

MP8AC *Metro Work Locomotive*



The power of MP8AC

AC Traction, Subway Clearances Work Locomotive

 **MotivePower**
A **Wabtec** company

Solutions in Motion

This MP8AC work locomotive was custom designed to meet unique requirements such as subway tunnel clearances, curving and weight limitations of elevated tracks typically seen in the New York City subway system. The MP8AC allows crews to perform maintenance, capital construction and repair of existing subway infrastructure. The MP8AC boasts enhanced crew comfort and safety features, improved reliability and maintainability, and produces lower

exhaust level emissions than the older work equipment.

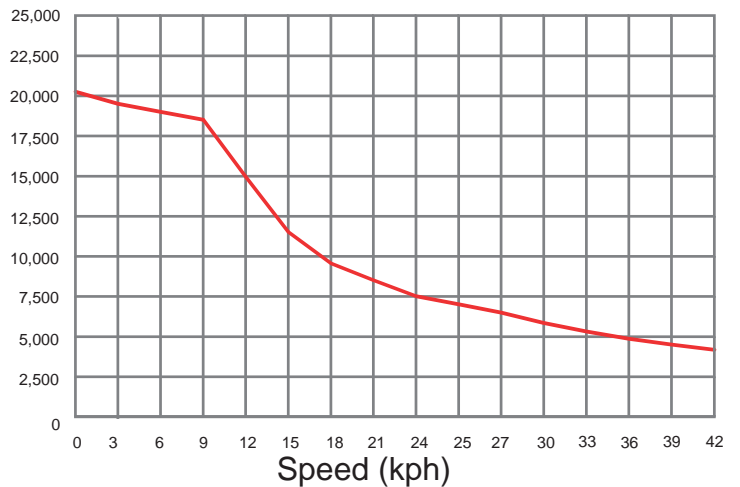
The locomotives offer significant technological improvements, including AC propulsion, higher-horsepower, improved fuel efficiency, advanced emissions reduction technology, microprocessor controls, and enhanced reliability—the MP8AC can be equipped with MPI's Central Diagnostic System (CDS).

MP8AC-3 Specifications

Model	MP8AC-3 (R156)
Power	860 hp Gross
Tractive Effort	20,250 Starting TE
Rail Gauge	US Standard
Mass	116,000 lbs (nominal)
Axle Load	29,000 lbs (nominal)
Maximum Speed	30 mph
Power Per Driving Axle	165 kW
Gear Ratio	123:17
Wheel Diameter	34"
Fuel Capacity	500 Gallons
Dimensions	
Length Over Couplers	53', 3-1/4"
Height Over Rail Level	11', 5-3/8"
Width Over Cab	8', 8-1/4"
Bolster Centers	36', 0"
Truck Wheelbase	6', 10"
Engine	Cummins QSK23G
Main Generator	Hitzinger SGS7
Trucks	Kawasaki R156 Fabricated Frame
Traction Motors - AC	Siemens SITRAC w/ Individual Axle Control
Air Compressor	Rotorcomp NK 100G, 159 CFM, Screw Type
Brakes—Air	26L-ID
Cooling System	2 x 33" AirScrew Cooling Fans, Propylene-Glycol Mixture
Auxiliary Engine	John Deere 5030HF285, 3.0L, 96 hp
Auxiliary Alternator	Marathon MagnaPlus, 220 Vac, 37 kW, 60 Hz

Model	MP8AC-3 (R156)
Operator's Controls	Control Stand with CDU Screen on HVC
Cab	Single, Isolated, Air Conditioned
Control System	QES-III
Special Features	
• AC Traction	• Automatic Fire Suppression System
• Inverter Driven Traction Motors	• Auxiliary Engine for reduced fuel consumption and emissions in layover
• Communications Based Train Control (CBTC) Provisioned	• Optional Central Diagnostic System

MP8AC Tractive Effort*



*Assumes AAR Conditions, Dry Rail, New 34" Wheels, 4 x Siemens 165 kW AC Motors & 123:17 Gear Ratio

