

Smart Rail - September 2016



Live from Innotrans: Innovation Diary Day #3

Posted on Sep 22, 2016

We may be three days into Innotrans, but the stories keep on coming, our Editor has been visiting some of the leading innovators at the show and has picked out some further highlights and announcements from another busy day in Berlin:



- Quester Tangent confirms as a Qualified Vendor for New York City Transit Authority.
- FLIR Announces FLIR RSX-F Thermal Fire Sensor for Rail Coaches.
- Vision Systems unveils a new concept of electronically dimmable windows that integrate interactive information displays.
- Nomad Digital makes public Horizon, a new software platform that aims to transform the on-board rail passenger experience.
- Rolls-Royce confirm they are to deliver 44 ultra-low emission MTU engines for Vossloh locomotives.
- Finnish Transport Agency on track to the first bearer independent communication solution for railways in Europe.

Vision Systems unveils a new concept of electronically dimmable windows that integrate interactive information displays.

Vision Systems has unveiled a new concept combining dimmable window and interactive display, Acti-Vision Window, making its first appearance in the Land transport market. It offers a dimmable solar protection solution as well as interactive maps, travel services and potential other content (safety instruction, surveys, meal/drink orders, etc.) all together integrated in the train window that can be controlled by the passenger through a transparent touchscreen incorporated into the glazing.

Vision Systems relies on its expertise in dimmable solutions and onboard entertainment systems to offer a cutting-edge interactive transparent train window that meets tomorrow's challenges in terms of passenger experience.



Electronically Dimmable Windows allow the passengers to instantly tune the tint of their window from clear to dark to regulate glare and heat entering the coach while preserving the view. They enhance visual and thermal comfort for a greater wellness atmosphere. They can be controlled individually directly at the seat, through a centralized control panel for car-wide master control, or automatically with integrated light sensors.

Moreover, they turn to dark when the train is stopped, keeping the interior cooler for low air-conditioning consumption. The electronics is integrated, which reduces maintenance and downtime. Finally, they are suitable for large flat or curved surfaces (2D, 3D) with different zones to be controlled independently, and are appropriate for retrofit. **Learn more at Hall 1.1 Stand 504**