultra-capacitor Electric Vehicle

Technical data of (12m) ultra-capacitor electric vehicle	
Operating speed	70km/h
Seating capacity	70persons
Length	12000mm
Width	2550mm
Height	3535mm
Weight with full load	18t
Current collection	Fast charging (10-30s) at platform

Series **C**–18m Ultra-capacitor Electric Vehicle

Technical data of (18m) ultra-capacitor electric vehicle	
Operating speed	70km/h
Seating capacity	140persons
Length	18000mm
Width	2550mm
Height	3535mm
Weight with full load	28t
Current collection	Fast charging (10-30s) at platform



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