



# Diesel-hydraulic shunting locomotive MDD 3-00

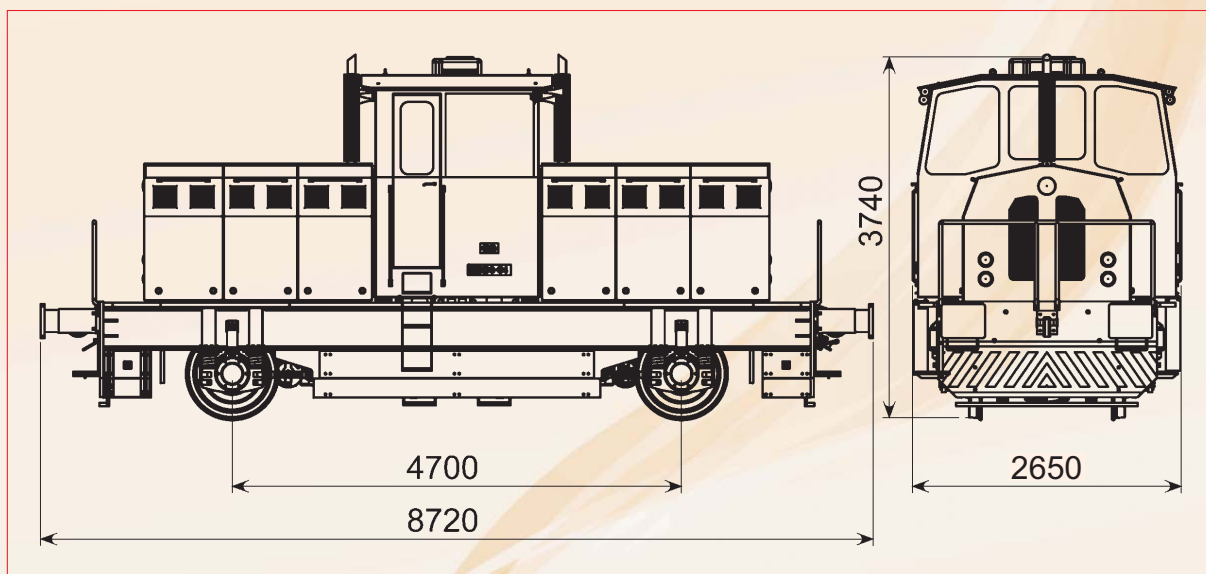
Since 2002 Express Service OOD manufactures diesel-hydraulic shunting locomotives. We started with MDD 1-00 series – small two-engines low power shunters without driver's cabin. Following customers' requests we were increasing power and weight and our latest diesel-hydraulic locomotive is powered by two 150kW CAT engines and have 28 tons of own weight.

MDD 3-00 locomotives are suitable for any in-yard industrial shunting works, coal mines, power plants, railway stations and ports. They have high start tractive effort at relatively low axle weight. Power is delivered by two synchronized diesel engines coupled to hydrodynamic transmissions.

Maximal weight of the shunted train is between 900 and 1500 tons and may be adjusted by vehicle's own weight. Vehicle has comparatively small dimensions, its top speed is 60 km/h, and traction curve suits heavier loads.







### Locomotive Features:

- Central placed cabin for excellent visibility
- Two drivers decks for optimal control in shunting mode
- Low energy consumption due to the small engines
- Minimal idling costs
- Low maintenance costs – wide availability of spare parts
- Simple and robust construction to minimize maintenance
- Near 100% availability because of the two independent power groups
- Locomotives feature sanding, cold start aid, and snow plow for excellent winter performance
- Customization upon demands of the different applications
- Easy transportability on an ordinary road vehicle
- Low carbon and noise emissions

Gauge	1435mm
Wheelset arrangement	B (two axles)
Diesel engines	2x150 kW CAT
Speed regulation	Electronic
Dimensions	UIC 505-1 (see drawing)
Wheelbase	4700 mm
Tara weight	28 t.
Top speed	60 km/h
Wheels profile	UIC 510-2
Min. continuous speed	15 km/h
Min. curve radius	60 m.
Max. allowed slope	4,20%
Max. traction force	120 kN
Wagons brake	UIC 540, 541, 542, and 544
Operating temperatures	(-30) to (+40) C°

