

Return of the Tram the most practical people mover in the 1930's and it is again now !!!

Click here for downloads;

<http://asiandragonintl.com/asp/invent.asp?Action=Item&Ident=64127>



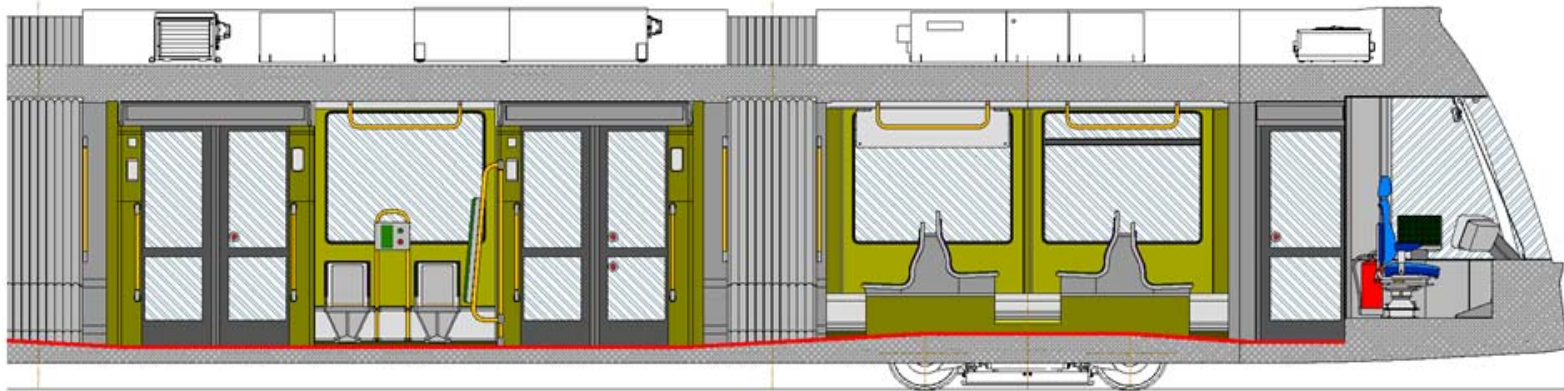
Tramway feature

- ✓ 100% Low Floor Tramway
- ✓ Based on Bombardier FLEXITY2 mature platform advanced technology
- ✓ Exterior, Interior, Marshalling can provide personalized custom



100% partial low floor

- ✓ The low-floor definition is based on the ratio of the area of the lower part and the passenger compartment floor area, if less than 1.0, known as part low-floor (partial low floor) the range could be 90% to 100%, while the common part is 50% to 70% proportion; if equal to 1.0 called 100% low floor.
- ✓ FLXITY2 low-floor trams easier to maintain due to the use of traditional axle bogie, bogie upper part of the passenger compartment in the floor surface is slightly higher than the entrance, will have 6% slope, but take no impact on performance.



