

TEDOM railway engines applications



DMU 814 „Regionova”



DMU 842



DMU 810



DMU 812



DMU 813



DMU X4500 CARAVELLE



LOCOMOTIVE 705



SPECIAL RAIL VEHICLE MVT2.2.



RAIL DRAISINE MPV 22

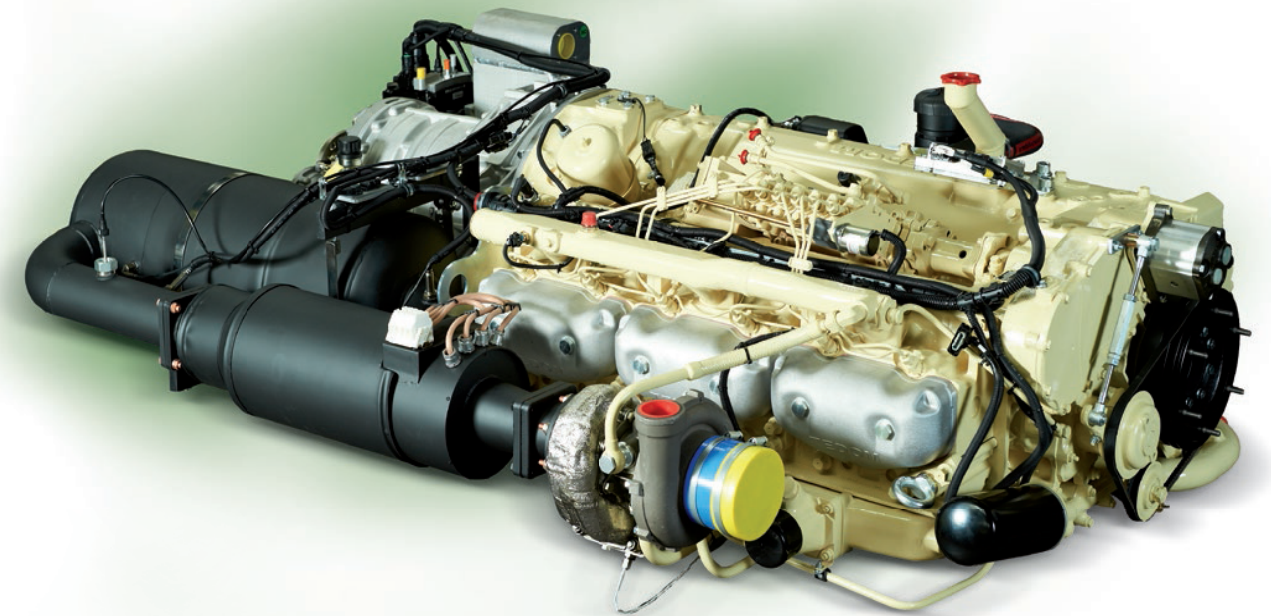


SPECIAL RAIL WORK VEHICLE



technology
... in harmony
with nature

RAILWAY ENGINES



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TRAIN 242 – TRAIN 265 – TRAIN 310



Advantages of the engine:

- a long service life due to proven design
- low operation costs
- easy maintenance
- above-standard and flexible after-sales support
- high-quality and reasonably priced original spare parts
- possibility to obtain authorisation for the service of engines

Basic information:

TEDOM engines have a long tradition in railway applications. This tradition was started almost fifty years ago by the popular LIAZ engines.

