

12T Diesel Powered 2 axle Locomotive

- Powered by a 110 horse power Cummins QSB 4 cylinder turbo engine fitted during 2017/2018 overhaul.
- Transmission is a DANA Clarke 2800 or 3200 (Primarily 3200)
- Clayton 10" Axle Boxes - Chevron mounted to chassis to absorb shocks
- Fully overhauled and re engine in 2017 at a cost of €84,000 euros each approximately
- Transmission overhauled
- Axle Boxes overhauled
- New Cab, bonnet and fairings fitted.
- 2 door access via twin sliding doors
- New control system installed
- IFM hardware used
- Fuel Tank capacity: 125 Litres
- Hydraulic system optional – not fitted to these examples
- Brakes – air operated dry disc brake for service – fail to safe operated as per normal air brake operation.
- Park brake
- Coupling – Varies by location – Primarily loose coupled but also used with Allen Couplers and Willison $\frac{3}{4}$ size couplers
- Pulling capacity – 200T gross (Normal activity in current operation is to tow up to 18 wagons weighing 4.5 Tons each empty and haul a payload weighing another ~100T giving a Gross Laden weight of up to 200T)

Software controls include;

- Remote shutdown
- Temperature monitoring of engine, transmission and axle boxes
- Oil level monitoring of engine, transmission and axle boxes
- Automatic limp mode and shutdown parameters set to protect the asset
- Manual and automatic operation of 4 speed transmission
- Soft start for transmission to limit wheel slip and maximise traction
- Automatic sanders to improve traction on 4 wheels (Auto off after 10 seconds of being activated)
- Lockup/direct drive of transmission to efficiently transmit power to the wheels without overheating the fluid coupling – lockup operates in each gear and automatically engages when driven in auto mode.
- Speed limited through the control system and set in a password protected maintenance setup screen in the loco cabin.
- Remote telemetry system installed but not currently active – has been used to upload data set to a web portal every 60 seconds of the primary parameters of the asset

Other Features include

- Always forward two directional operation – the drivers control centre is mounted to a swivel seat which always operates as forward based on the direction the seat is faced.
- Pulls in both direction and can be used to push or shunt also.
- Top speed of 24km/hr – currently limited to 18km/hr
- Tinted windows
- Heated cab
- 12volt electrical system
- Passenger/training seat fitted
- Amber warning beacons

- Red emergency stop beacons
- Front and rear beam light
- Front and rear corner work lights
- Tool box storage in cab
- Electrical outlet for 12 volt kettle

Other Info

- Base Locos built in the mid 1990's and formerly fitted with a Cummins 6B naturally aspirated engine
- Cable harnesses manufactured by Wexford Cable industries
- Control system built by Kilderry Instruments
- IFM Electronic hardware throughout control system
- Engineering by Bord na Móna



W I L S O N S
A U C T I O N S



Est. 1936