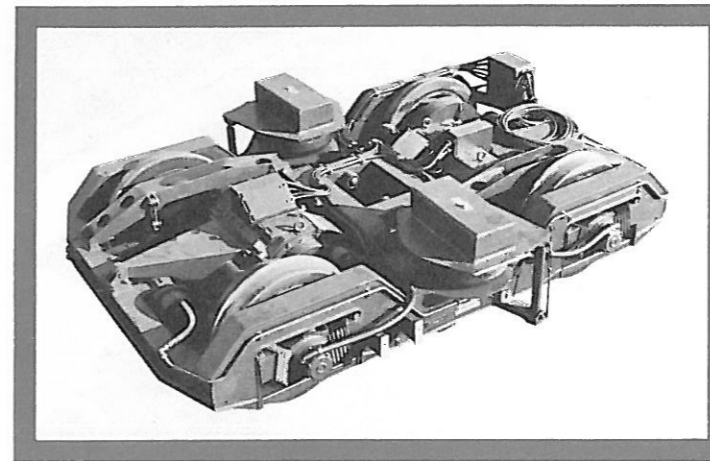




**RAPID TRANSIT TRAIN**

Smallest train unit .....	2 cars
Gauge .....	1524 mm
Length of train unit over couplers .....	44200 mm
Width of car .....	3200 mm
Height of car .....	3610 mm
Max. speed .....	80 km/h
Acceleration and retardation .....	1,2 m/sek <sup>2</sup>
Motors per train unit .....	8
Motor output á 85 kW .....	680 kW
Floor height above rail top .....	1070 mm
Wheel diameter .....	840 mm
Weight of service ready car .....	29 t
Seats in train unit .....	172



2-axled bogie. Both wheelsets driven by individual motors.

**ELECTRIC PART**

Electric power is collected at 750 V d.c. by means of collector shoes from a conductor rail running along the side of the track. The pneumatically operated collector shoes are mounted on the bogies at each end of the 2-car unit, one shoe on either side of a bogie. The series-connected motor pair of each bogie is fed by an own chopper. The excitation windings of all traction motors in a car are series-connected and fed by an exci-

tation chopper. On take-off the armature choppers raise the motor voltage steplessly to full value, after which, beginning at the speed of 28 km/h, field weakening is carried out with the excitation chopper. The train has a maximum speed of 80 km/h, the average acceleration between 0 – 30 km/h is 1,2 m/s<sup>2</sup> and the average retardation is 1,2 m/s<sup>2</sup>.

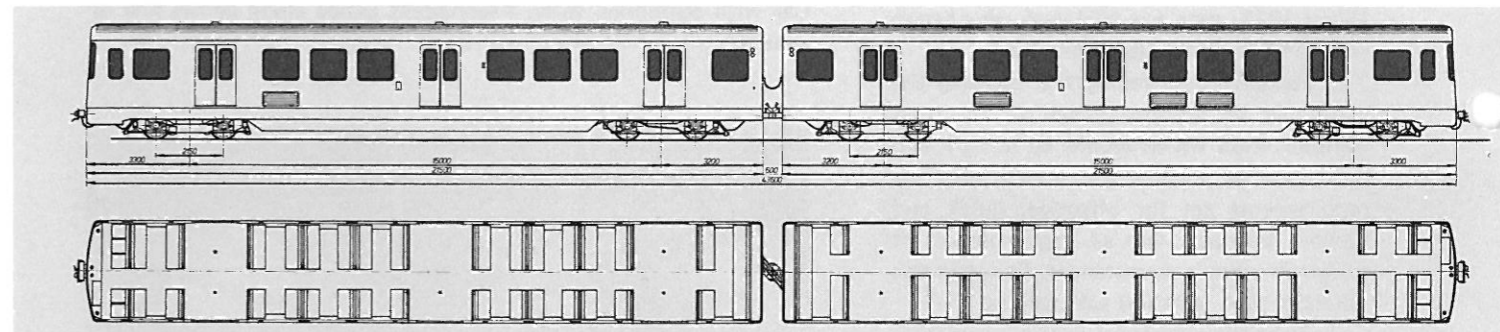
The train is designed for automatic traffic operation or control, although it can be operated by a driver at his control stand at the end of the car, if necessary.

The power source for the control and auxiliary circuits of each 2-car unit is a motor-generator which generates 127/220 V 100 Hz three-phase. This powers directly the fan motors and lighting and is rectified for the 110 V d.c. control circuits and for charging the battery. Each 2-car unit is provided with an alkaline battery of 40 Ah with 86 cells.

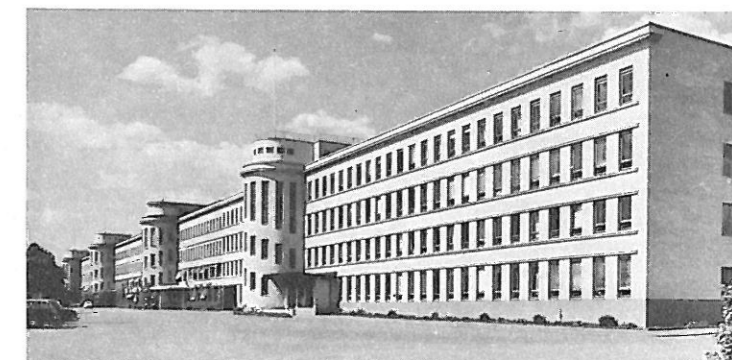
All cars are provided with fluorescent lighting. In four cars the lamps are arranged along the centre line of the car and in two cars on either side above the windows. For emergency reasons the lamps at the doors have inverters of their own supplied by 110 V d.c.

The train is also provided with facilities for communication between cars and with the central control.

Both ends of the 2-car unit are provided with destination indication.



VALMET OY



OY STRÖMBERG AB