

Options:

- alternator
- TEDOM flywheel housing (ø 482 mm, housing deep of 122,5 mm)
- hydro generator hydrostatic fan drive
- hydro generator (hydrostatic drive for other appliances)
- thermostat housing (including thermoregulators)
- auxiliary pulley on front end of crankshaft, 1 till 4 grooves for „13” or „17” V-belt (for drive of vehicle aggregates)
- pulse sensor (for speed meter)
- short period engine preservation
- long period engine preservation
- oil filling of engine



TEDOM

technology
in harmony
with nature

RAILWAY ENGINES



TEDOM a.s., Divize Motory, Belgická 4685/15, 466 05 Jablonec nad Nisou, CZ

TRAIN 242 – TRAIN 265 – TRAIN 310



Benefits of the engine:

- a long service life due to well-proven design
- low operation costs
- easy maintenance
- above-standard and flexible after-sales support
- high-quality and interesting-priced original spare parts
- possibility to obtain authorisation for the service of the engines

Basic information:

The TEDOM engines have a long tradition in the railway applications. This tradition was started almost fifty years ago by the very popular LIAZ engines.

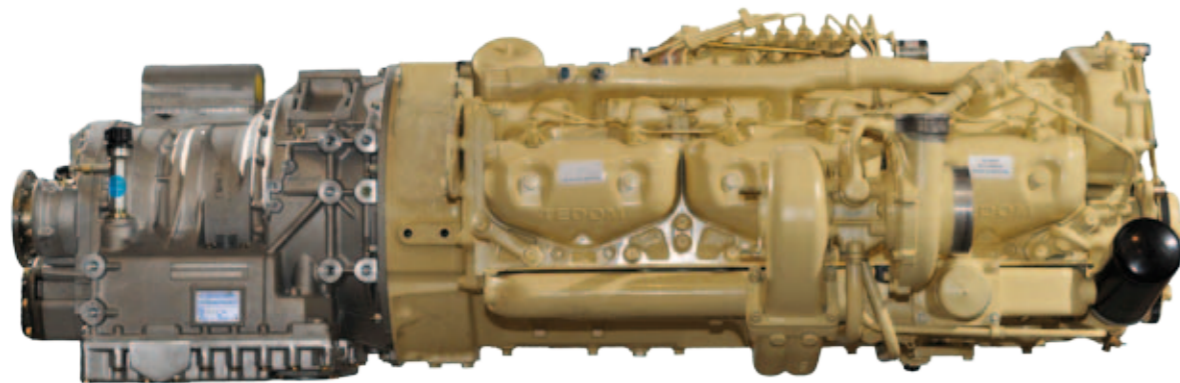
The TEDOM engines are used not only in the regional passenger transport, in the railcars Class 810, 842, 843 and RegioNova DMUs, but also in the shunter and siding locomotives of lower outputs, and in many special machines and applications.

The TRAIN series of engines fulfils the emission limits of the UIC III.B railway standard. The Diesel railway engines of the TRAIN series are available with the outputs 242, 265 and 310 kW.

All TEDOM engines are available in vertical or horizontal versions, suitable for installation under the vehicle floor.

Technical features:

Engine	Displacement	Bore / Stroke	Rated output	Nominal speed	Torque max.
	dm ³	mm	kW	min ⁻¹	Nm
TRAIN 242	11,946	130 / 150	242	1950	1600
TRAIN 265	11,946	130 / 150	265	1950	1600
TRAIN 310	11,946	130 / 150	310	1950	1600



Basic information of the engine:

- four-stroke six-cylinder in-line engine, turbocharged with intercooler (in installation), oxidation catalyst, particle trap
- displacement 11,946 dm³

Standard scope of delivery:

- 1700 bar injection pump
- „wet” cylinder liners
- double cylinder heads
- insert valve seat made from STELIT 6
- 45° exhaust valve with welded coat from STELIT FS
- „3 rings” aluminium piston with packing of 1. piston ring, cooled by sprayed oil
- centrifugal oil filter in bypass circuit
- spin-on full flow filter with relief safety valve
- oil cooler (plate type)
- closed crankcase with oil separator, connected to engine intake
- SAE 1 flywheel housing
- flywheel (according to clutch type)
- 24V, 6,6 kW electric starter
- tripartite uncooled exhaust manifold
- engine bottom cover with oil sump (27 dm³)
- gear – driven oil pump, with transfer segment
- centrifugal coolant pump V-belt driven from crankshaft, inclusive of stretching pulley
- without thermostat housing
- intake manifold with input neck its rear end
- turbocharger with cooled bearing housing
- standard running up and setting on test-bench
- surface coating
- type label
- injection dosing system AdBlue with sensors
- combined oxidation catalyst and particle trap with SCR catalyst
- standard documentation (operation and maintenance manual, spare parts catalogue), 1copy (no-mounted part)
- standard protocol of final inspection and brake test (technological) – (no-mounted part)
- electronic control unit
- CAN-BUS J-1939 communication
- coolant temperature sensor
- lubricating oil pressure sensor
- lubricating oil temperature sensor
- coolant temperature warning switch
- oil pressure warning switch
- RPM sensor
- exhaust gas temperature sensor