

Régie Autonome des Transports Parisiens

MP14 rubber-tyred metro

RATP, Paris' transport authorities, chose Alstom to renew and expand its metro network.

MP14, the latest-generation rubber-tyred metro was designed to improve passenger experience and to optimise lifecycle costs through performance, low energy consumption and ease of maintenance.



KEY BENEFITS

Energy-efficient:

- Energy consumption of trains reduced by -20%**.
- Maintenance costs reduction: Accessibility to critical components is simplified and maintenance steps are extended up to 20,000 km.

Ecodesign:

- MP14 is recyclable up to 95% and recoverable up to 98%. It is conceived from 20% of recycle materials and is REAcH compliant. Internal and external noise is attenuated till -2dB**

Unmatched passenger experience:

- The trains are equipped with LED lighting, dynamic route map and protection cameras.
- Passenger flow is optimized even for people with reduced mobility.

**compared to previous generation of trains

Country.....

Paris, France

Context.....

In January 2015, Alstom was chosen by RATP, mandated by STIF and SGP*, to supply up to 217 MP14 metro trains over a period of 15 years to Paris metro network. These new trains will be able to complete or to replace the current ones on lines 1, 4, 6, 11 and 14 and will run on the lines' expansions planned as part of the Grand Paris network project. The first order includes 35 eight-car metros for line 14.

Solution.....

MP14 is Alstom latest-generation of rubber-tyred metro. It will be supplied in sets of 5, 6 or 8 cars. In order to improve energy efficiency, MP14 integrates new generation motor and the full electrical braking feature that maximizes braking energy recovery. LED lighting provides additional energy savings.

MP14 offers an unmatched level of comfort and security thanks to new ergonomic seating, LED lighting, easy access to information for passengers, light indication for door closing, air-conditioning. Two high-definition cameras per car allow recording and real-time protection from the control centre. The driver cab ergonomic was also enhanced for better driver comfort and security.

*STIF: Syndicat des Transports d'Île-de-France; SGP: Société du Grand Paris

TECHNICAL FEATURES

Train consist	5, 6 and 8-car trains
Train length	from 75 m to 120 m (15 m per car)
Car width	2,46 m
Power supply	750V _{DC} through third rail
Bogie system	Tyred wheel
Max speed	80km/h in operation
Passenger capacity	932 passengers in 8-car train (4p/m ²)
Passenger comfort	Air-conditioning Smooth and homogeneous LED lighting Wheel chair areas 3 large doors per car per side with 1650mm opening width
Passenger information	Dynamic route map Light indication for door opening and closing
Passenger security	2 protection cameras per car



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