

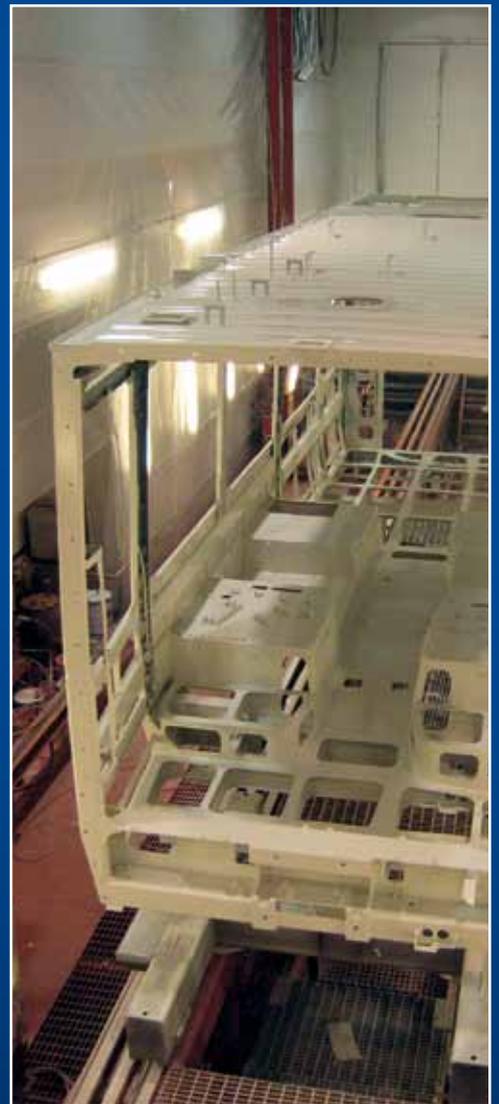


IRIS
Certification

TRANSTECH
Finnish rolling stock expertise



Transtech is a Finnish railway vehicle supplier and manufacturer of engineering products. Transtech specialises in the manufacture of double deck railway vehicles and low-floor trams. In the field of contract manufacturing of engineering products, Transtech focuses on medium weight welded metal structures and their surface treatment, assembly and testing all the way to the finished product.





Transtech's railway vehicle sales and product design & development departments are located in Technopolis, Oulu. Production has been centralised in the Otanmäki works located in Kajaani. Transtech employs approximately 500 people and its annual turnover is approximately 100 million euros. The Otanmäki Works consists of one factory building with a heated area of 52,000 m². The entire manufacturing process from the reception of materials to the delivery of a tested product is carried out indoors in heated premises. The main raw materials used are aluminium and structural steel. Aluminium is used in particular in the bodies of passenger coaches, whereas structural steel is used in tram bodies, bogie frames and freight wagon chassis, among other things.

History



Transtech was established in 1985 when Rautaruukki started to manufacture freight wagons at Otanmäki Works. In 1991, Valmet's Tampere rolling stock works, which has long traditions in the manufacture of trams, metro trains, commuter trains and diesel locomotives, merged with Transtech. In 1999, Rautaruukki sold the Transtech business to Talgo Ltd, which operated under Spanish ownership. In 2007, the company's shares were sold to a group of Finnish shareholders and the company's name was changed back to Transtech Ltd.





Double deck passenger coaches

Transtech has developed its double deck passenger coach product family for wide gauge and harsh climates. The double deck coaches are over five metres high and they are the only passenger coach type that fully exploits the exceptionally large vehicle gauge applied in the e.g. Finnish and CIS railways. The coaches currently used in railway transport are passenger coaches, service coaches and train captain's coaches used in InterCity transport, and sleeping cars used in night trains. In addition, the product family includes a double deck restaurant car and a steering car, which allows push-pull operation without changing the locomotive.



All double deck coaches are designed for a maximum speed of 200 km/h. The pressure-tight bodyshell is well insulated against sound and protects against traffic noise and pressure shocks, and is also safe in case of accidents.

Thanks to their passenger comfort and reliability, Transtech's double deck InterCity coaches have become very popular amongst travellers. The first double deck coaches were introduced on Finnish railways in June 1998. At present, there are around 200 double deck InterCity coaches transporting passengers on all main routes in Finland.



The first Transtech double deck sleeping cars were introduced in February 2006. The new sleeping cars offer an efficient and pleasant alternative for those travelling on business as well as for pleasure. A total of 40 sleeping cars are in operation in Finland today.

Twelve new double deck steering cars have been introduced on routes between Helsinki and other main railway stations in Southern Finland in 2013. Altogether fifteen new restaurant cars have been introduced on long-distance trains in 2014. Thirteen additional steering cars and eleven restaurant cars will start the traffic in 2015.





ARTIC® low-floor tram

Transtech's 100% low-floor tram ARTIC® is a modern version of the company's renowned traditional articulated tram. Transtech's predecessor, Valmet railway vehicle works in Tampere, delivered 82 articulated trams to the City of Helsinki years back.

The new tram model combines the traditional freely turning bogie under the car with a modern low floor. ARTIC® is particularly well suited for demanding tram track and climatic conditions. The freely turning bogie and increased flexibility of the suspension system decrease the wear load generated on both wheels and track compared to traditional low-floor trams.

In the design of ARTIC®, special attention was paid to the RAMS properties of the product. Reliability is assured by redundancy of many systems that are essential for the operation. High availability and low-cost maintainability are achieved by the quick-clamping systems used for the panels as well as the bogie and electrical components. The safety of the driver, passengers and pedestrians is ensured by the careful design of details.



Other railway vehicles

In addition to its current main products, double deck passenger coaches and trams, Transtech has extensive experience in the manufacture of car carriers. The company has delivered over 4,000 car carriers among others in Finland, Sweden, Norway and Russia. The high-speed double deck car carrier developed by Transtech allows for the easy transport of cars and other vehicles on the same train as passengers. Transtech's double deck car carriers started operating between the main transport hubs of Southern and Northern Finland in 2005.

Transtech also develops and manufactures bogies. The TB201, an air spring suspension bogie that was developed for double deck passenger coaches, is designed for a maximum speed of 200 km/h. The motorised MB202 bogie with a three stage suspension system has been developed for low-floor trams. Transtech has designed the WS101 wheelset for high-speed car carriers for a maximum speed of 160 km/h.



Wheelset WS101.



Bogie TB201 (designed by Prose AG).



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