



November 2007

Metropolitan Transit System

SAN DIEGO TROLLEY LIGHT RAIL VEHICLES

	U2 Model	SD100 Model	S70 Model
Manufacturer	Siemens Duewag Dusseldorf, West Germany and Sacramento, CA	Siemens Sacramento, CA	Siemens Sacramento, CA
Type	Double-ended articulated car, 6 axle, multiple-unit operation to 5 cars.		
Fleet Size	71	52	11
Height (top of car to rail)	12.4 feet	12.4 feet	12.4 feet
Center Aisle Floor Height	39 inches	39 inches	15 inches
Width (exterior)	8.7 feet	8.7 feet	8.7 feet
Length (end to end)	76 feet	76.71 feet	88.5 feet
Length (over coupler faces)	79.67 feet	81.36 feet	90.7 feet
Weight (empty)	77,161 pounds	89,000 pounds	97,900 pounds
Car Body	Lightweight welded steel, reinforced fiberglass covers articulation and operator cab portion.	Lightweight welded steel.	Low alloy high tensile steel and composite materials.
Interior	Upholstered neoprene foam (fire-resistant) seat. Rubber flooring. Simulated wood paneling.		Cloth covered foam seats (fire-resistant), rubber flooring, color coord. paneling.
Wheels	Steel-tired with acoustic dampening.		
Dynamic Braking	Primary method of stopping car. Fades when speed reduced to approx. 1/2-3 mph. Friction braking completes the stop.		
	Traction motors operate as generators; Full dynamic braking from 50-3 mph.	Traction motors become generators (SD100), or alternators (S70); Full dynamic braking from 55 to 3 mph (SD100), 55 to 1/2 mph (S70).	
Ventilation (cooling and heating unit on entire fleet)	Dynamic air pressure allowing an exchange rate of not less than 20 times per hour.		Interior air conditioning and heating to accommodate local climate.
Speed	50 mph maximum	55 mph maximum	55 mph maximum
Overhead Traction Power	600-V DC	600-V DC	600-V DC
Operating Power Requirements	500 KW to accelerate from a stationary position. 150 KW needed to maintain speed.	550 KW to accelerate from a stationary position. 165 KW needed to maintain speed.	130 KW to maintain speed.
Passenger Capacity	Seated: 64 Commute: 96 Special Events: 150	Seated: 64 Commute: 96 Special Events: 150	Seated: 64 (52 with Wheelchairs) Commute: 120 Special Events: 163
Doors - 8 per car	Individually activated by passenger pushing button after locks released by operator. One for wheelchair lift; low level stair boarding through double-folding doors.	Opened by operator and/or individually activated by passenger pushing button after locks released by operator. One for wheelchair lift; low level stair boarding through double-folding doors.	Opened by operator and/or individually activated by passenger pushing button after locks released by operator. All center sliding doors comply with ADA requirements; low floor boarding through sliding doors.
Door Safety System	Includes photo-electric cells and sensitive door leaf edges, weight sensor on lower step.	Photo-electric cells and sensitive door leaf edges.	
Wheelchair Lifts	Located at one dedicated door at one end of each vehicle.		Bridge plate/ramps on 2 designated doors per car side.

Operating Plan 1-4 car trains operating 15-minute frequencies daily, 30-minute late night. 7.5-minute peak hour frequencies (Blue Line Only).

