

Locomotives

New locomotives from CNES

Every model in a new multi-purpose range of heavy-duty locomotives from Corus is designed to provide maximum availability at minimum operating costs.

The entire range complies with all current and pending Health & Safety Legislation, operational and Environmental Standards.

The modular concept makes the range of locomotives ideal for most industrial and main line applications throughout the world.

The locomotives can be built with 2, 3, 4 or 6 axles (i.e. B, C, B-B or C-C configuration) with axle loads up to 25 tonnes to suit track gauges from 610 mm (2 ft 0 in) to 1676 mm (5 ft 6 in). Frame and superstructure can be made to suit a variety of loading gauges, and both single and twin cab models are included.

CNES locomotives are offered with a choice of heavy duty diesel engines, rated up to 2250kW (3000hp), and either electric or hydraulic transmissions. All systems are selected for their low maintenance requirements and proven reliability with final specification to suit the client's preference.

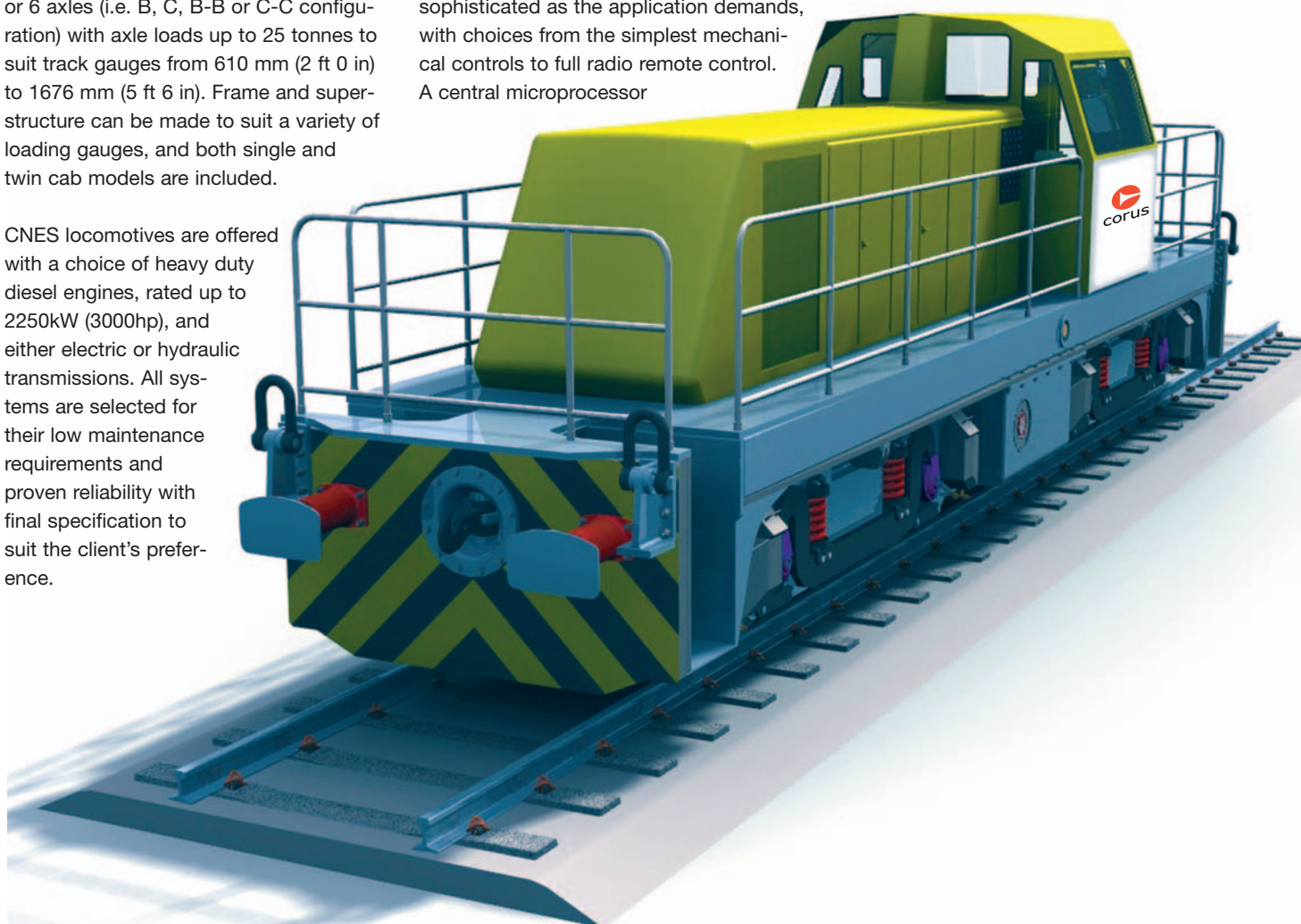
Diesel hydraulic models are based on a range of purpose-built axle drive gearboxes. All models have a choice of the latest self-steering coil sprung, taper roller bearing axle boxes or a more traditional cast steel axle box with sliding axle guides.

