

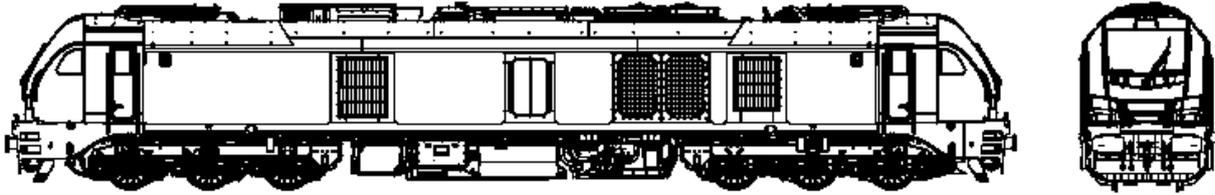
EURODUAL LOCOMOTIVE

European Loc Pool AG – Switzerland



The new six-axle hybrid locomotive is more than just a locomotive for the "last mile" and offers two solutions in one. It can be used on electrified and non-electrified lines. During the journey, it is possible to switch from the electric overhead line to diesel. The EuroDual Germany/Austria and Scandinavia can be used on electrified lines with 15 kV 16.7 Hz and 25 kV 50 Hz, they have an output of 6,150 kW in electric operation. For non-electrified lines, the EuroDual has a powerful diesel engine with 2.8MW output. The locomotives for Scandinavia have a winter package for reliable operation in extreme weather conditions with snow and ice. They are designed for temperatures down to -40 °C.

Depending on the train composition, a single Co'Co' hybrid locomotive can replace two Bo'Bo' locomotives in double traction. The state-of-the-art three-axle bogie technology enables less wear and tear on the infrastructure and thus lower track costs.



Technology

- Modern dual locomotive for freight trains
- AC traction system with IGBT, one inverter per axle
- High starting tractive effort thanks to single axle control and best performance in diesel operation
- Extremely low track forces during track guidance (non-self-steering bogie)
- Equipped with ETCS BL3 and PZB for Germany or ATC2 for Scandinavia

Personnel

- Two ergonomically designed driver's cabs with air conditioning
- High cab comfort and visibility beyond TSI requirements
- Full cab isolation
- Radio remote control for efficient shunting operation

Reliability / Availability / Maintainability / Safety

- Reduced operation costs
- Decreased environmental footprint
- Diesel engine EU 26/2004 Stage IIIB compliant
- Approved according to the latest European legislation
- Modern maintenance system with best service intervals
- Winterization package for locomotives being used in Scandinavia

Vehicle data

Locomotive type	Hybrid: Electric/Diesel-electric
Track gauge	1435 mm
Axle arrangement	Co'Co'
Electric energy supply	15 kV 16,7 Hz and 25 kV 50 Hz
Diesel engine	CAT C175-16, IIIB
Diesel engine power	2800 kW
Electric power at wheel rim	6150 kW
Transmission	AC/AC
Starting tractive effort	500 kN
Fuel tank	3500 l fuel
Urea tank	400 l
Maximum speed	120 km/h
Brake system	Mechanic: pneumatic Dynamic: regenerative/ rheostatic
Country configuration	Germany-Austria / Sweden-Norway

(Source: Stadler Rail Group)