Translohr
the other tramway
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Translohr is the new generation of light tramways. Real vector of deep and sustainable transformation of the city, Translohr offers a unique insertion ability.
Tramway on tires

The tire axle, in replacement of the traditional steel bogie, offers important benefits:

- **Silence of operation** (no steel-steel contact).
- **High insertion performance**: short turning radius (10.5 m at the rail), gradient ability (13%), and small dynamic gauge (5.40 m).
- **High braking efficiency** (disc brakes & ABS installed on all wheels).
- **Cost effective infrastructures**, easy to implement thanks to a reduced axle load.
A genuine tramway

Translohr offers all the characteristics of a modern tramway:

- Full and permanent guiding by rail, allowing tram architecture and rail accreditations.
- Large transportation capacity: complete range from 25 to 46 meter long, consisting of 3 to 6 interconnected passenger modules, and a capacity up to 345 persons, at 6 p/m².
- Reversibility: 2 driver cabins at both ends.
- Accessibility: integral low floor (25 cm above road level).
- In option, battery pack on roof, to ensure electric autonomy for a certain distance.
A cost effective tramway

- **Reduced infra structure costs**: Translohr roadway is easy and quick to implement, with a platform thickness of only 24 to 30 cm (70 to 100 cm for a traditional tramway).
- **Reduced ground occupancy** (dynamic gauge almost 20% less than traditional tramway).
- **Reduced depot land area**, (half of traditional tramway).
- Due to the characteristics of Translohr, the underground utilities might not be relocated.

Example of a required depot for a fleet of 20 units
A safe guiding system

The totally safe Translohr guiding system, mounted on all axles, is mechanically locked with the rail, and thus guarantees the precision of the trajectory, the perfect docking at the stations, without any effort nor wear on the rail.

The tires support all vertical & lateral loads.

The guiding wheels are covered with a composite ring to avoid any steel - steel contact. These 2 factors ensure silence & «no vibration», without rail wear or tear.
6 municipalities have chosen Translohr:

- 3 are under commercial operation: Clermont-Ferrand (France), Padua (Italy) and Tianjin (PR of China)
- 1 is under works in Italy: Mestre – Venice (first part of the line scheduled for 2009)
- Plus 2 recent cities: Shanghai (PR of China) and Saint Denis (RATP has chosen Translohr for its tramway on tires first line in Paris region)
The city of Clermont-Ferrand has chosen Translohr for its new tramway network. Line 1, with 14 kilometres, crosses the city from north to south. 20 Translohr STE4 are in commercial operation since November 2006, and carry more than 57,000 passengers per day. Six additional TRANSLOHR have been recently ordered, due to the high success of the system.
In Padova, the first line, 10.3 km long, is the backbone of a future network consisting of 3 lines of tramways. Thanks to its onboard traction pack, crossing of the Prato Della Valle, the central square of the city, is made possible without catenary (photo).
The first line is in commercial operation since March 2007.
The new city of TEDA (Tianjin Economic Development Area, town of Tianjin) has selected Translohr for its 9 km first line, initiating a future network of 70 km. In commercial operation since May 2007.
Translohr has been selected by Mestre-Venice to serve the city on the continent and connect it to the magic city.
20 km line, with 20 Translohr STE4, 32 meters long.
Beginning of operation is planned to take place during the first quarter of 2010.
Shanghai, the second city in PR of China, has adopted Translohr. The contract was signed in December 2007 for a supply of 9 STE3 tramways. The line will be officially open at the end of 2009.
RATP has chosen Translohr for its first line of trams on tires in the Paris area. 15 Translohr STE3 (25 m long) will travel by 2012 on a 6.6 km lane.
The contract concerning a future line of tramway connecting Chatillon to Viroflay is in its finalization stage with the RATP.
The operation of the line equipped with about thirty Translohr STE6 vehicles will start in 2012.