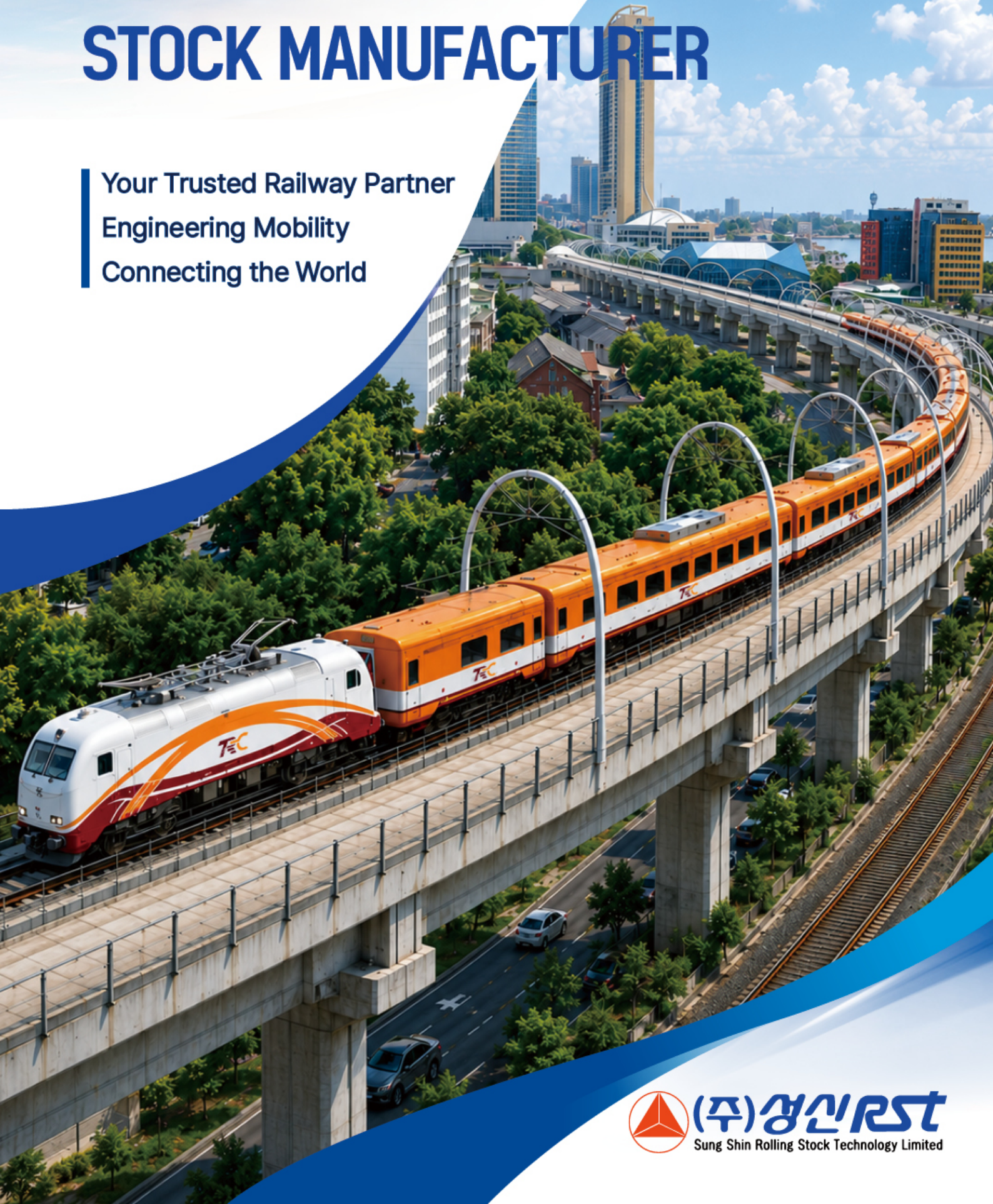


GLOBAL RAILWAY ROLLING STOCK MANUFACTURER

Your Trusted Railway Partner
Engineering Mobility
Connecting the World



(주)성신RST
Sung Shin Rolling Stock Technology Limited

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MANAGEMENT PHILOSOPHY

Bringing People Together Through Rail

Since 1990, Sung Shin RST has been connecting people, cities, and industries through reliable railway solutions.

Driven by engineering excellence, manufacturing expertise, and an uncompromising commitment to quality, we deliver rolling stock built for performance, reliability, and long-term value.

Our Mission

People-Oriented Management

Technology-Oriented Management

Corporate Philosophy

Integrity Doing what is right – with no compromise on quality, delivery, or responsibility.

Sincerity Building lasting partnerships through trust, discipline, and commitment.

Service Creating meaningful value for our customers, communities, and society.



MESSAGE FROM THE CHAIRMAN

Building Railways, Connecting Futures.

Since our establishment in 1990, Sung Shin RST has grown from a specialist manufacturer of railway running gear into a comprehensive rolling stock manufacturer serving customers in Korea and around the world.

Today, our capabilities cover powered rail vehicles, passenger coaches, locomotives, special-purpose railway vehicles, freight wagons, bogies, rehabilitation, and engineering services.

Our growth has been built on the trust of our customers and our continuous commitment to engineering excellence, manufacturing quality, and reliable delivery.

Under our philosophy, **“Contributing to Humanity and Society through Advanced Technology,”** we continue to develop efficient, sustainable, and customer-focused railway solutions for the future of mobility.

We look forward to building lasting partnerships and creating greater value together.



Sung Shin RST

Chairman

Park Gye-chul

A handwritten signature in black ink, consisting of stylized Korean characters, positioned below the printed name.