Typical Configuration

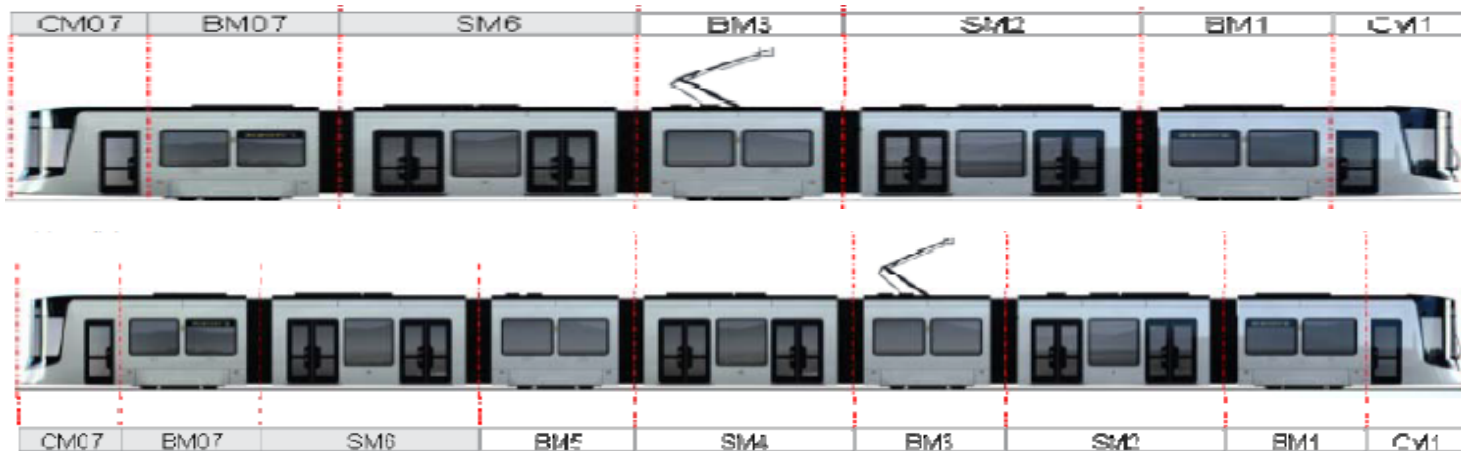
- ✓ 5 module marshalling ,wide2.65m, length32m
- ✓ 56 seats, include 4 folding seats
- ✓ 218 people rated capacity(4 people / sq.)
- ✓ PantographOverhead Catenary DC750v
- ✓ Maximum Speed : 80km/h
- ✓ Emergency braking deceleration: 2.8m/s^2
- ✓ The max. height of the vehicle
(excluding the pantograph): 3.6m
- ✓ Floor height of entrance : 330mm
- ✓ 45.6t Empty weight
- ✓ 12.5t Axle
- ✓ Bogie with axle



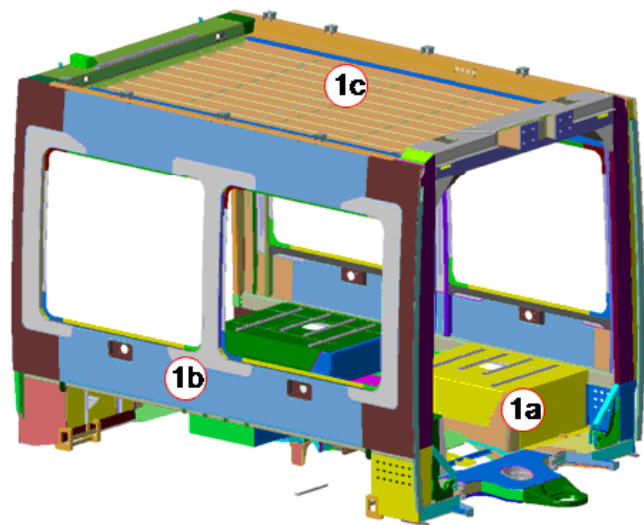
General Dimension Layout



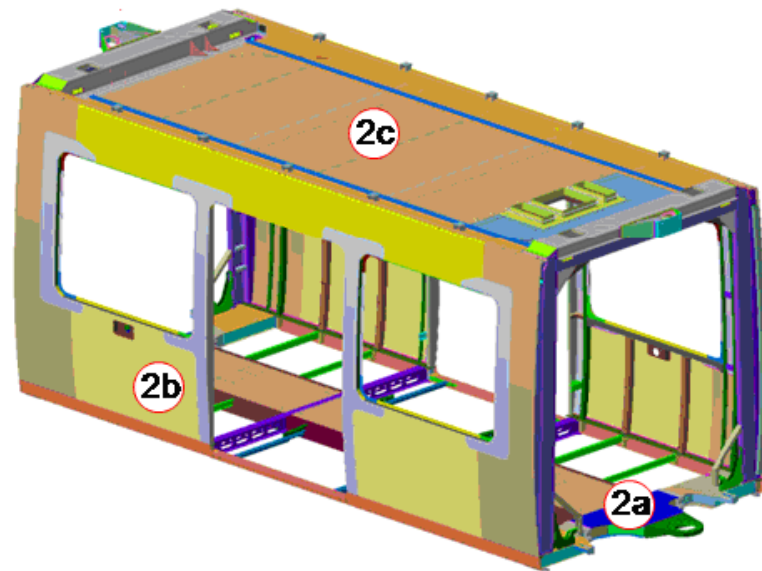
Type		5-2.3-1	7-2.3-1	5-2.4-1	7-2.4-1	5-2.65-1	7-2.65-1
Leath	M	~32	~43	~32	~43	~32	~43
Wide	M	2.3	2.3	2.4	2.4	2.65	2.65
Module	Pic	5	7	5	7	5	7
PC Bogie	Pic	2	3	2	3	2	3
TC Bogie	Pic	1	1	1	1	1	1



