



# The strength of «Vitiaz» tested



**Three-section low floor tram, designed by Industrial company «Transport systems», received production authorization of interdepartmental commission.**

**A**fter two-month testing in Moscow Bauman tramway depot a tram coach of model 71–931 (labeled Vitiaz for old-Russian name of knights) received in January, 2015 the interdepartmental agreement for series production.

Model 71–931 is Russian three-section six-axle tram coach of a new generation which is the second in the range of low floor trams designed and engineered by industrial company «Transport systems». The model range is based on patented elastic swivel truck that provides for low floor all along the coach, cabin passage as broad as possible, possible operation of the coaches within already existing structures of electric transport of Russian cities.

Manufacturing of first series of the younger «brother» of Vitiaz which is single-section four-axle coach 71–911 started in October 2014 at Tver carriage-building works – partner of IC «Transport systems».

The tests in Bauman tramway depot showed that tram coach model 71–931 is conform to the standards of Russian Federation referring to urban electric transport. «Vitiaz» successfully passed static and dynamic body and truck structure testing, traction and power testing.

The tests showed excellence of unique all-in-one block system of climate control responsible for air conditioning, ventilation and

heating of both driver and passenger cabins based on a mode of air curtain. Its features are comparable to premium class cars.

80% of parts and units of model 71–931 are manufactured in Russia. The model has enlarged passenger capacity of up to 320 persons (8 pers. per 1 sq.m.), power autonomous endurance of more than 1000 m, and low noise level both inside and outside the coach.

The model has spacious areas where passenger can concentrate in front of the doors. Broad passage allows free passing even under maximum passenger loading. Six doors have buttons of opening on demand, safety sensors preventing passengers from been clamped by the doors. The doors are equipped with heat curtain, open to outdoors and enable fast climbing and leaving. The coaches are equipped with video surveillance systems with monitoring functions (GLONASS, GPS).

The interior parts of passenger cabins are made of aluminum alloys and use LED lighting.

The trams are equipped with non-automatic ramp doors, mounted in the area of doorway. But the driver can convert them from transport mode into operation mode within few seconds. All coaches have a special place for wheel-chair persons equipped with intercom device permitting to immediately access the driver.

We shall soon know the first Russian city where a new tram will operate.

**(Based on information of PR-agency Kestler&Wolf / Galina Semenova) ●**

