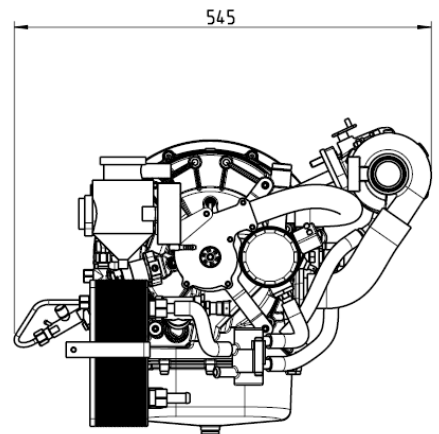
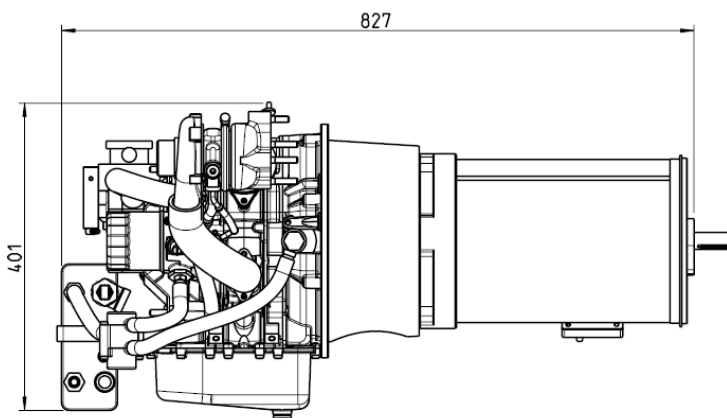
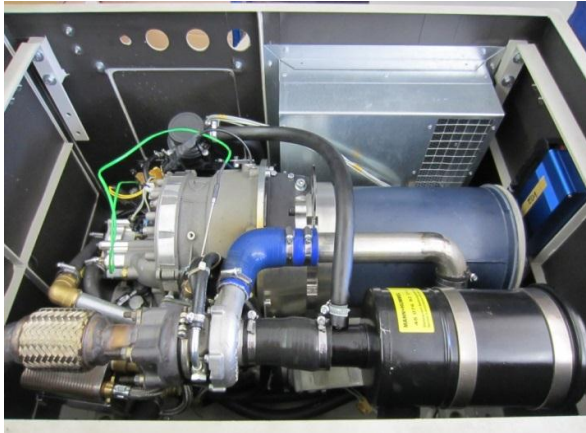


Up to 15 kW at 4750min⁻¹

The BHS (Battery Charging and Heating System) is a retrofit system for diesel locomotives. It acts as a power generator to charge the batteries and supply the electrical power grid. The resulting thermal energy is used to maintain/ keep a corresponding thermal level of the main diesel engine.

This system minimizes the fuel consumption, noise and exhaust emissions at a standstill of the locomotive. The system also preheats the engine after a long standstill to the minimum temperature required for starting, or keeps the operating temperature at stops upright. The heat output can be increased by additional electrical heating cartridges.



Technical Data

Enginetype	KKM 351d
<i>Scheibenzahl</i>	1
<i>Engine Displacement</i>	350 ccm
<i>Maximum speed</i>	4750 min ⁻¹
<i>Charging</i>	Turbo & LLK
<i>Injection</i>	High-Pressure
<i>Coolant</i>	Water / Glycol
<i>Oil type</i>	SAE 10W40
<i>Oil volume</i>	3 Liter
<i>Engine System Voltage</i>	12 Volt
<i>Measurements (L x B x H)</i>	827mm x 545mm x 401mm
<i>Weight</i>	80kg
<i>Thermal Power</i>	32 kW at 4750 min ⁻¹
<i>Electrical Power</i>	15 kW at 4750 min ⁻¹
<i>Current</i>	74 Volt alternative 110 Volt
<i>Generator Type</i>	HPEV AC50-26.28
<i>Motor Controller</i>	Curtis
<i>Control Strategie</i>	Controlled by Battery Current
<i>Fuel Consumption</i>	100% of Power 7,0 Liter / h
	50% of Power 3,6 Liter / h
	25% of Power 2,0 Liter / h

Further information on demand!

1) Performance specification netto mit Abzug Lüfterleistung

2) Best fuel consumption, Dieselfuel with the density 0,835 kg/dm³ at 15°C.

The information on this data sheet are not binding and for information purposes. Decisive are the details in the offer