BM Bogie Module



SM Passenger module



Customizable appearance



Customizable appearance



REPLACE DIESEL BUSES - ULTRA MODERN CLEAN & GREEN TRANSPORT



Customizable appearance



Customizable appearance



Interior

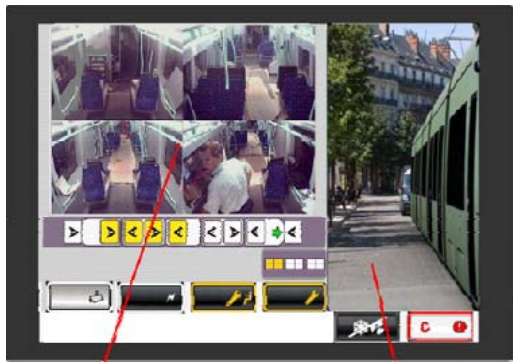
- ✓ Flexible design concept
- ✓ Leaving an connector for change (passenger growth, etc.)



Interior

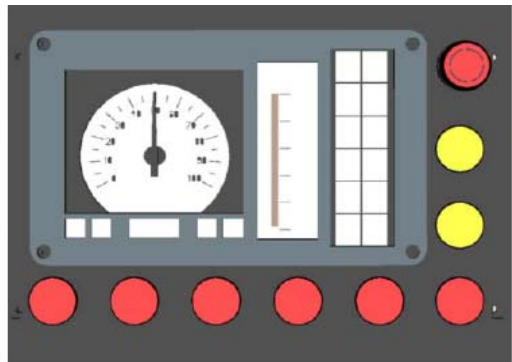


Cab, Operation desk



Camera Image -
Saloons

Camera Image -
Rear view

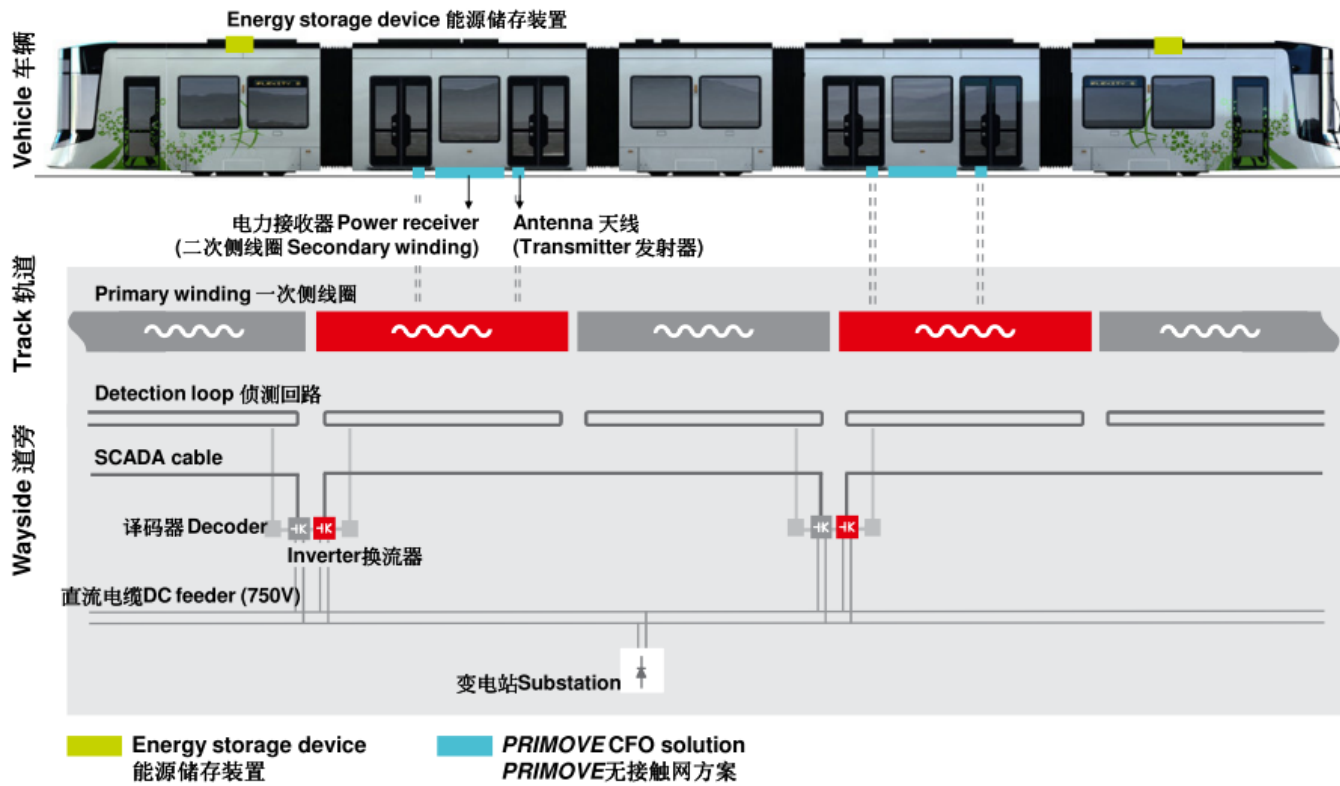


PRIMOVE Electromagnetic induction power supply

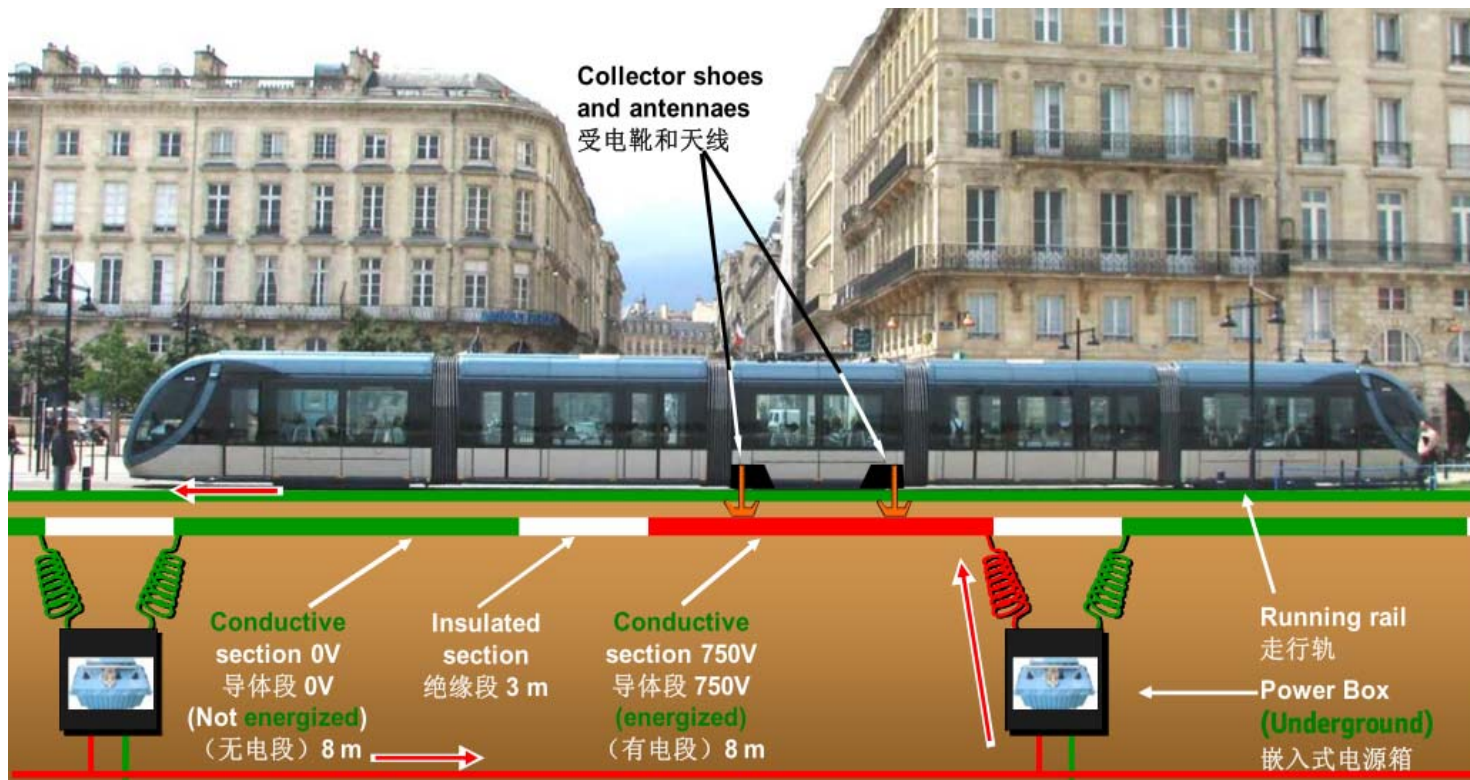
The * PRIMOVE * system allows the Bombardier * FLEXITY2 * trams can run in the non- pantograph power supply. The system can be applied to different distances and different environments (including underground lines) the transformer devices of non-pantograph are hidden in the below of the track and bottom of the train.



