



SEATTLE STREETCAR

STREETCAR VEHICLE FAQs



INEKON TRIO-12 STREETCAR

The Inekon TRIO 12 Streetcar is a double ended, three-section articulated streetcar with a low floor center section. It is produced by the INEKON TRAMS, A.S. from the Czech Republic, but it contains components from other European countries, and the United States. The Inekon Trio-12 represents the latest streetcar technology. They were first put into service in Europe in the year 2000. The first U.S. city to put these types of streetcars in service was Portland, Oregon. Portland started with three cars and now has ten.

The city of Tacoma has three similar cars. The Seattle Streetcar vehicles are the next design generation beyond the Portland and Tacoma cars with many improvements. Each streetcar features three sets of doors on each side: one-panel at each end next to the cab and double two-panel sets in the lower passenger area. Under one of the two-panel door sets, on each side of the streetcar, is a retractable bridgeplate for ADA passengers using wheelchair or electric scooter. The system is controlled by the operator with passenger request controlled by interior/exterior push-buttons that feature the ADA symbol, stripe switches and Intercom system. Passenger counting is accomplished by the INIT passenger counter with sensors mounted above each door set.

OVERVIEW

Route length: 1.3 miles one-way
Stations: (December 2007, total, both directions)

Weekday ridership: 5,000+
Fleet size: 3

TECHNICAL DATA – Inekon Trio-12

Seats: 27
Car length: 20,13 m (66ft)
Car height: 3460 mm (11.35ft)
Car width: 2460 mm (8ft)
Min. curve diameter: 18m(59ft)
Traction motor power: 4 x 90 kW (100bhp)

Max speed: 30mph
Fleet size: 3
Floor height: 780/350mm (2.36/1.15ft)
Car weight: 30,000 kg (66,200 lbs)
Trolley voltage: 750 V DC +20% -33%
Trolley wire height: 4-7m (13-23ft)

STREETCAR TESTING

The vehicles are fully tested in the factory. After assembly is completed, the cars spend about a week on the factory test track, and then their maiden voyage around the town of Ostrava, Czech Republic.

After factory testing, the cars are prepared for shipping by adding braces to the suspension, plastic protective film over critical components, and finally, wrapped in a weather proof tarp. The cars are shipped in one complete assembly.

Once in America the shipping procedure is reversed, carefully unwrapping the car and removing shipping braces and protective devices.

Prior to placing into service, the cars repeat the same testing that was performed at the factory. This assures that not only is the car working properly after its long voyage to American, but it also allows the factory technicians to tune the cars to the unique landscape of Seattle.

Once the cars are certified for operation a series of both classroom and “on vehicle” training sessions begin for both the Seattle car operators and the repair and supervisory staff.

Each car is loaded with test instruments to verify such things as the proper braking action, or that the power settings are set for uniform performance on all streets.

And best part about buying streetcars: a factory technician stays here in Seattle through the primary warranty period. How would you like to have your own personal mechanic, at your home, when you buy your next new car?