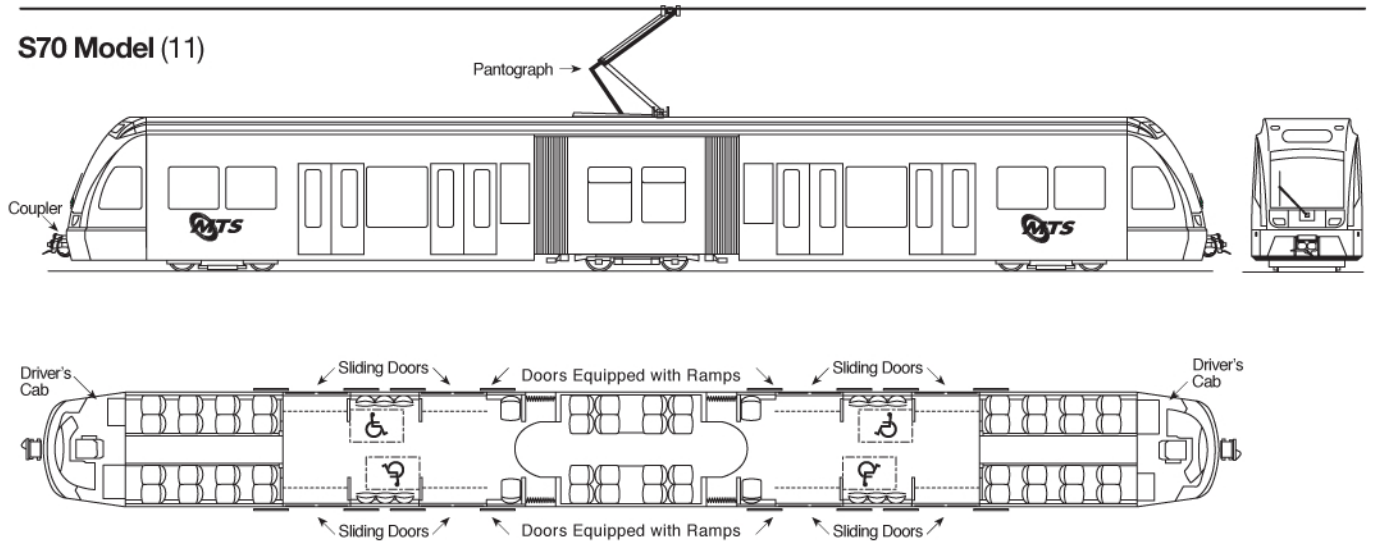
Vehicle Orders
 Cars 1001-1014 November 1980 Cars 1051-1071 July 1989
 Cars 1015-1024 November 1982 Cars 2001-2052 October 1993
 Cars 1025-1030 January 1986 Cars 3001-3011 October 2004
 Cars 1031-1050 November 1988

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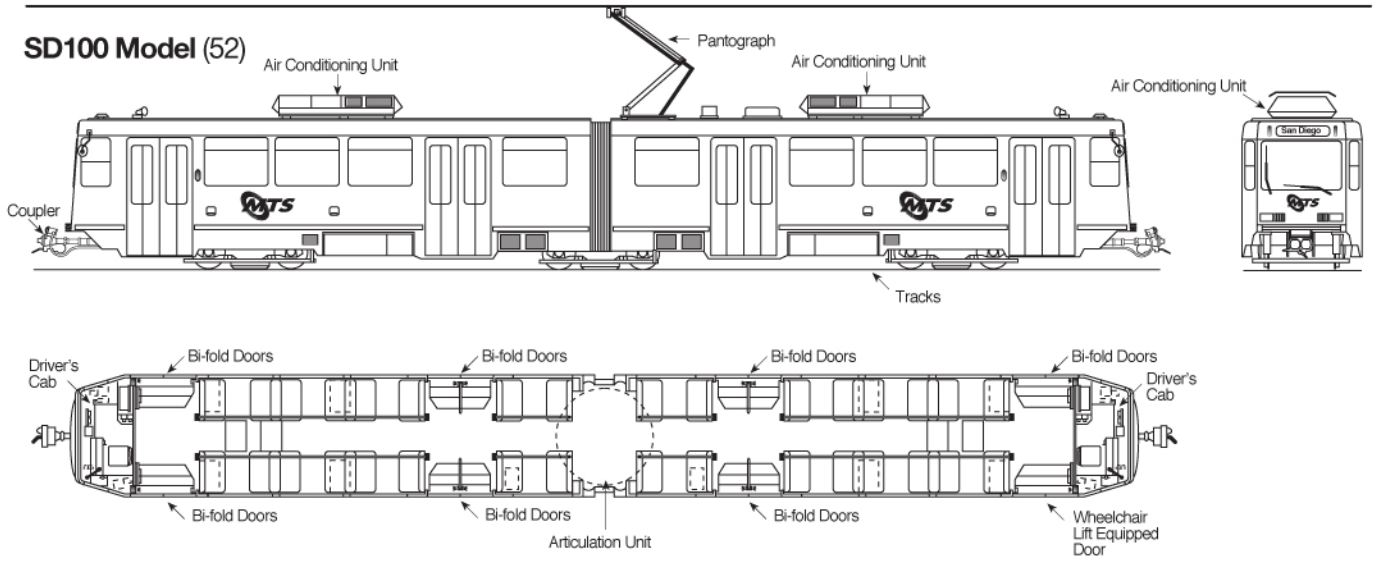
Metropolitan Transit System (MTS) is comprised of the San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS is the owner of the San Diego and Arizona Eastern Railway Company and San Diego Vintage Trolley, Inc.



S70 Model (11)



SD100 Model (52)



U2 Model (71)