ORGANIZATION



Innovating the Future with AI & Smart Solutions

COMPANY HISTORY

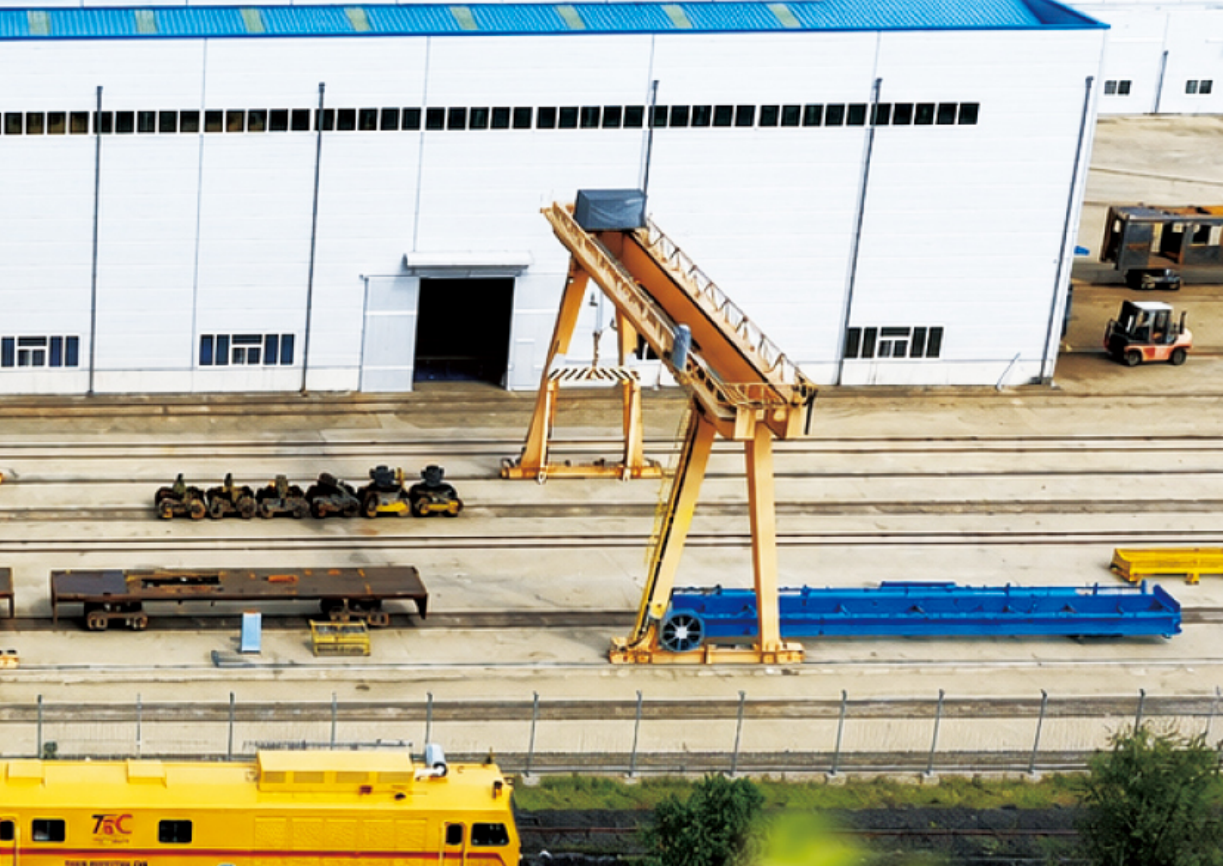
From Railway Components to Global Rolling Stock

Year	Key Milestone
1990	Established Sung Shin Industrial Co.
1994	Incorporated as Sung Shin Industrial Co., Ltd.; Park Gye-Chul appointed as inaugural CEO.
1997	Developed a bogie assembly for high-speed freight wagons.
2004	Developed a 75-ton diesel locomotive for POSCO.
2006	Developed a comprehensive inspection vehicle for KORAIL.
2007	Established the R&D Center.
2009	Completed the Mungyeong railway vehicle manufacturing plant and changed the company name to Sung Shin Rolling Stock Technology Co., Ltd.
2011	Exported 36 units of passenger coaches to the Republic of the Congo and Gabon
2012	Registered as a UNGM supplier and received the Presidential Award for Export Excellence in the SME sector.
2013	Designed and manufactured DEMU trainsets for Indonesia and carried out major rehabilitation of KORAIL KTX trainsets.
2014-2015	Exported passenger coaches to Tanzania and 75-ton diesel locomotives to Brazil.



2026 Secured Contracts for 3 comprehensive inspection vehicles for Korea National Railway.

2026 Secured Contracts for 10 catenary inspection vehicles for Korea National Railway.



7



Established
Apr. 1990



Site Area
28,800m²



Factory Area
13,052m²



Office Building Area
2,562m²



Warehouse Area
398m²



Auxiliary Building Area
1,136m²

Key Facilities

- ✓ Outfitting Assembly ✓ Bogie Assembly ✓ Robotic Welding ✓ Painting ✓ Quality Inspection
- ✓ Large-Scale Machining ✓ Gearbox Testing ✓ Bogie Static Load Testing



Quality Inspection



Outfitting Assembly Facility



Bogie Installation



Painting Facility



Robotic Welding



Machining Facility



Gearbox Test



Bogie Assembly



Bogie Static Load Testing Machine

MUNGYEONG PLANT

75, Oeeo 1-gil, Maseong-myeon, Mungyeong-si,
Gyeongsangbuk-do 36921, Republic of Korea



Established
Sep. 2009



Site Area
69,021m²



Factory Area
10,982m²



Office Building Area
1,498m²



Warehouse Area
694.6m²



Auxiliary Building Area
338.74m²

Key Facilities

- ✓ Carbody Assembly
- ✓ Underframe & Roof Turning Positioners
- ✓ Stretch Forming
- ✓ Paint Shop
- ✓ Outfitting Assembly
- ✓ Water Leakage Testing
- ✓ Vehicle Test Track



Outfitting Assembly Shop



Painting Facility



NC Series Spot M/C



Water Leakage Test



Roof Spot M/C



Stretching Forming M/C



Vehicle Test Track



U/F Turning Positioner



Roof Turning Positioner

PLANT 3

430-1, Ogok-ro, Chilwon-eup, Haman-gun,
Gyeongsangnam-do 52019, Republic of Korea



Key Facilities

✓ Rolling Stock &
Carbody Production



Established
Oct. 2018



Site Area
8,364m²



Factory Area
4,442m²



Office Building Area
450m²



Auxiliary Building Area
203m²



PLANT 4

289, Dongdae-i-gil, Chilwon-eup, Haman-gun,
Gyeongsangnam-do 52022, Republic of Korea



Key Facilities

✓ Material & Production
Support Center



SEOUL OFFICE

4F, Machinery Hall, 37 Eunhaeng-ro, Yeongdeungpo-gu, Seoul 07238, Republic of Korea



Key Facilities

- ✓ International Cooperation
- ✓ Project Finance
- ✓ Overseas Sales
- ✓ Customer & FAT Support



