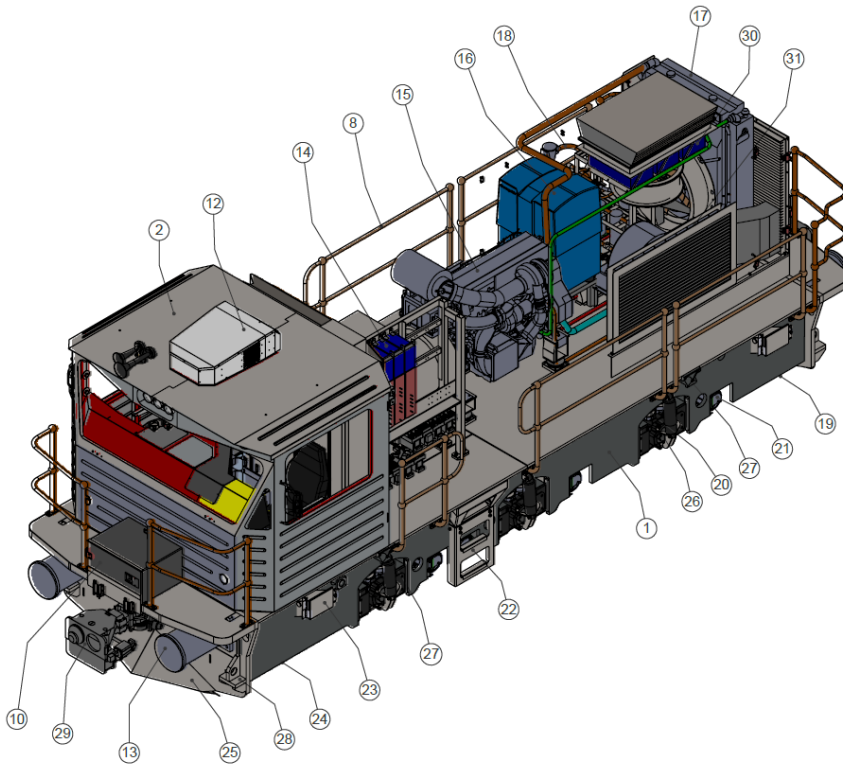


ES7-3-DC Diesel Electric shunting Locomotive Fact Sheet

Model	ES7-3-DC
Power ⁽¹⁾	600 - 850 HP
Typical min Tractive effort – Continuous ⁽²⁾	120 kN @ 11 km/h
Typical min Tractive effort – Starting ⁽²⁾	145 kN
Braking effort	240 kN – 560 kN
Rail gauge options ⁽¹⁾	Meter: 1000 mm Cape: 1067 mm UIC/Standard: 1435 mm
Total mass ⁽¹⁾	38 - 60 tons
Wheel arrangement	3 independent axles
Maximum speed	80 km/h
Gear ratio	94:17
Wheel diameter	914 mm
Fuel capacity ⁽¹⁾	800 – 1100 litres
Typical dimensions	
Length coupler to coupler	8800 mm
Height over rail level	3800 mm
Width over cab gutters	2850 mm
Typical Engine ⁽¹⁾	Volvo TWD1465GE CAT C18
Main generator	AC 3 Phase
Traction motors type	3 x GE 761 A23
Air compressor/Exhauster	Atlas Screw / Vane pump
Drivers control ⁽¹⁾	Right hand multiple unit (can be configured with both left and right hand driver controls)
Cab	Single cab
History	18 units built to date on the same architecture Latest model build date: 2021
Standard features	Air conditioning Digital control system with onboard diagnostic Individual traction motor isolation Individual traction motor control Wheel slip/slide control Vigilance control
Optional features	Remote connectivity Fridge and hotplate Dynamic braking Vacuum brake system Rear view camera system Remote driving



31	ATS RADIATOR
30	DYNAMIC BRAKE RESISTOR GRIDS
29	SCHARFENBERG COUPLER
28	LIFTING LUG
27	JACKING PAD
26	761 TM COMBO
25	COWCATCHER
24	FUEL TANK (BELOW DECK)
23	SANDBOX
22	STEP
21	BRAKE UNIT
20	SUSPENSION
19	AIR RESERVOIR (BELOW DECK)
18	BRAKE RACK
17	VOLVO RADIATOR
16	L22 SCREW COMPRESSOR
15	VOLVO ENGINE (TAD1345GE) + LEROY SOMER ALTERNATOR (LSA 49.1 M75)
14	CHOPPER DRIVE
13	RETRACTABLE BUFFER
12	AIRCON
11	REAR ADAPTOR STORAGE BOX
10	FRONT ADAPTOR STORAGE BOX
9	EXHAUST STACK
8	HANDRAILS
7	RUNNING BOARD
6	COOLING HOOD
5	ENGINE HOOD
4	INERTIA HOOD
3	HVC
2	CAB
1	UNDERFRAME
ITEM NO	DESCRIPTION

Figure 1: Typical layout of an ES7 shunting locomotive with optional dynamic braking.

⁽¹⁾ Selected based on the customer's site and operations

⁽²⁾ Final value depends on the locomotive configuration