



## VECTRON DUAL MODE LIGHT

# Keeps going where the wire ends

Boost efficiency and environmental compatibility in your transport and train formation tasks – using diesel drive only where it's unavoidable. With the Vectron Dual Mode light. The combination of diesel drive and equipment for using the overhead wire empowers you to respond flexibly at all times to your traction requirements.

**[siemens.com/vectron-dual-mode](https://www.siemens.com/vectron-dual-mode)**

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The Vectron Dual Mode light is the environmentally compatible solution for light freight services and train formation tasks. The Vectron Dual Mode light features a less powerful diesel engine than the Vectron Dual Mode as well as shunting platforms and automatic shunting couplers. The locomotive's lower mass also enables it to operate on railway sidings with a lighter track superstructure.

# The Vectron Dual Mode light at a glance

TECHNICAL DATA	
Diesel engine power (at the crankshaft)	950 kW, max. 1,119 kW
Voltage system	15 kV/16.7 Hz
Starting tractive effort	300 kN
Traction power at the wheel rim	Electric mode: max. 2,210 kW Diesel mode: 750 kW, max. 926 kW
Electric braking effort	150 kN
Electric braking power at the wheel rim	Electric mode: 2,210 kW Diesel mode: 1,000 kW
Maximum speed	120 km/h
Wheelset arrangement	Bo'Bo'
Area of application	Freight transport and train formation
Vehicle length (length over buffers)	19,975 mm
Track gauge	1,435 mm
Fuel tank volume (usable)	1,500 l
Wheel diameter	1,100 mm/1,020 mm (new / worn)
Weight (max.)	84 t when fully loaded
Double traction	Via ÖBB WTB: with vehicles of the same type
Train protection	PZB, ready for ETCS
Wheelset load	21 t

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