R&D ACHIEVEMENTS

2000

- 2000. 06. Established Sung Shin Industrial Co.
- 2004. 01. Development of Tilting Bogie Technology
- 2005. 08. Development of the "B2S" Track Machine
- 2006. 03. Development of a Track Inspection Vehicle
- 2007. 05. Development of a Variable-Gauge Bogie under a Railway Research Project
- 2007. 12. DMT(Dual Mode Trailer) Development Project under the National Transportation System Improvement Program

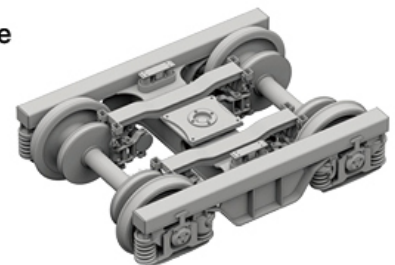


Korea's First Variable-Gauge Bogie

2010

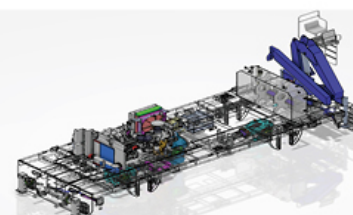
- 2010. 12. Development of a Fish-Belly-Type Deep-Well Flat Vehicle for the U.S. Military
- 2016. 10. Development of an Adjustable Berth for Passenger Coaches with the Korea Railroad Research Institute(KRRI)

- 2016. 03. Development of the Korean Double-Stack Container Train(K-DST) in Cooperation with KRRI
- 2017. 06. Localization and Development of a Rail Flaw Detection Vehicle
- 2017. 06. Development of Intermodal Vehicle Logistics Transportation System Technology with the Korea Transport Institute(KOTI)
- 2018. 03. Development of the Northeast Asia Universal Railway System with Variable-Gauge Technology

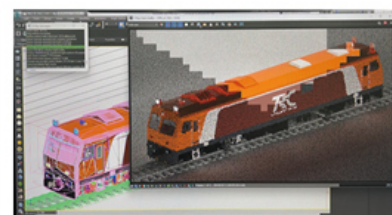


Welded Bogie for High-Speed Freight Wagons

- 2018. 07. Development of a Battery Tram
- 2024. 11. Development of Compact Tamping Equipment
- 2026. 04. Development of a Piggyback Freight Wagon



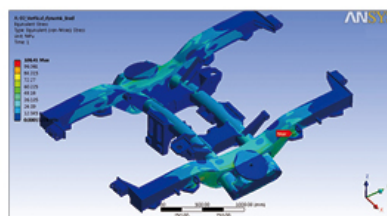
Bogie Design & Development



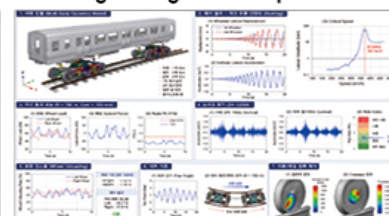
Vehicle Dynamics Analysis



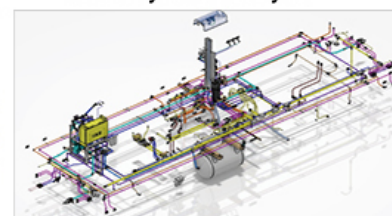
Carbody Structural Analysis



Bogie Frame Analysis



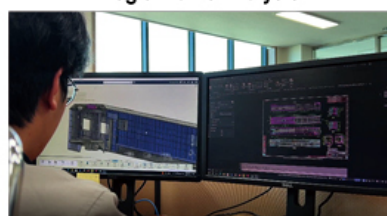
Brake System Engineering



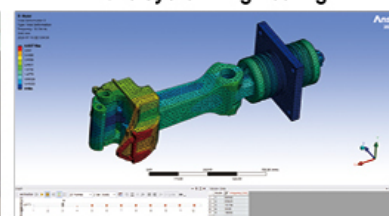
Mechanical System Engineering



Coupler Structural Analysis



Full 3D Digital Design



AR-Based Design Verification



Integrated Engineering Collaboration

PRODUCT PORTFOLIO

DIESEL MULTIPLE UNITS(DMU)



EMU



BEMU



PASSENGER COACH



SPECIAL PURPOSE VEHICLE



LOCOMOTIVE



FREIGHT WAGON



BOGIE ASSEMBLY



OEM (MANUFACTURING UNDER THE CUSTOMER'S BRAND)

Your Brand. Our Engineering & Manufacturing | With extensive capabilities in carbody manufacturing, bogie assembly, vehicle outfitting, testing, and quality control, Sung Shin RST provides flexible OEM manufacturing solutions for global rolling stock projects.

Our OEM experience covers major international railway projects including:



Brazil Salvador EMU



Seoul Metro EMU



New Zealand Matangi EMU



Tunisia EMU



Egypt Cairo EMU

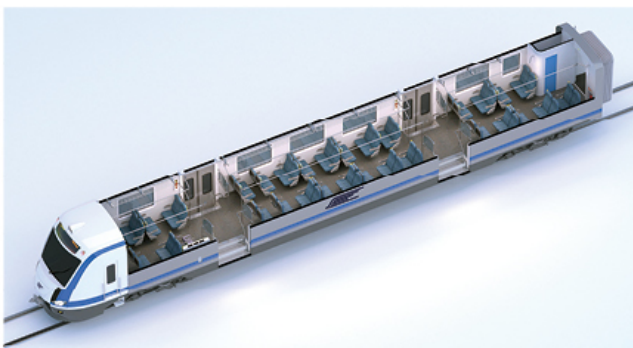


Kazakhstan Almaty EMU

Project	Quantity	Delivery (YY.MM)
Almaty EMU, Kazakhstan	24	2009.12
Tunisia EMU	76	2009.12
Matangi EMU, New Zealand	98	2010.01
KORAIL Line 1, Gyeongwon Line and Bundang Line EMU	70	2013.01
Tunisia EMU	32	2014.02
EMU / Cairo Metro Line 1 EMU, Egypt	180	2015.09
Salvador EMU, Brazil	136	2016.05
Tunisia EMU	112	2020.01
KORAIL Gwacheon and Ansan Line EMU	46	2019.06
Seoul Metro Line 2 EMU	174	2020.09
Cairo Metro Line 3 EMU, Egypt	256	2021.12
EMU / Cairo Metro Lines 2 and 3 EMU, Egypt	320	Ongoing

EMU (ELECTRIC MULTIPLE UNIT / EFFICIENT ELECTRIC MOBILITY)

Efficient Electric Mobility | Designed for urban, suburban, and mainline operation, our EMU solutions combine high acceleration, energy efficiency, reliable performance, and passenger comfort.



