

PRESS RELEASE

10 September 2024

InnoTrans 2024: Geismar celebrates 100 years in business and demonstrates its mastery of the fundamentals of rail maintenance.

Since the company was founded in Colmar in 1924, the Geismar Group has gradually established itself as one of the world leaders in track and catenary installation, renewal and maintenance equipment. For over 100 years, customers all over the world - for whom safety and productivity are always top priorities - have relied on Geismar's know-how and quality to build and maintain their rail transport networks.

Drawing on this century-old expertise, Geismar will be taking part in the major Berlin event with the ambition of actively contributing to the emergence of tomorrow's transport networks.

Geismar's teams will be available to railway professionals throughout the show and will be presenting a number of new products, some of which are described below.

A welcoming system packed with innovations

Geismar's presence in Berlin will focus on two areas:

POLE 1:

Stand 285 in **Hall 26**, where visitors will be invited to have a coffee and talk about projects, measuring instruments, carbon-free equipment and discover three recent or new products from the Geismar range of portable machines:

1. The new, more powerful **MTZ GTi** rail saw and its innovative guide support, both patented. This is the first time that this machine will be presented to the public before it goes on sale in early 2025 in the United States and certain European countries.
2. The **CRAB mono** battery-powered single-rail lifter is particularly compact and lightweight, making it easier to handle the logistics of CWR clearance sites while protecting the health of operators.
3. The **MANTIS** battery-operated impact wrench is light and powerful, with an articulated chassis mounted on Silent Blocs for unrivalled ergonomics and working comfort.

POLE 2:

Track section **T4/45**, outside Hall 26, where the new Geismar VMT 970 GR "Picker Dragon" track car developed for Deutsche Bahn and its subsidiary in charge of maintaining the German network, DB Infrago, will be presented for the first time.

With its 12.80 m length and bright yellow colour, it won't go unnoticed.

A small Geismar corner will be set up on the quay adjacent to the track car to welcome visitors. Visitors will be able to take in hand the new MTZ-GTi to get a better idea of its ergonomics.

Customers will also be able to find out more about the TORTUGA battery-powered logistics unit - equipped with 4 Activion® 1,400 Wh batteries - which will be powering zythology dosing equipment for the occasion.



First crowd bath for the VMT 970 GR built for Deutsche Bahn

In Berlin, the home of Deutsche Bahn, the new 'GAF klein' from DB Maschinen Pool, known at Geismar as the VMT 970 GR 'Picker Dragon', is being presented to the public for the first time.

This 12.8-metre, 36-tonne inspection and worksite tracked vehicle - for which homologation tests are currently being finalised - is one of the first to be delivered by Geismar to DB Infrago.

This model of *Gleis Arbeit Fahrzeug* (GAF) is one of the most commonly used by DB Infrago for regular maintenance of its network. The Geismar VMT 970 GR is set to replace **their** existing fleet of railcars that have reached retirement age, totalling more than 40 machines.

The VMT 970 GR has a large cab capable of carrying up to 6 people plus a driver and attendant in complete safety, and is equipped with a Palfinger PKR 175 C crane capable of lifting up to 15.2 tonnes (or 1,050 kg at 12.5 m). Its large 10 m² platform facilitates handling and logistics. Powered by a powerful 530 hp (390 kW) diesel engine, the VMT 970 GR can tow up to 150 tonnes flat at speeds of up to 80 km/h (or up to 40 tonnes with a slight gradient of 5 ‰). The top speed of the DB GAF Klein is 100 km/h and it can climb gradients of up to 67 ‰ making it a very reliable and versatile machine.

From a regulatory point of view, the new VMT 970 GR complies with standards EN 14033 -1, EN 14033-2 and EN 14033-3.

DB's choice both honours and obliges Geismar, whose expertise in the development of specific products and industrial capacity are being enhanced by the production of more than 40 vehicles of the same type up to 2026.

Nicolas YATZIMIRSKY, CEO of the Geismar Group, said:

"The presentation of the VMT 970 GR in Berlin marks an important milestone in this strategic project for both Geismar and Deutsche Bahn. We would like to thank DB for trusting in the expertise of Geismar's teams to develop this new generation of maintenance vehicles. Working with a company as reputable and demanding as DB has enabled us not only to apply our know-how but also to make further progress in a number of areas. We're proud of the work we've done with the DB Infrago teams, and we can't wait to see the first Geismar 'GAF Klein' in action on the German network.

