

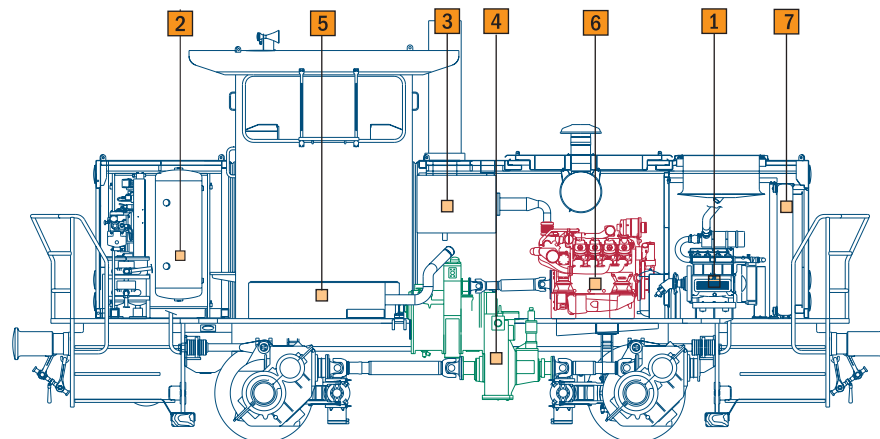
Two-axle Diesel-hydraulic locomotive
for shunting service at NS Reizigers B.V.



G 400 B

G 400 B

Year of delivery	since 2003
Axle arrangement	B
Track gauge	1,435 mm
Weight	40 t
Length	9,645 mm
Height	4,500 mm
Width	3,100 mm
Wheel diameter new/worn	1,000/920 mm
Maximum speed	40 km/h (80 km/h when pulled)
Diesel engine	MTU 8V 183 TD 13
Diesel engine performance	390 kW
Diesel engine speed	2,100 min ⁻¹
Transmission	Voith L2r4zseU2
Starting tractive effort ($\mu=0.33$)	130 kN
Minimum curve radius	40 m
Fuel	1,000 l



G 400 B

The design philosophy of the standard locomotives

With respect to power and equipment, the standard program of two- to four-axled locomotives offers a great diversity of products because of their modular design.

Basic features are:

- high-speed Diesel engines
- turbo reversing gears and cardan-shaft power transmission
- cooling fan and air compressor with controlled hydrostatic drive
- central driver's cab with frontal doors, extending over the whole width of the locomotive
- comfortable steps for the shunter
- wheel disc brakes and modular brake panel

Diesel locomotive G 400 B

The diesel locomotive G 400 B was optimized for shunting purposes and the transport of light work- and interchange trains.

The service with

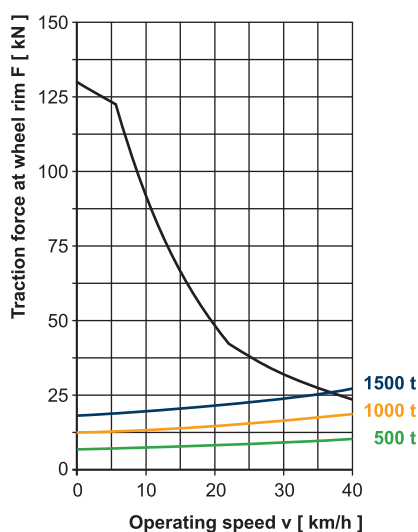
- radio remote control
 - automatic shunting couplers
 - turbo reversing gear with hydrodynamic braking and adjustable constant speed represent the state of the art in shunting.
- For line operation, the locomotive is executed with high engine performance and final speed as well as a turbo reversing gear with mechanical 2-stage gear.

A considerable decrease of operating costs will be achieved by a very well adapted maintenance concept.

The G 400 B locomotives are already in operation at several railways, e.g. at the DSB (MK 600) and the DB AG (BR 352).

NS is already the third State Railway that introduces the proven concept G 400 B.

Engine output 390 kW
Locomotive weight 40 t



Starting tractive effort acc. to Curtius & Kniffler
Rolling resistance on plane level acc. to formula for complete trains

- 1 Compressor
- 2 Main air reservoir
- 3 Exhaust silencer
- 4 Hydraulic transmission
- 5 Fuel tank
- 6 Diesel engine
- 7 Cooling plant

Overview about additional equipment

- Hydraulic transmission with mechanical 2-stage gear
- Heavy-duty buffers
- Special coupling system
- Wheel flange lubrication
- Fuel gauge in the driver's cab
- Headlights with high beam and low beam
- Multi-frequency horn
- Extended diagnosis system
 - Display in the drivers' cab
 - Electronic data recorder
 - Evaluation software
- Constant speed control
- Multiple-unit operation
- Radio remote-control with NS certification
- Train radio GSM-R
- Fire alarm system

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