Item	Specification
Vehicle Type	TC: Trailer car with driver's cab M: Motor car equipped with traction equipment
Train Formation	TC + M + M + TC(4-car trainset)
Bogie Arrangement	Bo-Bo
Track Gauge	1,000mm(Metre Gauge, MG) / 1,435mm(Standard Gauge, SGR)
Carbody Length	TC: 22,500mm / M: 22,000mm
Trainset Length	93,000mm
Carbody Width	2,800mm
Maximum Height	3,840mm
Power Supply	25 kV AC, 50 Hz, pantograph current collection
Maximum Operating Speed	120 km/h
Acceleration	0.80m/s ² (Up to 40km/h)
	0.60m/s ² (Up to 80km/h)
Maximum Axle Load	18 Ton
Passenger Capacity	Up to 850 passengers per trainset

DMU (DIESEL MULTIPLE UNIT)

Reliable Mobility for Non-Electrified Networks | A self-propelled distributed-traction train designed for efficient intercity and regional passenger operation. Flexible train configurations can be tailored to customer requirements, including driving motor cars, intermediate motor cars, and trailer cars with onboard auxiliary power systems.



Item	Specification					
Train Formation	MC1 + M1 + T1 + T2 + M2 + MC2					
Vehicle Type	Diesel Multiple Unit					
Track Gauge	1,000 mm / 1,435 mm					
Car Length	20,000 mm					
Car Width	2,825 mm / 3,100 mm					
Car Height	4,000 mm					
Passenger Capacity		MC1	MC2	M	T	Total
	Seat	26	30	60	60	294
	Standee(6/m ²)	74	70	140	140	704
	Total	100	100	200	200	1000
Total Passenger Capacity	Capacity of 1,000 passengers(incl. standing) per 6-car train.					
Weight	Classification	MC1	MC2	M	T	Total(ton)
	Tare	48	48	41	40	258
	Passenger	7	7	14	14	70
	Total	55	55	55	54	328

DEMU (DIESEL ELECTRIC MULTIPLE UNIT)

Flexible Diesel-Electric Transportation | Designed for urban, suburban, and regional passenger services where electrification infrastructure is limited.

The modular train architecture allows multiple trainsets to be coupled according to capacity and operational requirements.



Item			Specification	
Maximum Design Speed			120 km/h	
Axle Load			14 ton (Tare Condition)	
Braking System			Pneumatic Braking System	
Auxiliary Power Unit (APU)			180 KVA	
Overall Dimensions			20,800 × 4,100 × 2,990	
Bogie Centre Distance			14 m	
Axle Spacing			2.2m	
Wheel Diameter			860 mm	
Coupler Centre-to-Centre Length			20,500 mm	
Car Length			20,000 mm	
Car Width			2,825 mm	
Height above Rail Level			4,180 mm	
Bogie Centre Distance			13,400 mm	
Rigid Wheelbase			2,200 mm or less	
Car	Seats	Standing	Total Capacity	Passenger Load(kg)
TC1	29	96	125	9,375
TC2	29	96	125	9,375
M	70	180	250	18,750
T	70	180	250	18,750
합계	198	552	750	56,250

BATTERY-POWERED TRAM

Korea's First Battery-Powered Low-Floor Tram | A sustainable urban mobility solution combining battery propulsion, regenerative braking, and intelligent vehicle monitoring.



- Lithium-Polymer Battery Propulsion
- Permanent Magnet Synchronous Motor (PMSM)
- Regenerative Braking
- Real-Time Vehicle & Battery Monitoring
- Low-Floor Passenger Accessibility
- Zero Local Emissions

Item	Specification
Maximum Speed	80 km / h
Track Gauge	1,435mm
Train Formation	MC1 + MC2
Overall Length	18,770mm
Battery	DC 610 V lithium-polymer battery
Battery Capacity	200kWh per car
Control System	VVVF inverter control
Traction Motor	Permanent Magnet Synchronous Motor (PMSM)



BEMU (BATTERY POWERED ELECTRIC MULTIPLE UNIT / BATTERY ELECTRIC MULTIPLE UNIT)

Electrification Without Continuous Catenary | An environmentally friendly multiple unit powered by onboard batteries, providing efficient rail mobility on partially or non-electrified sections.



Interior



Item	Specification
Maximum speed	80 km/h
Track Gauge	1,435mm
Train Formation	TC + M + T + TC (A 4-car trainset)
Car Length	TC/M 20,500mm
Energy	300 kWh ~ 400 kWh
Charging Method	Depot charging or overhead-line charging, with fast-charging capability
Control System	VVVF inverter control
Passenger Capacity	1,094 passengers per trainset, including 920 standing passengers
Battery Type	Lithium Titanate Oxide
Traction Motor	Induction Motor

Charging System

Rigid Conductor Rail / Pantograph Charging



Key Benefits

- Approx. 30–40 km Battery Operation per Charge
- Zero Local Exhaust Emissions
- Reduced Electrification Infrastructure
- Lower Infrastructure Maintenance
- Quiet and Comfortable Operation

PASSENGER COACHES

Built for Long-Distance Comfort | Designed for long-distance passenger service, our SGR coaches combine safety, durability, ride comfort, and efficient operation. Available configurations include Economy Class and Business Class interiors to meet diverse passenger requirements. Maximum Operating Speed: 160 km/h Safe. Comfortable. Built for the Journey.



Item	Economy Class	Business Class
Track Gauge	1,435mm (Standard Gauge,SGR)	1,435mm (Standard Gauge, SGR)
Car Dimensions (L x W x H)	21,000 × 3,100 × 4,366mm	21,000 × 3,100 × 4,366mm
Seating Capacity	78 seats, 74 seats for accessible coaches	48 seats, 44 seats for accessible coaches
Air-conditioning System	20,000kcal or more x 2EA	20,000kcal or more x 2EA
Maximum Speed	160km/h	160km/h
Wheel Diameter	Dia 920mm	Dia 920mm
Primary Suspension	Coil Spring	Coil Spring
Secondary Suspension	Air Spring	Air Spring
Door System	Plug in Door System	Plug in Door System
Toilet System	Vacuum Toilet System	Vacuum Suting Type

Reliable Performance for Long-Distance Rail | Developed for meter-gauge railway networks, these passenger coaches provide a balanced combination of: Passenger Comfort · Structural Durability · Operational Reliability · Lifecycle Efficiency Designed for dependable performance throughout their service life.



