

Contain your compressed air supply with Sigma Air Utility

All Aboard with Stadler Pankow

Assured of a bright future, Stadler Pankow GmbH have a long history in the manufacture of modern vehicles for local and regional public transport.

Stadler Pankow GmbH has its roots in the 'Deutsche Waffen- und Munitionsfabrik' (German Factory of Arms and Munitions) founded in Berlin in 1896. The factory returned to the manufacture and repair of railway vehicles in 1952 and was renamed as the 'Deutsche Waggon- und Maschinenfabrik GmbH' (German Wagon and Machine Factory Ltd). In 1971, Siegen and Rhein-stahl Transport Technik, DWM Berlin and SEAG Waggonbau joined forces to become the 'Waggon Union GmbH Berlin und Siegen' (Berlin and Siegen Wagon Union Ltd).

In addition to the construction of passenger trains, trams, tube trains and local transport vehicles, the company also carried out maintenance work for the West Berlin's suburban railways between 1984 and 1987.

From 1996 the Wagon Union belonged to the ABB-Daimler-Benz joint enterprise, Adtranz, which moved production from Reinickendorf to Pankow in 1997. As a result of the Adtranz sell-off in 2000, the Pankow works were taken over by Stadler Rail AG, a medium sized Swiss concern while the Canadian Bombardier Group acquired the rest of Adtranz's assets. Stadler Rail AG



Every RS1 makes its "maiden voyage" on an air cushioned transport system

originated from the founding of the 'Zürcher Ingenieurbüro' (Zurich Engineering Office) by Ernst Stadler in 1942. Known as 'Stadler Fahrzeuge AG' since 1995 and owned exclusively by the current proprietor Peter Spuhler, the company took over another long-established Swiss vehicle manufacturer in 1997 with the acquisition of Schindler Holdings' (previously FFA 'Flug- und Fahrzeugbau Altenrhein' AG) Altenrhein works which were founded in 1927 as a Dornier factory. This was followed in 1998 by the take-over of the complete rack railway business of Winterthur's 'Schweizerische Lokomotiv- und Maschinenfabrik', SLM (Swiss Locomotive and Machinery Factory) and essentially led to a monopoly of this interesting market sector. The Pankow works, established in 1996 under the control of ABB, were finally integrated into the Stadler Rail Group in 2000 as Stadler Pankow GmbH, together with the successful production of the RS1 "Regio Shuttle" diesel multiple unit.

Maiden Voyage on Air Cushioned Transport System

Compressed air is an important source of energy in the rail car production area at Stadler Pankow, as it powers pneumatic tools such as drills and power screwdrivers throughout the production process. It also provides power for the spray guns with which adhesives used for a wide range of assembly work are applied.

The RS1 – seen in action on the following pages – is manufactured in much the same way as a car. For example, the coach body

(car body) and the bogies (chassis) are manufactured separately. The pre-assembled coach bodies at Stadler Pankow have to be moved from the assembly hall to the rail system where the bogies are constructed in order for the two component groups to be wedged. The RS1 superstructure makes this short maiden voyage reclined on an air cushioned transport system, powered of course by KAESER air. As adhesives become an increasingly common means of joining materials in rail car production, air is also required for the assembly hall humidification system which constantly maintains the correct level of humidity necessary for industrial adhesion processes.

A Modern Compressed Air Solution for a Modern Facility

True to the maxim that the ideal compressed air supply should operate efficiently, reliably and almost invisibly, the compressed air experts from KAESER were already working closely with the client even during the planning stages of the assembly hall. They even saved Stadler the trouble of having to provide a dedicated room in which to house the compressed air system, as the compressors and ancillary equipment



were pre-installed in a 40 ft container at the KAESER main works ready for shipment. Once delivered, all that remained was to connect the conveniently compact air installation to Stadler's air distribution network and electrical supply.

With SIGMA AIR UTILITY, the contracting service from KAESER KOMPRESSOREN, the Berlin rail car manufacturer was not only spared the investment of a dedicated compressor room, but also only pays for the compressed air that is actually used. The service enhances the liquidity of the company and, as the compressed air supplier is responsible for reliable operation and maintenance of the compressed air system, Stadler's resources are not tied up with compressor servicing work. Furthermore, the company enjoys tax benefits and an agreed long term fixed price per cubic metre of air ensuring unbeatable air cost transparency. Stadler can also be certain of optimal system efficiency, as it is in the best interests of the compressor installation provider to keep running costs to a minimum. Two BSD 82T (the 'T' denotes an integrated refrigeration dryer module) rotary screw compressors normally provide the air, whilst a DS 170 unit provides reserve air capacity should it be required.

KAESER initiated and drove forward the integration of cutting edge information technology in a PC-based compressed air management system with advanced compressor technology, namely the SIGMA rotary screw profile. The result is that a SIGMA AIR MANAGER 4/4 ensures optimal use of energy guaranteeing maximum efficiency whilst benefiting the environment and reducing the impact on natural resources.

Berlin based Stadler Pankow GmbH specify air from KAESER compressors for the manufacture of their state-of-the-art shuttle trains.



The Stadler Pankow plant in Berlin

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