The VMT 970 GR will be on display on the show floor, outside Hall 26.



One of the very first examples of the Geismar VMT 970 GR "GAF Klein".

Geismar extends its range of services to increase machine availability rates

As any contractor or fleet manager will tell you, machine availability is the lifeblood of railway operations. Geismar's teams offer a wide range of services to maximise the uptime of our machines and ensure they are always available and ready to work:

A new distance learning programme - **Geismar Easy Learning** - enables end users to better master the equipment entrusted to them, thereby optimising safety and productivity and reducing the risk of breakdowns or premature wear and tear.

A comprehensive range of off-the-shelf packs - **Smart Pack** and **Life+ Pack** - means you can anticipate the availability of maintenance and wear parts, for greater responsiveness.

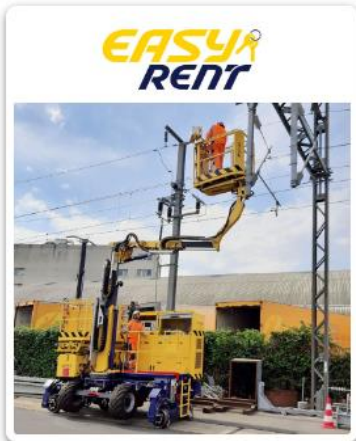
Remote assistance or VRA (Virtual Remote Assistance) is also part of the range of solutions offered by Geismar to facilitate and improve the quality of exchanges between operators in the field and technical

experts, guaranteeing better diagnosis and therefore time savings. This approach culminates in the IOT box deployed on certain complex machines, which enables Geismar's after-sales technicians to take control of the PLCs and see/diagnose the problems, offer maintenance services at the most opportune moment and even envisage remote repairs. In Europe, five OPTIMA rail-road vehicles (catenary maintenance) are already equipped with this type of solution.

Railway site managers can also call on Geismar Services to obtain functional machines that are immediately available thanks to our **Geismar Easy Rent** solution.

Another solution is to purchase fully functional second-hand machines certified by Geismar thanks to our "**Geismar Certified Second Hand**" offer. This means that customers can have the equipment they need very quickly.

Finally, Geismar Services offers our customers a complete refurbishment service for old machines - **Geismar Reborn** - which extends the life of tried-and-tested equipment that is already available, reducing delivery times for certain items of equipment and minimising disruption to teams' working habits. Recent Geismar Reborn projects include PEM-LEM for DVF, grinding machines in South Africa and three PMC wagons for SNCF (in progress).

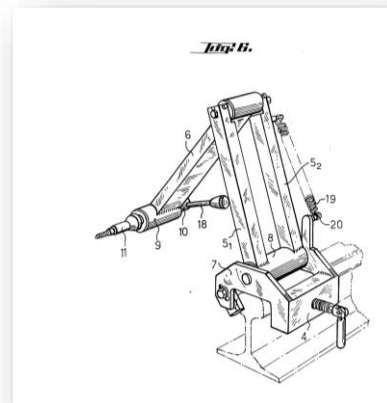
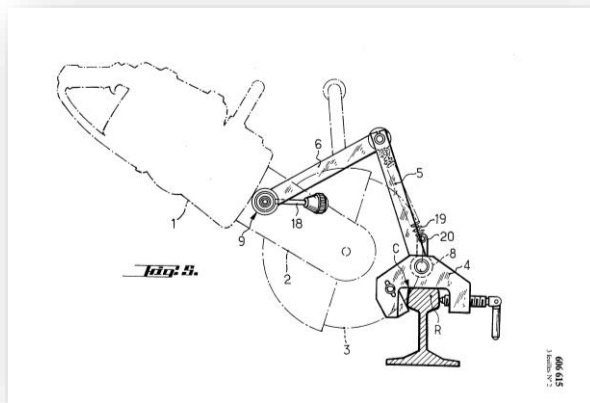


3 pillars of the Geismar Services offer: rental, second-hand machines and spare parts packs.

New MTZ GTi rail saw: the new market benchmark

The rail saws and their patented guide support, invented by Geismar in the early 1970s, have helped forge the brand's reputation in many markets around the world.

This year, 2024, marks not only the brand's 100th anniversary, but also the 50th anniversary of the filing of the patent for a "machine for cutting rails, comprising a support to be fixed by means of a vice to the rail to be cut, and a cut-off machine consisting of a motor unit and an arm at the end of which is arranged a cutting wheel driven by the motor", dated 9 April 1974.