Item	Business Class	Economy Class
Track Gauge	1,000 mm(Metre Gauge, MG)	1,000 mm(Metre Gauge, MG)
Car Dimensions (L × W × H)	19,433 × 2,873 × 437mm	19,433 × 2,873 × 437mm
Seating Capacity	55 seats	60 seats
Maximum Speed	100km/h	100km/h
Toilets	Two bio-toilets, both Western-style	Two bio-toilets: one Western-style and one Asian-style
HVAC System	HVAC(400V, three-phase, 50Hz)	NON HVAC
Braking System	Air Brake System	Air Brake System
Door System	Plug in Door System	Plug in Door System

COMPREHENSIVE INSPECTION VEHICLES

This vehicle is designed for the comprehensive inspection of railway infrastructure. Equipped with advanced diagnostic technologies, it supports safe and efficient railway operations by monitoring track, overhead catenary, signalling, and communication systems.



Track Inspection Vehicle



Overhead Catenary Inspection Car



Ultrasound Rail Testing Car

Item	Specification	Inspection Equipments
Vehicle	Comprehensive Inspection Vehicle II	- Inspection Equipments - Vehicle Location Identification and Distance Measurement System - Rail Inspection System - Concrete Track Bed and Sleeper Crack Inspection System - Fastener Inspection System - Ballast Profile Inspection System - Track Patrol Inspection System - Ground Penetrating Radar(GPR) Track Bed Inspection System - Tunnel Interior Facility Condition Inspection System - Track Geometry Measurement System - Switch and Crossing(Turnout) Inspection System - Catenary Height, Stagger, Wear, and Contact Surface Inspection System
Train Formation	Single-car configuration	
Vehicle Weight and Axle Load	65t / Max. 22t (approx. 16t)	
Length × Height × Width	24,000 × 4,000 × 3,000mm	
Track Gauge	1,435mm	
Wheel Diameter	Diameter 920mm	
Maximum Track Gradient	35 ‰(35/1000)	
Maximum Speed	160km/h	
Traction Engine Output	400KW x 2	
Emission Standard	EU Stage IIIA or EPA Tier 3	
Transmission System	Diesel – Electric	
Braking System	Pneumatic Braking System	
Inspection and Control Power Supply	160 kVA, AC380/220V, 60Hz	
Fuel Tank Capacity	4,000liter	

SPECIAL-PURPOSE RAILWAY VEHICLES

Heavy Duty Motor Trolley



The Heavy Duty Motor Trolley is a fast, multi-purpose vehicle that supports **towing, maintenance, and transport**, reaches **120 km/h**, can mount **articulating or telescopic cranes**, carries **emergency gear**, and provides a climate-controlled cab.

Heavy-Duty Motor Trolley 45



Jack Kit



30Tons



35tons

Overhead Catenary Maintenance Vehicle



This vehicle is designed to inspect and maintain contact-wire stagger and height, as well as the overall condition of overhead catenary equipment. It can operate at speeds of up to 100 km/h.



Bridge Inspection Motor Car



The aerial work platform is equipped with three work baskets, each capable of independent movement along two axes, enabling efficient maintenance of structures such as poles, beams, and brackets.



Other Equipment



Mobile Flash Butt Welding Plant



Universal Tamping Machine



8-Spindle Precision Wrenching Unit

ELECTRIC LOCOMOTIVE

High Power. High Efficiency. Low Emissions.

Electric locomotives provide powerful and efficient traction for passenger and freight applications

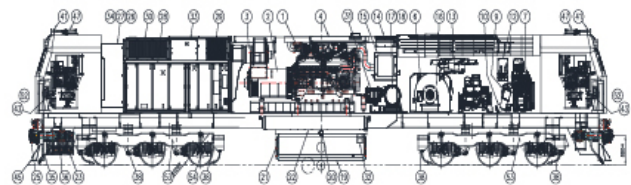


- Zero Direct Exhaust Emissions
- High Traction Performance
- Regenerative Braking
- Energy-Efficient Inverter Control
- Reduced Maintenance Requirements
- Suitable for High-Capacity Operations

Item	Specification
Type	Electric locomotive, single-phase 25 kV AC, 60 Hz
Minimum Continuous Power Output	6000 kW
Maximum Speed	120 km/h
Axle Arrangement	Co-Co, Two bogies with three powered axles per bogie
Hauling Capacity	Up to 3,000 Ton
Maximum Axle Load	22 Ton
Braking System	Pneumatic and Dynamic Braking System
Vehicle Dimensions	L 20,000 × W 3,000 × H 4,100 mm
Traction Control	IGBT-based VVVF inverter
Driver's Cab	Dual driving cabs with air-conditioning

DIESEL-ELECTRIC LOCOMOTIVE

A diesel-electric locomotive is a self-powered locomotive designed for operation on non-electrified railway lines.



- Composed of a diesel engine, main generator, power converter, traction motors, braking system, cooling system, and auxiliary power unit

Item	Specification
Type	Diesel-electric locomotive
Rated Power Output	2000HP, 3000HP and above
Maximum Speed	120 km/h
Axle Arrangement	Co-Co, Two bogies with three powered axles per bogie
Hauling Capacity	Up to 1,500 Ton
Maximum Axle	22 Ton
Braking System	Pneumatic and Dynamic Braking System
Vehicle Dimensions	L 20,000 × W 3,000 × H 4,100 mm
Traction Control	IGBT-based VVVF inverter
Driver's cab	Bidirectional operation with air-conditioning

SHUNTING LOCOMOTIVES

We have extensive experience in the design and manufacture of shunting locomotives ranging from 40 to 80 Ton.



75-Ton Shunting Locomotive for CSP, Brazil



40-Ton Shunting Locomotive for High one



60-Ton Shunting Locomotive for Seoul Metro Line 9



75-Ton Shunting Locomotive for Hyundai Steel



75-Ton Diesel Locomotive for Saudi



80-Ton Diesel-Hydraulic Locomotive for PTT

SPECIFICATIONS

Specifications may be modified according to customer requirements.

