

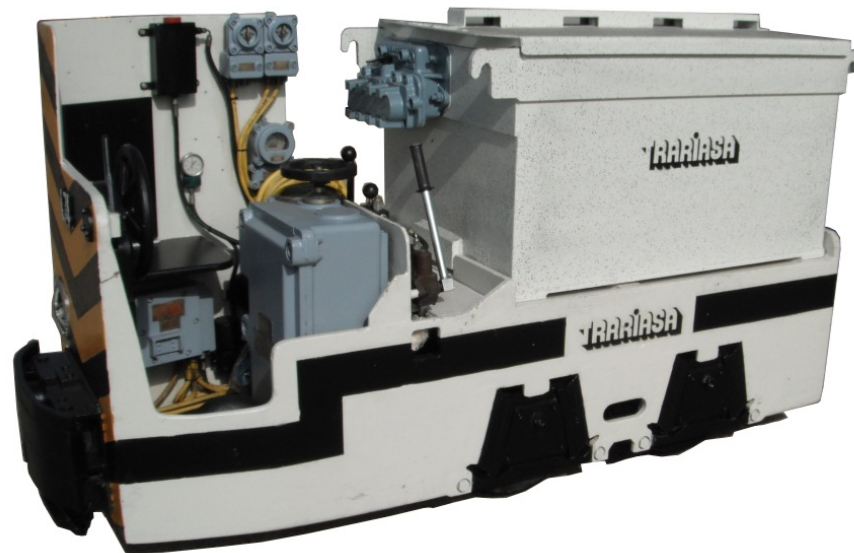


MACKINA - WESTFALIA



Rebuild Electric Locomotive TRARIASA T35

Product description





1.- TECHNICAL CHARACTERISTICS

Electric locomotive with batteries to be used underground.

1.1.- Technical Characteristics

Service aprox. weight (kg)	3400
Tractive effort (kg) at 25% adherence	850
Tractive effort (kg) at 16% adherence	544
Number of tractive motors	2
Total power per hour (Kw)	9
Battery voltage (V)	60
Discharge capacity in 5 h (Ah)	575/690
Number of battery elements	30
Minimum curve radius (m)	5
Length with buffers (mm)	2540
Width (mm)	880
Height (mm)	1270
Full load horizontal velocity (km/h)	6
Width of track (mm)	600

1.2.- Chassis

Constructed in welded steel, suspended by rubber studs on grease boxes with oscillating roller bearings.

1.3.- Sanders

Mechanical sanding system to the rails in both directions

1.4.- Brakes

Break hydraulic to the four wheels by break shoes. Mechanical stop break – manual, and emergency brake electrical.

1.5.- Buffers and motor suspension

The locomotive has two buffers which may be removed and with rubber stud shock absorbers, achieving complete sock absorption against collisions and battery vibrations. Equally, the motor is suspended from the chassis by a brace with rubber studs.

1.6.- Battery

The battery housing is constructed in steel plating with an interior anti-acid covering. Bipolar current connection. The locomotive includes a battery discharge indicator. Possibility of construction of the battery housing with protection against firedamp by increased safety, with current connection with anti-firedamp protection.

1.7.- Motor and transmission

Technical Characteristics

- Firedamp Protection
- Insulation Class
- Protection Mode
- Used at Models
- Power per Hour
- Input Voltage

IP54
F
EEx de I M2
T-35, T-50
2x4.5 Kw
60 V



The DC motors (2) type **MU350**, is constructed with steel casing (possibility of anti-flagrant construction in the event of firedamp mines), coupled to the wheel-set by various bronze cushions , thus forming a motor-wheel-set with direct Pinion-Crown transmission to each axle protected with steel casing with a hatch for greasing.

1.8.- Speed control

In order to achieve continuous speed regulation, an electronic speed control with high reliability and minimum maintenance thyristors.

1.9.- Headlights

The locomotive has two headlights (diodes led), one in each direction

1.10.- Warning signal

The locomotive has acoustic and luminous position warning signal by red led in light contrary to the direction selected.



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