ŠKODA TRANSPORTATION - Metro and Light Rail Vehicles

In 1918, a new unit was added to the ŠKODA plants to deal with the repair, and later the production, of rail vehicles. It was from this that ŠKODA TRANSPORTATION grew. The first steam locomotive rolled off the production lines in 1920; the first electric locomotive in 1927.

Since 1993, ŠKODA TRANSPORTATION has broadened its sphere of activities to include municipal public transport. One of the most important events in the course of this new undertaking was the commencement of the extensive refurbishment of the Prague metro train sets in 1994.

MODERN, LOW-FLOOR TRAM CARS

In 1997, production of the modern low-floor tram cars was initiated. These low-floor tram cars found their way onto the domestic market and were soon in use in the USA, Italy and Poland too.

Today, deliveries to Eastern European countries are once again gaining in importance. Successful and key investments into new product lines, together with the long-term stable market niche and financial stability of the company, indicate the company’s re-emergence as one of the leading players in the European rail industry.

THE BI-DIRECTIONAL, FIVE-SECTION TRAMCAR 06 T

For the challenging coastal conditions on the Italian island of Sardinia, ŠKODA TRANSPORTATION designed the high-capacity, low-floor 06 T tramcar. The ŠKODA 06 T is a bi-directional, five-section vehicle, intended for the 950mm track gauge (1,000mm or 1,067mm variantly).

THE HIGH-CAPACITY, LOW-FLOOR TRAMCAR 14 T

ŠKODA TRANSPORTATION designed the high-capacity, low-floor 14 T tramcar for the demanding conditions of the Prague tramcar system. The ŠKODA 14 T is a five-section vehicle with a timeless design created with the famous Porsche Design studio.

THE HIGH-CAPACITY, LOW-FLOOR TRAMCAR 16 T

The ŠKODA 16 T high-capacity, low-floor tramcar for Wrocław is a five-section vehicle with the timeless design of the Prague ŠKODA 14 T tramcar.

MODERNISED METRO TRAIN-SET 81-71M

ŠKODA TRANSPORTATION carries out extensive modernisation of old metro train sets that were originally Russian-made. The main objective of this modernisation is to enhance safety and give the old train sets a longer service life. The improved operational efficiency of the modernised train sets is fully comparable with the more modern vehicles, particularly in terms of the efficiency of the electrical equipment, the safety and reliability of the operations, and the comfort of both the passengers and the driver.

METROCAR 6 MT

The successful modernisation of metro train sets for the Prague Metro is one of the milestones in the development of rail vehicles for mass urban transportation at ŠKODA. The experience has helped ŠKODA on its journey towards the development of the Metrocar 6 MT - a brand new vehicle that will follow the current development trends in this category of vehicles.

The Metrocar’s body is built with a differential construction system from a combination of steel with higher yield strength and increased corrosion resistance, and the stainless steel used for external cladding and corrugated flooring. The drive
concept, on the basis of asynchronous traction motors and invertors using the IGBT technology, is carried out in accordance with the world’s present trends. Great attention has been paid to the shape and colour of both the exterior and the interior. Newly-used materials, colours, and innovative shape solutions contribute to a pleasant impression from the interior.

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The 16 T low-floor tramcar in Wroclaw, Poland

The Metro 6 Mt during tests at ŠKODA.