Model	SIL-35	SIL-45	SIL-60 Hydraulic driving device	SIL-75 Hydraulic driving device	SIL-75 DC Motor Type	SIL-88 Hydraulic driving device
Tare Weight	35 ton	45 ton	60 ton	75 ton	75 ton	88 ton
Maximum Speed	20~30(km/h)	20~30(km/h)	20~30(km/h)	20~30(km/h)	70(km/h)	80(km/h)
Maximum Power Output	430PS	475PS	535PS	600PS	800PS	1,375PS
Axle Load	8.75 ton	11.25 ton	15 ton	18.75 ton	18.75 ton	22 ton
Axle Arrangement	B or B-B	B-B	B-B	B-B	B-B	B-B
Hauling Capacity	600 ton	800 ton	1,100 ton	1,440 ton	1,440 ton	2,700 ton
Vehicle Length	10,100mm	10,100mm	11,000mm	13,710mm	13,710mm	14,500mm
Vehicle Width	2,900mm	2,900mm	3,040mm	2,948mm	3,000mm	2,950mm
Vehicle Height	3,800mm	3,800mm	4,112mm	4,332mm	4,332mm	4,250mm
Wheel Diameter	860mm	860mm	860mm	860mm	860mm	860mm

GENERAL SPECIFICATIONS

This specification applies to six standard models and is subject to change based on application and customer requirements.

1. Design, manufacturing, testing, inspection, and delivery shall strictly adhere to customer requirements.
2. The manufacturing of switching locomotives complies with international standards, including KS, JIS, AAR, UIC and EN.

FREIGHT WAGONS

Freight wagons are railway vehicles used to transport cargo and are classified into various types according to the freight carried and their intended application.



Container Wagon



Flat Wagon



Double-Stack Container Wagon



Open Wagon



U.S. Military Flat Wagon



Hot-Coil Wagon



Ballast Wagon



Catenary Pole Work Wagon



Oil Tank Wagon



300-Ton Heavy-Duty Wagon



350-Ton Heavy-Duty Wagon



Cement Hopper Wagon

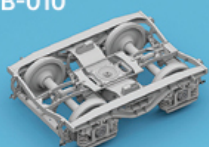
BOGIE ASSEMBLY

We specialize in the manufacture and assembly of welded bogies for locomotives, electric multiple units, passenger coaches, and freight wagons.



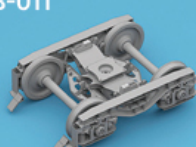
- FOR WAGONS
- FOR LOCOMOTIVE
- FOR PASSENGER COACH & EMU

SFB-010



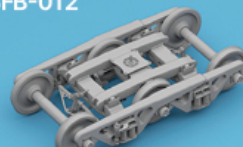
Track gauge : 1,435 mm
Max speed : 120 km/h
Wheel base : 1,800 mm

SFB-011



Track gauge : 1,435 mm
Max speed : 120 km/h
Wheel base : 1,800 mm

SFB-012



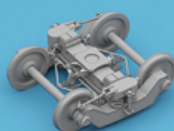
Track gauge : 1,435 mm
Max speed : 80 km/h
Wheel base : 1,676 mm

SFB-013



Track gauge : 1,435 mm
Max speed : 80 km/h
Wheel base : 1,676 mm

SFB-014



Track gauge : 1,435 mm
Max speed : 120 km/h
Wheel base : 1,800 mm

SFB-0105



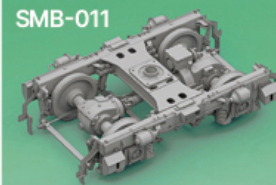
Track gauge : 1,435 mm
Max speed : 150 km/h
Wheel base : 1,800 mm

SMB-010B



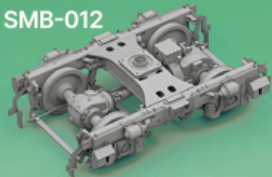
Track gauge : 1,676 mm
Max speed : 120 km/h
Wheel base : 1,689 mm

SMB-011



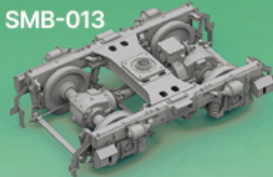
Track gauge : 1,435 mm
Max speed : 80 km/h
Wheel base : 2,200 mm

SMB-012



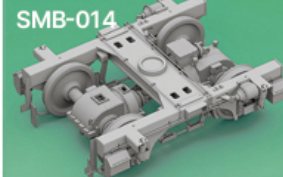
Track gauge : 1,435 mm
Max speed : 80 km/h
Wheel base : 2,200 mm

SMB-013



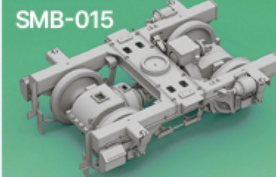
Track gauge : 1,435 mm
Max speed : 80 km/h
Wheel base : 2,200 mm

SMB-014



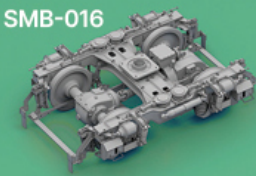
Track gauge : 1,435 mm
Max speed : 120 km/h
Wheel base : 2,000 mm

SMB-015



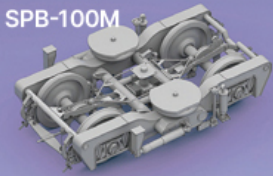
Track gauge : 1,435 mm
Max speed : 120 km/h
Wheel base : 2,000 mm

SMB-016



Track gauge : 1,435 mm
Max speed : 120 km/h
Wheel base : 2,000 mm

SPB-100M



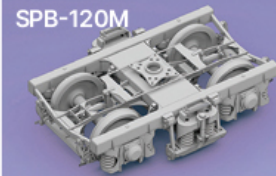
Track gauge : 1,000 mm
Max speed : 100 km/h
Wheel base : 2,200 mm

SPB-110



Track gauge : 1,435 mm
Max speed : 200 km/h
Wheel base : 2,600 mm

SPB-120M



Track gauge : 1,000 mm
Max speed : 100 km/h
Wheel base : 2,050 mm

SPB-130



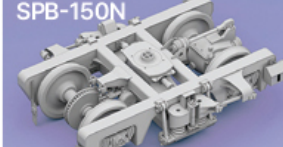
Track gauge : 1,435 mm
Max speed : 160 km/h
Wheel base : 2,200 mm

