



MACKINA - WESTFALIA



Product description

Rebuild Electric Locomotive TRARIASA T50





1.- TECHNICAL CHARACTERISTICS

Electric locomotive with batteries to be used underground.

1.1.- Technical Characteristics

Service aprox. weight (kg)	4800
Tractive effort (kg) at 25% adherence	1200
Tractive effort (kg) at 16% adherence	768
Number of tractive motors	2
Total power per hour (Kw)	14
Battery voltage (V)	96
Discharge capacity in 5 h (Ah)	575
Number of battery elements	48
Minimum curve radius (m)	8
Length with buffers (mm)	3220
Width (mm)	880
Height (mm)	1285
Full load horizontal velocity (km/h)	8
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.

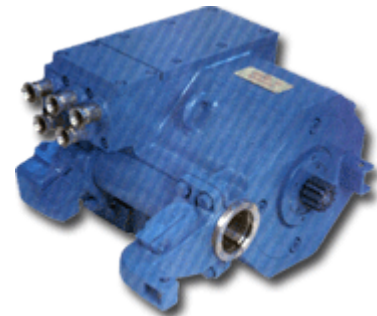
1.6.- Battery

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 | IP54 |
| • Insulation Class | F |
| • Protection Mode | EEx de I M2 |
| • Used at Models | T-35, T-50 |
| • Power per Hour | 14 Kw |
| • Input Voltage | 96 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.



MACKINA-WESTFALIA, S.A.

Carretera M-300 Km.29,5 28802 Alcalá de Henares MADRID ESPAÑA
Tel. + 34 91 889 44 12 Fax. + 34 91 883 21 74
Email. mackwest@mackina-westfalia.com
Web www.mackina-westfalia.com

