Ferrovie Appulo Lucane (FAL) signed a contract for a total quantity of 17 two- and three-car diesel electric low-floor railcars for the 950 mm narrow gauge routes Bari-Altamura-Matera and Bari-Potenza. The carriages of the two-car railcars have one motor bogie and trailer bogie each, and if necessary can be separated from each other for maintenance. All carriages have low-floor access that also allows the handicapped and older people easy access. The three-part railcars also have a toilet, which is accessible for wheelchairs. The drive system arranged above the motor bogie guarantees, even for greater gradients, a high tractive force and is designed so that it is easy to maintain: all important components are easily accessible for vehicle maintenance.
**Technical data**

- Railcars with a modern, transparent, open interior design with an aluminum car body in aluminum lightweight construction.
- Spacious, multi-functional low-floor access that also provides the handicapped and older people easy access. Low-floor portion: 50%.
- Two low-floor access doors per side for two-unit railcars or three for three-unit railcars.
- Air conditioning in the passenger compartments and the driver’s cab.
- Three-unit trains are equipped with wheelchair accessible toilets.
- Ergonomically designed driver’s cab with access doors for the service personnel.
- Air suspended bogies for maximum travel comfort.
- Low emission, high-performance 6 cylinder CUMMINS diesel engines (Euro IIIA).
- Two diesel-electric drive units with modern, water cooled IGBT power converters.
- Passenger compartment lighting with LED lighting.
- Central vehicle control by means of CAN bus technology.
- Multiple-unit control for two- or three vehicle consists.

**Vehicle data**

<table>
<thead>
<tr>
<th>2 carriages</th>
<th>3 carriages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Agency</td>
<td>Ferrovie Appulo-Lucane (Italy)</td>
</tr>
</tbody>
</table>
| Area of operation | Bari–Altamura–Matera  
Bari–Altamura–Potenza  
Potenza–Avigliana |
| Gauge | 950 mm |
| Drive system | Diesel-electric |
| Axle arrangement | Bo’2’+2’Bo’  
Bo’2’+2’+2’Bo’ |
| Number of vehicles | 11  
6 |
| Delivery | 2012–2014  
2012–2013 |
| Seats | 100  
155 |
| Tip up seats | 10  
14 |
| Standing capacity (6 Pers./m²) | 86  
151 |
| Floor height |  |
| Low-floor at entrance | 519 mm  
519 mm |
| High-floor | 945/1039 mm  
945/1039 mm |
| Access width | 1300 mm  
1300 mm |
| Length over coupling | 35832 mm  
52532 mm |
| Vehicle width | 2500 mm  
2500 mm |
| Vehicle height | 3880 mm  
3880 mm |
| Service weight (AW0) | about 66 t  
about 86 t |
| Bogie wheelbase |  |
| Motor bogie | 2100 mm  
2100 mm |
| Trailer bogie | 1800 mm  
1800 mm |
| Diameter of tractive wheels, new | 810 mm  
810 mm |
| Diameter of carrying wheel, new | 685 mm  
685 mm |
| Diesel engine | 2 x 395 kW  
2 x 395 kW |
| Max. output at wheel | 4 x 150 kW  
4 x 150 kW |
| Starting tractive force | 120 kN  
120 kN |
| Starting acceleration | 0.9 m/s²  
0.9 m/s² |
| Maximum speed | 120 kph  
120 kph |