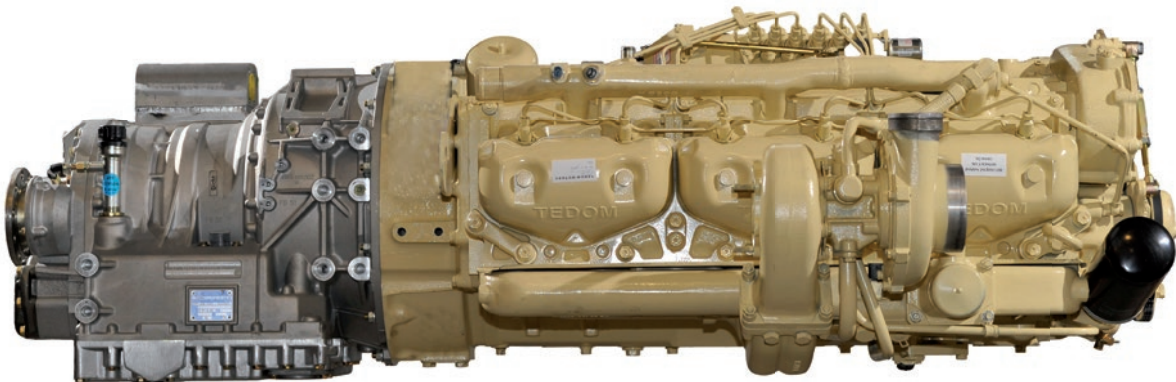
TEDOM engines are used not only in the regional passenger transport, in railcars Class 810, 842, 843 and RegioNova DMUs, but also in the shunting and siding locomotives of lower outputs, and in many special machines and applications.

The TRAIN series of engines fulfils the emission limits of the UIC III.B railway standard. The Diesel railway engines of the TRAIN series are available with outputs of 242, 265 and 310 kW.

All TEDOM engines are available in vertical or horizontal versions, suitable for installation under the vehicle floor.

Technical features:

Engine	Displacement	Bore / Stroke	Rated output	Nominal speed	Torque max.
	dm³	mm	kW	min ⁻¹	Nm
TRAIN 242	11,946	130 / 150	242	1950	1600
TRAIN 265	11,946	130 / 150	265	1950	1600
TRAIN 310	11,946	130 / 150	310	1950	1600
TRAIN 311	11,946	130 / 150	310	1950	1900



Basic information on the engine:

- four-stroke six-cylinder in-line engine, turbocharged with intercooler (in installation), DOC + DPF, SCR
- displacement 11,946 dm³

Standard scope of delivery:

- 1700 bar injection pump
- „wet” cylinder liners
- double-cylinder heads
- valve seat from STELIT 6
- 45° exhaust valve with welded coat from STELIT FS
- „3 ring” aluminium piston with reinforcement of 1st piston ring, cooled by oil spray
- centrifugal oil filter in bypass
- full flow filter with relief safety valve
- oil cooler (plate type)
- closed crankcase with oil separator connected to intake manifold
- SAE 1 flywheel housing
- flywheel (according to clutch type)
- 24 V, 6,6 kW electric starter
- uncooled exhaust manifold
- oil sump (27 dm³)
- gear – driven oil pump, with transfer segment
- centrifugal coolant pump V-belt driven from crankshaft
- without thermostat housing
- intake manifold with input at rear end
- turbocharger with cooled bearing
- standard running in and setting on test-bench
- surface coating
- type label
- injection + dosing system for AdBlue with sensors
- combined oxidation catalyst and particle filter, SCR
- operation and maintenance manual and spare parts catalogue on CD
- protocol of final inspection and brake test
- electronic control unit
- CAN-BUS J-1939 communication
- coolant temperature sensor
- lubricating oil pressure sensor
- lubricating oil temperature sensor
- coolant temperature warning switch
- oil pressure warning switch
- speed sensor
- exhaust gas temperature sensor

Options:

- alternator
- TEDOM flywheel housing (ø 482 mm, depth 122,5 mm)
- hydro generator for hydrostatic fan drive
- second hydro generator for hydrostatic drive of other appliances
- thermostat housing (including thermoregulators)
- auxiliary pulley on front end of crankshaft, 1 - 4 grooves for „13” or „17” V-belt (for drive of vehicle aggregates)
- pulse sensor (for speed meter)
- short term engine preservation
- long term engine preservation
- oil filling of engine