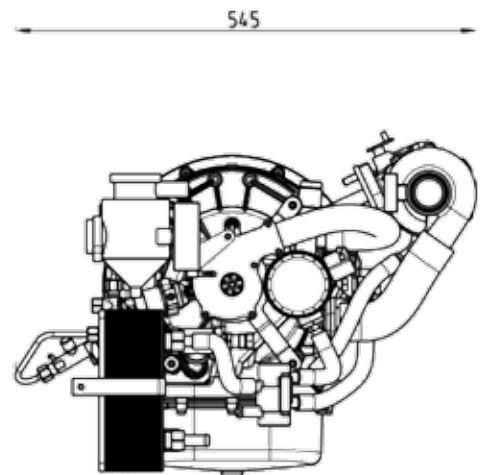
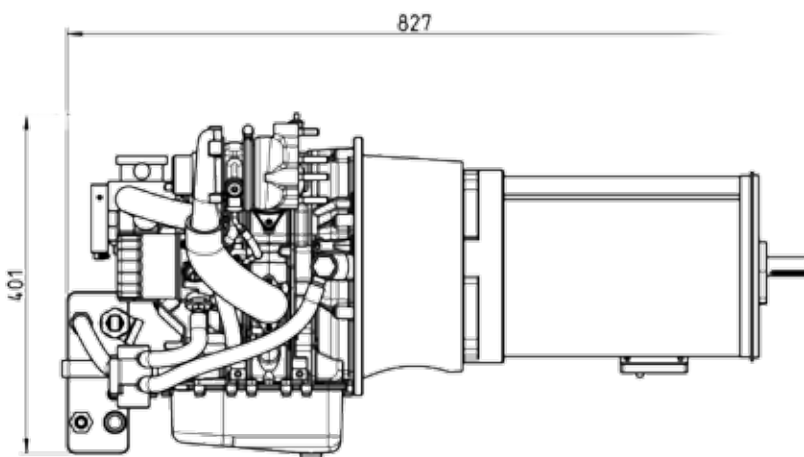


15kW_{el} at 4750min⁻¹

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.

The system can be scaled in power and size.



TECHNICAL DATA

Enginetype		KKM 351d
Number of Rotors		1
Engine Displacement	ccm	350
Max. Speed	min ⁻¹	4750
Charging		Turbo & Intercooler
Fuel Injection		HP - Injection
Coolant		Water / Glykol
Oil type		SAE 10W40
Oil volume	Liter	3
Engine System Voltage	Volt	12
Dimesnions (L x W x H)	mm	827 x 545 x 401
Weight	kg	80
Thermal Power		32kW at 4750min ⁻¹
Electrical Power		15kW at 4750min ⁻¹
Current	Volt	74 alternative 110
Generator Type		HPEV AC50-25.28
Motor Controller		Curtis
System Control Strategy		Controlled by Battery Current
Fuel Consumption		100% of Power: 7,0 Liter/ h 70% of Power: 3,6 Liter/ h 25% of Power: 2,0 Liter/ h

Further information on this BHS, or BHS systems with higher power, on demand.



- 1) Performance specification netto mit Abzug Lüfterleistung
 - 2) Best fuel consumption, Dieselfuel with the density 0,835 kg/dm³ at 15°C.
 - 3) Deteailed scetches, models and information are available on demand
- The information on this data sheet are not binding and for information purposes. Decisive are the details in the offer.