

**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.

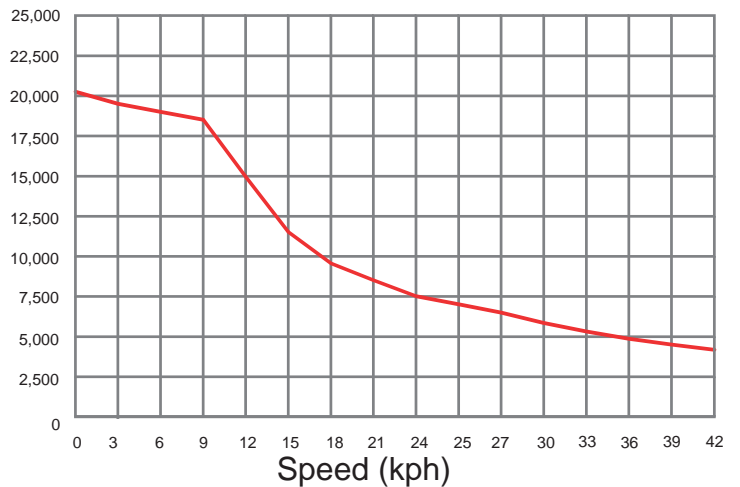
The locomotives offer significant technological improvements, including AC propulsion, higher-horsepower, improved fuel efficiency, advanced emissions reduction technology, microprocessor controls, and enhanced reliability—the MP8AC can be equipped with MPI's Central Diagnostic System (CDS).

### 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  |   |
| <ul style="list-style-type: none"> <li>AC Traction</li> <li>Inverter Driven Traction Motors</li> <li>Communications Based Train Control (CBTC) Provisioned</li> </ul> | <ul style="list-style-type: none"> <li>Automatic Fire Suppression System</li> <li>Auxiliary Engine for reduced fuel consumption and emissions in layover</li> <li>Optional Central Diagnostic System</li> </ul> |

### MP8AC Tractive Effort\*



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