Illustrations of the original Geismar "rail cutting machine" patent from 1974

Since then, several generations of Geismar track saws have been produced, each time bringing new innovations designed to improve working comfort, cutting precision and operator safety.

Reliable, robust and efficient, today's MTZ chainsaw is a machine much appreciated by many users, for whom choosing an MTZ Geismar is a "no brainer".



Geismar MTX rail cutter



Geismar MTZ rail cutter

Backed by this know-how and long experience in the field, Geismar is presenting a new petrol rail cutter at InnoTrans 2024 - the **MTZ GTi** - which aims to become the new benchmark in its segment. Every effort has been made to meet the demands of our customers and beyond.

As its name suggests, the MTZ GTi features a new, more powerful and easier-to-use 2-stroke injection engine. Geismar's aim is to improve cutting efficiency while maintaining operator safety. At 6 kW, the MTZ GTi is positioned as the most powerful rail saw on the market, enabling users to make faster cuts while maintaining work quality and safety levels worthy of the highest standards. The new MTZ fully deserves its GTi badge.

As well as a 20% increase in power, the MTZ GTi also makes starting much easier, whatever the weather conditions: there's no longer a choke to deal with, just pump fuel into the system and pull the starter once, and that's it.

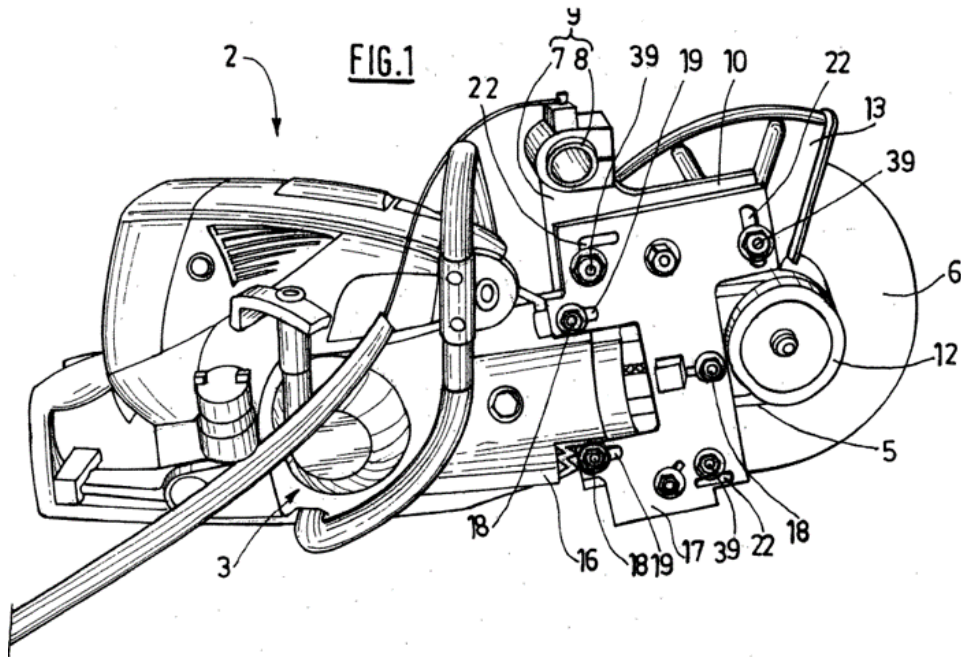
Always with the aim of improving productivity and safety, the new patented Geismar **Flip & Go** system makes it possible to turn the machine over without having to switch off the engine, while ensuring that the cutting disc remains completely immobile and preventing the risk of accidents. The engine will stop automatically at the slightest pressure on the trigger during the flip operation, so as to prevent any accidents. Thanks to the **Flip & Go** system, operators no longer have to waste time stopping and restarting the engine during the turning operation, and their safety is always assured.



The new MTZ GTi will be revealed at the opening of the InnoTrans show in Berlin

Of course, all the technical features that make the current MTZ such a high-performance machine in terms of reliability and longevity have been carried over to this new model:

Like the MTZ - which remains in the catalogue - the new MTZ GTi benefits from the exclusive Geismar **Comfort Cushion** technology, which limits vibrations and allows the cutting disc to work smoothly on the rail. This system, patented by Geismar in 2006, ensures more precise cuts, reduces wear on the cutting disc and protects operators from the risks associated with vibrations. All these advantages are now available on the new MTZ GTi.