SPB-140



Track gauge : 1,435 mm
Max speed : 100 km/h
Wheel base : 2,100 mm

SPB-150N



Track gauge : 1,067 mm
Max speed : 100 km/h
Wheel base : 2,200 mm

SPB-160N



Track gauge : 1,067 mm
Max speed : 100 km/h
Wheel base : 2,200 mm

KTX HIGH-SPEED TRAIN MAJOR REFURBISHMENT

Upgrading ageing equipment and facilities to ensure the long-term safety and reliability of high-speed trains



Driver's Cabin

First Class Room

Standard Class Room

Toilet / Restroom

Before



After



CONVERSION OF KTX-II SNACK CARS INTO PASSENGER COMPARTMENTS

Converting KTX-II snack cars into passenger compartments to increase passenger capacity



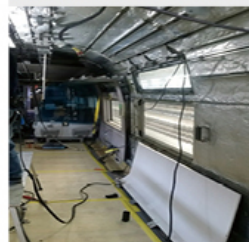
Snack Bar

Cargo Rack

Standard Class Room

Entrance

Before



After



DELIVERY TRACK RECORD

Diesel Locomotive

No	Product	Quantity	Customer
1	60T Diesel Locomotive	2	Sungshin Cement
2	60T Diesel Locomotive	1	Seoul Metro
3	75-Ton Diesel Locomotive	54	POSCO
4	75-Ton Diesel Locomotive	6	Hyundai Rotem
5	75-Ton Diesel Locomotive	8	Hyundai Steel
6	75-Ton Diesel Locomotive	4	SCC, Saudi Arabia
7	75-Ton Diesel Locomotive	1	Korea National Railway
8	75-Ton Diesel Locomotive	1	Highbone
9	75-Ton Diesel Locomotive	6	CSP, Brazil
10	80-Ton Diesel Locomotive	1	PTT, Thailand
11	75-Ton Diesel-Electric Locomotive Refurbishment	1	SK
12	GT26CW (EMD) Diesel Locomotive	10	NLC, Pakistan
13	GT26CW (EMD) Diesel Locomotive Refurbishment	6	KORAIL

Motor Car & Special Vehicle

No	Product	Quantity	Customer
1	Soil Trailer	6	KORAIL
2	10-Ton Motor Car	2	Samsung SDS
3	25-Ton Motor Car	61	KORAIL
4	25-Ton Motor Car Refurbishment	14	KORAIL
5	35-Ton Motor Car	9	TRA Taiwan
6	35-Ton Motor Car	1	U.S. Army
7	45-Ton Motor Car	30	KORAIL
8	Self-Propelled Vacuum Suction Vehicle	2	Seoul Metro
9	B2S Track Machine	3	Seoul Metro
10	Track Inspection Vehicle	1	KORAIL
11	Railway Line Inspection Vehicle	2	Korea National Railway
12	45-Ton Motor Car	69	KORAIL
13	Overhead Catenary Inspection Vehicle	1	KORAIL
14	Ballast Regulator and B2S Track Machine Unit	2	KORAIL

Freight Wagon

No	Item	Quantity	Customer
1	Small Accommodation Car	21	KORAIL
2	Container Wagon (NK)	100	Hyundai Rotem
3	Container Wagon (NK)	206	KORAIL
4	Gondola Wagon	100	KORAIL
5	Container Flat Wagon	100	KORAIL
6	Hot-Coil Transport Wagon	24	POSCO
7	300-Ton Transport Bogie	1	Doosan Heavy Industries
8	Catenary Pole Work Wagon	16	KORAIL
9	Military Tank Transport Wagon	7	U.S. Army
10	Hopper Wagon	11	KORAIL

DELIVERY TRACK RECORD

Maintenance & Rehabilitation

No	Product	Quantity	Customer
1	Passenger Coach Maintenance	48	CFCO, Congo / Tanzania Railways Corporation
2	KTX Maintenance	1,110	KORAIL
3	Oil Tank Wagons, Container Wagons and Brake Vans	3,799	KORAIL