PRIMOVE Electromagnetic induction power supply



Ground-level power supply (APS)



Compare table

Name	Manufacturer	Performance	Maintenance	Road Load	Technology Feature
PRIMOVE	Bombardier	Germany Augsburg 0.8km length of the operating line	the non-pantograph power supply. Low maintenance fee	Precast concrete panels can withstand 10T axle load, but also can be designed according to the road conditions	Energy loss 5% and pantograph fairly, vehicle speed rate 80km, the use of encrypted signals to control the flow of the IGBT power off when the vehicle passes, starting embedded in the siding of the inverter DC750V reverse into AC380V20000HZ high frequency current, to the induction coil is energized, high reliability electronic components, low failure rate, coil prefabricated cement board, easy to install.
APS	Alstom	Bordeaux, France	High maintenance fee	Third rail cable installation material for PVC polymeric materials, can withstand heavy-duty yet to be verified	Speed rating 50km, when the vehicle passes the signal to control the DC switch on-off control box, across the board need to be arranged every 22 meters and high failure rate of DC switch
Supercapacitor	Siemens	Lisbon, Portugal currently has a train equipped with super capacitor device test	Replacement Supercapacitor or if lifetime due	-	The short recharge period, power density, high capacity, long life, maintenance-free, economic and environmental advantages, but the capacity of the energy storage device and its own weight, volume etc. shall consider, generally run the farthest distance not more than 2.5km;
STS	Ansaldo	here is a test line of Naples,	High maintenance	20T	Underbody installation by electric boots and a permanent magnet permanent magnet when the vehicle is traveling under the surface of the