Extract from the *Comfort Cushion* patent filed by Geismar in 2006 for less vibration and more precise cuts

The quality of air filtering - a guarantee of the engine's longevity - also remains unrivalled, thanks to triple filtration: cyclonic, conventional filter and pre-filter.

The pre-fitted quarter-turn fuel cap allows the tank to be decompressed before opening, reducing the risk of fuel spillage. The location of the cap - on top of the machine - means that you don't have to lay the machine down to refuel, and also contributes to the safety of the machine, which remains in a stable position during this delicate phase.

Fifty years after the first patent for this technology was filed, Geismar is once again innovating with a completely new generation of guide support for the MTZ GTi. This new mechanically pre-programmed support - called **Liftomatic** - relieves operators of the weight of the saw during all phases of the rail cut, with 3 positions on each side of the cut. A new asset for safety, precision and productivity on railway maintenance sites.

These many technical advantages make the MTZ GTi a particularly powerful and safe machine. This new Geismar saw and its Liftomatic guide support will go on sale at the beginning of 2025 and will be deployed in the various markets according to approval schedules.

Activion® range of battery-powered electric machines: a complete, sustainable solution

Aware of the major efforts being made by the rail industry to reduce its emissions of polluting gases, Geismar has been offering a range of battery-powered electric machines, the Activion® range, since the beginning of the decade. Today, this range includes no fewer than 14 different machines and equipment capable of meeting a wide variety of needs for all types of railway work.

Four of the latest machines will be on show at InnoTrans 2024:

- MANTIS impact Wrench,
- The CRAB single-rail lifter,
- The compact NARVAL rail drilling machine,
- The TORTUGA power logistics group.

MANTIS:

The MANTIS portable battery-operated bolting machine has been designed by Geismar to make work easier for teams on railway sites.

With 4,000 N.m of maximum unscrewing torque, it's the most powerful battery-operated impact wrench on the market. The MANTIS makes it easy to get out of the most difficult situations.

Its *Silent Blocs-mounted* chassis absorbs most of the vibrations, protecting the operators who use the machine. Vibrations at the handles do not exceed 5 m/s², which means that the machine can be used over a wider range of applications than a "conventional" impact spanner.

The MANTIS's pivoting arm means you can always work in the "upright" position, whether you're working on bolts screwed into sleepers or bolts perpendicular to the rails. A highly appreciable gain in comfort and ergonomics.

Last but not least, the MANTIS is fitted as standard with LED lighting, making it easier to work at night. An undeniable advantage on a machine that remains relatively light (19.8 kg in running order).



The MANTIS battery-operated impact wrench with a frame that allows you to work in a standing position and absorbs vibrations

CRAB mono:

The CRAB mono single-rail lifter is a small revolution in the world of railway works. Its compact size and weight of less than 50 kg simplifies logistics, as it can be easily transported in a small van and installed on the tracks by 2 operators without the need for a hoist. Its powerful, silent electric motor lifts Vignoles rails to a maximum height of 70 mm. The 1,400 Wh battery provides enough energy to perform around 1,000 cycles (1 cycle = tightening / raising / lowering / loosening). The machine enables the rail to be lifted precisely for the replacement of tie plates or sole plates, and stressing rollers. Of course, the CRAB mono emits no polluting gases and very little vibration during use. It is the ideal rail lifter for work in confined spaces such as tunnels, underground railways and subways. Thanks to its low noise level, the CRAB mono is particularly well suited to work in urban areas.



The CRAB mono battery-powered rail lifter is both compact and efficient

NARVAL:

The compact NARVAL rail drilling machine, approved by the SNCF, is easy to transport thanks to its low weight (16.4 kg in running order) and its carrying case. Its slide-mounted motor is an advantage in terms of ergonomics and rail accessibility. The NARVAL can drill both Vignoles and grooved rails. The classic Weldon drills can be fitted quickly and without tools thanks to the Click and Go system. The 2 rotation speeds are suitable for bit and twist drills, and the drilling diameter can vary from 7 to 40 mm. The drill range

The helicoidal screwdriver is suitable for the smallest holes and can be used to make connection holes. Compact and silent, the NARVAL battery-powered rail drill is ideal for work in confined spaces, and offers greater comfort of use thanks to reduced vibration at the handles.