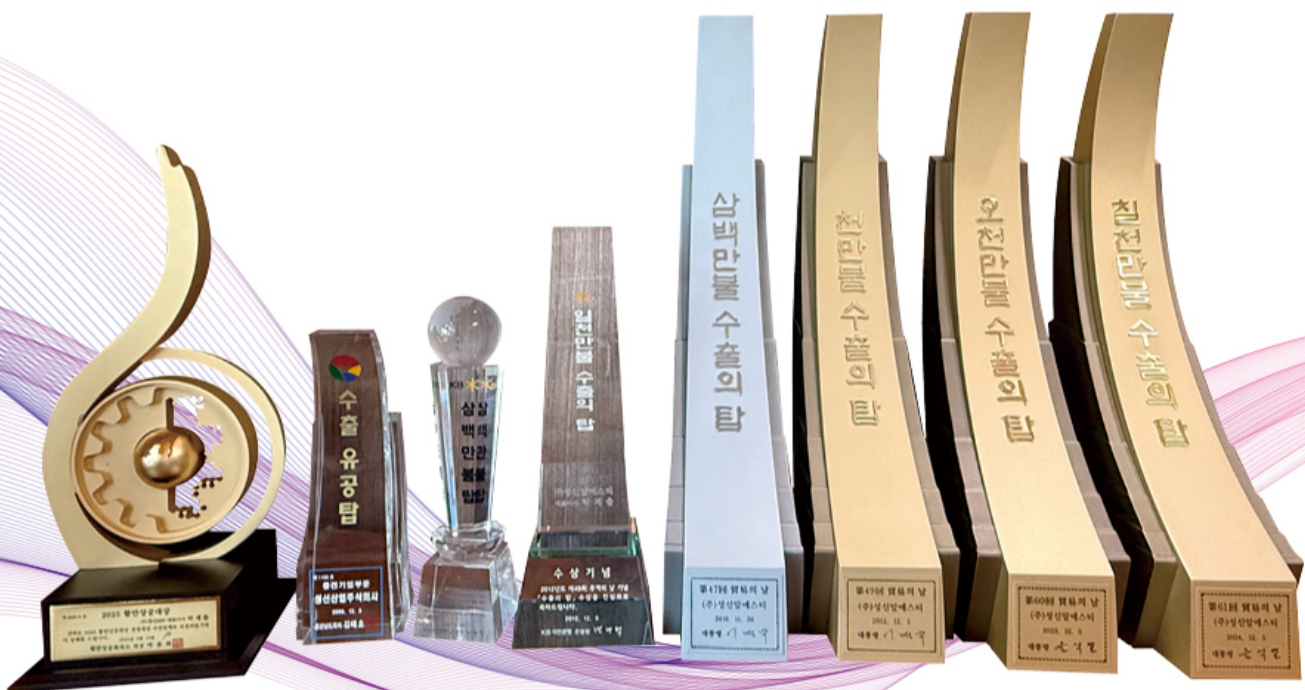
Bogie Frame & Bogie Assembly

No	Product	Product	Quantity	Customer	Remarks
1	Y25 Freight Wagon	Bogie Assembly	930	Hyundai-Rotem	KORAIL
2	Y25 Freight Wagon	Bogie Assembly	48	KORAIL	KORAIL
3	Seoul Metro	Bogie Frame	717	Hyundai-Rotem	
4	Busan Transportation Corporation	Bogie Frame	210	Hyundai-Rotem	
5	Saemaeul Passenger Coach	Bogie Frame	302	Hyundai-Rotem	KORAIL
6	Overhead Catenary Vehicle	Bogie Frame	360	Hyundai-Rotem	KORAIL
7	Manila LRV	Bogie Frame	32	Hyundai-Rotem	Philippines
8	ADANA L.R.V.	Bogie Frame	36	Hyundai-Rotem	Turkey
9	KTMB Passenger Coach	Bogie Frame	15	MALAYSIA	
10	Mugunghwa Passenger Coach	Bogie Assembly	120	KORAIL	
11	KTMB Passenger Coach	Bogie Assembly	13	KTMB	Malaysia
12	Busan Transportation Corporation	Bogie Frame	100	Busan Trans. Corp.	
13	Tilting Bogie	Bogie Assembly	12	KRRI	
14	India DMRS RS10 EMU	Bogie Frame	282	Hyundai-Rotem	
15	Seoul Metro Line 1	Bogie Frame	90	Hyundai-Rotem	
16	Seongnam-Yeouju Line	Bogie Frame	48	Hyundai-Rotem	
17	Donghae Nambu Line	Bogie Frame	40	Hyundai-Rotem	
18	Brazil EMU	Bogie Frame	136	Hyundai-Rotem	
19	Seoul Metro Line 9	Bogie Frame	70	Hyundai-Rotem	
20	Airport Railroad	Bogie Frame	12	Hyundai-Rotem	
21	Suin Line	Bogie Frame	36	Hyundai-Rotem	
22	Seoul Metro Line 5	Bogie Frame	32	Hyundai-Rotem	
23	Busan Metro Line 1	Bogie Frame	75	Busan Trans. Corp.	
24	Manila MRT Line 7 EMU	Bogie Frame	108	Hyundai-Rotem	Philippines
25	Variable-Gauge Bogie	Bogie Assembly	3	KRRI	
26	Seoul Metro Line 1	Bogie Frame	40	Hyundai-Rotem	
27	Canadian Light Rail Vehicle	Bogie Frame	24	Hyundai-Rotem	
28	Gyeongin Line	Bogie Frame	70	Hyundai-Rotem	
29	Tunisia EMU	Bogie Frame	112	Hyundai-Rotem	
30	Jinjeop Line EMU	Bogie Frame	50	Hyundai-Rotem	
31	MEGA, Metro Link Express	Bogie Frame	97	Hyundai-Rotem	India
32	Sydney EMU, Australia	Bogie Frame	512	Hyundai-Rotem	
33	Taiwan TRA EMU	Bogie Frame	260	Hyundai-Rotem	
34	Egypt NAT Cairo EMU	Bogie Frame	192	Hyundai-Rotem	

DELIVERY TRACK RECORD

Passenger Coaches and Diesel (Electric) Multiple Unit

No	Product	Quantity	Customer	Remarks
1	First-Class Coaches, Second-Class Coaches, Dining Cars, Power Cars, Accommodation Cars and Brake Vans	26	CFCO, Congo	
2	First-Class Coaches and Second-Class Coaches	10	SETRAG, Gabon	
3	Indonesia DEMU	16	Woojin Industrial Systems	
4	Tourist Train and Power Car	5	High one	
5	First-Class Coaches, Second-Class Coaches, Third-Class Coaches, Dining Cars and Accommodation Cars	44	Tanzania Railways Corporation (TRC)	
7	Haeundae Battery Tram	8	Hanwha Systems	
8	Large Accommodation Cars	14	KORAIL	
9	Türkiye TCDD DMU	24	Hyundai Rotem	
10	Tunis Metro, Tunisia	320	Hyundai Rotem	
11	Cairo EMU, Egypt	436	Hyundai Rotem	
12	Seoul Metro Line 2 EMU	174	Hyundai Rotem	
13	Almaty EMU, Kazakhstan	24	Hyundai Rotem	
14	Matangi EMU, New Zealand	98	Hyundai Rotem	
15	Salvador EMU, Brazil	136	Hyundai Rotem	
16	Medium-Sized Accommodation Cars	16	KORAIL	
17	Large Accommodation Cars	24	KORAIL	
18	Business Class Coaches (Standard, Kiosk and Accessible Types) and Economy Class Coaches (Standard and Accessible Types)	59	Tanzania Railways Corporation (TRC)	
19	First-Class Coaches, Second-Class Coaches, Accessible/ Dining Cars, Sleeping Cars and Power Cars	182	Bangladesh Railway (BR)	



CERTIFICATIONS & PATENTS

Certifications



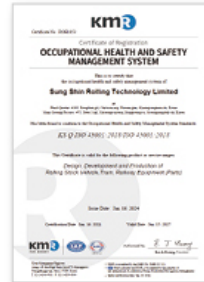
ISO9001



ISO14001



ISO TS22163



ISO 45001



Certificate of Company
Affiliated Research Institute



Certificate of
Trade Business Number



Inno-Biz



Certification of
International Contractor



Certificate of
Product-Specific
Approved Exporter



Certification of
KITA Membership

Patents



Sleeper Transport
Wagon



Automatic Tensioning
Device



Intermodal Bogie



Door Operation and Release
Indication Device



Couchette for Railway
Vehicles



Rotating Bogie for
Railway Vehicles



Two-Axle Hunting
Control Device for
Railway Vehicles



Three-Piece Bogie for
Railway Vehicles



Bogie Control Device
for Railway Vehicles



Driving-Wheel-
Driven Actuator



Sleeper Transport
Wagon



Axle-Stroke-Controlled
Buffer Device for
Railway Vehicles



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Certificate

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