



AM 96 type
3 kV DC / 25 kV AC Electric Multiples Units
for the **Belgian National Railways**



General Characteristics

Gauge	UIC 505-2		
Overall length	26400 mm		
Overall width	2860 mm		
Height	4050 mm		
Distance between bogie pivots	B-car	18400 mm	
	ADx-and Bx-car	18700 mm	
Floor height	1260 mm		
Entrance doors of sliding plug type,	clear width 850 mm		
Number of seats:	B-car 2nd class	88	
	Bx-car 2nd class	79	
	ADx-car 1st class	45	
Tare weight of unit	160 t		

Coupling

Automatic front coupler	GF type
Between cars	UIC Standard

Air Conditioning according to UIC 553

Performances

Maximum service speed	160 km/h
Acceleration at normal load	0.55 m/sec ²
Deceleration at service braking	0.75 m/sec ²

Bogies

2 motor bogies GEC ALSTHOM ACR
4 trailer bogies BOMBARDIER ANF type 36
Secondary air suspension

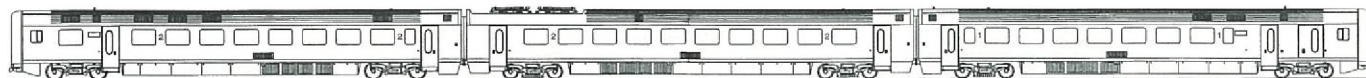
Traction Equipment

Electric traction GEC ALSTHOM ACEC Transport
4 asynchronous traction motors fully suspended
2 voltages : 3 kV DC / 25 kV AC
1 inverter per 2 motors
Motor power : 1400 kW (4 motors - self-ventilation)

Brake System

UIC Standard with regenerative electro-dynamic
brake coupled with the pneumatic brake
2 disc brakes per axle
2 shoe brakes per axle
Parking brake
Magnetic brake on 3 trailer bogies
Anti-skid system with diagnosis, latest generation

A new concept of interior lining and arrangement offers a high level of comfort for the passengers and the driving and supervising crew • Comfortable seats • Indirect lighting system • Toilets with vacuum system • Accommodation for wheel-chairs in ADx-car including adapted toilet room • Acoustic insulation keeping noise level down to max of 65 dBA at 160 km/h • Telephone booth in ADx car • All doors electro-pneumatically operated • Entrance doors airtight for shock waves of 3 kPa • Passenger information displays • Inflatable rubber intercommunicating gangway system forming a tight and waterproof joint between multiple units • On-board diagnostics for propulsion and auxiliary equipment • Asynchronous traction of the latest generation with voltage inverter direct on the catenary for supply of 3 kV/25 kV.



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