TORTUGA:

The TORTUGA power logistics unit is an original solution designed to provide a low-carbon energy source on railway sites, even in open country. The TORTUGA can carry up to 7 x 1,400 W batteries and recharge 4 of them simultaneously in 2? hours. Thanks to its on-board CUBICUS inverter, the TORTUGA

can also convert the energy from the batteries into 230 V alternating current (domestic current type) to provide a flexible response to any type of trackside requirement, far from any access to the power grid. Operators can carry the batteries they need to power the most powerful machines in the Activion® range and use the on-board energy to operate any type of device requiring a 230 V AC power supply, including smaller-capacity battery chargers, for example.



The NARVAL battery rail drill



The TORTUGA power logistics group

The Geismar Activion® range of battery-powered electrical equipment also includes larger machines. In a few weeks' time, a new battery-powered modular rail-road platform called EMMA will be making its first turns on the tracks of the Naples metro.

At the same time, the city of Montreal will be welcoming its 12th battery-powered Geismar LV 355 shunter. This 500 hp rail-road shunter is one of the most powerful battery electric vehicles produced by Geismar.



EMMA battery-powered modular rail-road vehicle



LV 355 battery-powered electric shunter

The range of measuring instruments also in the spotlight

Providing our customers with accurate, robust and reliable measuring instruments is one of Geismar's missions. Visitors to the Geismar stand in Berlin will be able to discover a selection of portable equipment dedicated to rail geometry on the "measurement wall".

Garnet DL:

Our Garnet DL digital ruler provides accurate measurements with a clear display, reducing the risk of error. Lightweight and easy to use thanks to an intelligent interface, its readings are displayed on the built-in screen or on a smartphone via Bluetooth. Data is also saved for later analysis if required. The Garnet DL gauge is adapted to working conditions on railway sites: waterproof and totally insulated, it is compatible with all types of track, including those equipped with a 3rd rail.

RCA:

Our dedicated ruler for switches and crossings, approved by the SNCF. Robust and lightweight, it allows you to read gauge and cant quickly and accurately on a graduated ruler that is protected for use on worksites.

The RCA can also be used to measure ruts and guide ribs from guard rail to frog and from guard rail to guard rail. Easy to handle, the ruler can be supplied with a carrying case.

The aluminium profile of the ruler protects all the sensitive parts of this equipment.

Rectirail DL2:

Our precision ruler for measuring head straightness. The RECTIRAIL is the ideal tool for checking the grinding of your welds. Two magnetic stops ensure perfect positioning of the ruler on the rail. It's easy to use thanks to a joystick and 2 buttons that are easy to operate, even when wearing gloves, for precise readings. The ruler is connected via Bluetooth® to a GPS-enabled smartphone to display profiles and store readings. Data from the smartphone can be transferred to a computer for further processing.

The InnoTrans 2024 exhibition will also be an opportunity to discover the new, more modern design of Geismar's measuring instruments, which comply with the approval requirements of many countries.



Garnet DL



RCA



Rectirail DL2

Teams mobilised to serve you

Geismar's staff are looking forward to welcoming visitors and customers to stand 285 in Hall 26 of the Berlin Messe, as well as to the outdoor exhibition, to present our innovations and our vision of the future, and to discuss the most appropriate solutions for each project.

Join us in Berlin from 24 to 27 September for a friendly get-together with other railway professionals.

Would you like to meet a member of the Geismar management team or have a private discussion with one of our sales representatives or product specialists? Don't hesitate to contact us at the following address to make an appointment: media@geismar.com

About Geismar

Founded in Colmar in 1924, Geismar is one of the world's leading providers of solutions for the installation, maintenance and control of railway tracks and catenaries. As railway specialists, we work in more than 120 countries and benefit from the support of our 13 subsidiaries, 5 factories and our network of agents.

With over 100 years of expertise under their belts, our design offices benefit from unique know-how, enabling them to provide solutions tailored to all types of rail networks: urban networks, conventional networks, high-speed lines and industrial transport.

Our strong international presence reflects the diversity of our employees' backgrounds, cultures and experience. We strive for excellence and are helping to shape the future of rail transport worldwide. We are developing the technological solutions and services that will help to improve tomorrow's mobility, while preserving our most precious resource: our planet.

For more information, visit www.geismar.com

Videos available on YouTube www.youtube.com/user/societegeismar/videos

Press contact: media@geismar.com

