

Oaris to roll this year

SPAIN: CAF President José Maria Baztarrica told shareholders at the company's annual general meeting on June 5 that the prototype of its Oaris high speed train would 'in all probability' be ready for test running 'before the end of this year'. Targeted at RENFE Operadora's tender for high speed trains to work between the Spanish and French capitals and at the planned Rio – São Paulo – Campinas high speed line (RG 2.10 p50), Oaris is one fruit of the CENIT government-funded research programme aimed at developing trains to run at over 300 km/h.

CAF announced its intention to build a high speed prototype at InnoTrans 2008 (RG 11.08 p881), and this is now being fitted out at Beasain.

Oaris trainsets would be formed of four, six or eight coaches, each having one motored bogie with two asynchronous motors and VVVF inverter drive. A multi-system traction package would allow operation at 1.5 or 3 kV DC, 15 or 25 kV AC. The aluminium bodyshells have been designed to meet European TSIs and crashworthiness requirements. Bogies would have helical spring primary suspensions and

a pneumatic secondary suspension. Traction motors would be frame-mounted to minimise unsprung weight.

CAF says Oaris could be supplied for 1 435 or 1 668 mm gauge, with a gauge-convertible option also envisaged. The Oaris platform is intended to accept a variety of signalling systems now in use across Europe, including ETCS. ◀



A full-size Oaris mock-up was unveiled at the International Rail Forum in Valencia on May 25.