Ventilated disc brake or conventional wheel tread block brakes are offered depending upon application, with direct pneumatic or electro-pneumatic control and UIC single or twin pipe train brakes if required.

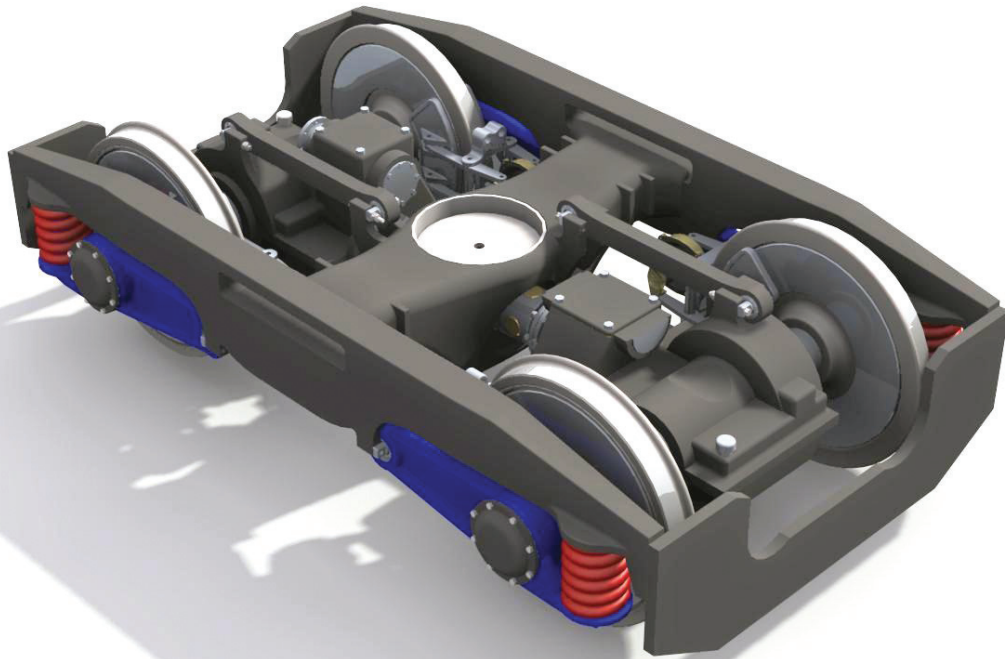
Locomotive driving control can be as sophisticated as the application demands, with choices from the simplest mechanical controls to full radio remote control. A central microprocessor

and 'drive-by-wire' technology provides traction control and prevents wheel slip and wheel slide.

All major components on CNES locomotives carry a two-year warranty and the whole locomotive is designed for a service life of over 30 years. The modular principles, which the locos are designed upon, ensure that there are readily replaceable and interchangeable parts to facilitate the repair and maintenance of the fleet. This results in the minimal requirement of spares being kept in stock.



The new CNES locomotive range already contains a variety of configurations to suit a number of applications – but can be tailored for client-specific requirements from our wide range of options.



Specifications

The following table should be used as a guide, although CNES will do its best to accommodate any requirements you may have.

Wheel Arrangement:	B, C, B-B and C-C types (2 – 6 axles)
Weight in Working Order:	25 – 150 tonnes
Axle Load:	Up to 25 tonnes
Overall Dimensions:	To suit operator requirements
Track Gauge:	610 – 1676 mm (2' 0" – 5' 6") available
Wheel Diameter (standard):	610 – 1092 mm (depending on model)
Engines:	Caterpillar, Cummins, Detroit, Deutz, Iveco, MAN, MTU, Perkins, etc, or to suit customer requirements
Engine Power Output	150 – 2250 kW (200 – 3000 hp)
Transmissions	(Hydrodynamic): Voith turbo-reversing or locomotive series, or to suit customer requirements (Hydrodynamic/Powershift): Allison, Caterpillar/ Rockwell, Renke, Zfor, etc, or to suit customer requirements (Electric): General Electric, Siemens, TSA Austria etc (ac/ac and ac/dc are available)
Maximum Speed:	Up to 120 km/h (75 mph) depending on the application
Maximum Continuous Tractive Effort:	Individual tractive effort curves available on request
Minimum Track Curve Radius	20-50m (depending on model)



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