

# Talgo 350



Talgo 350

*Talgo*

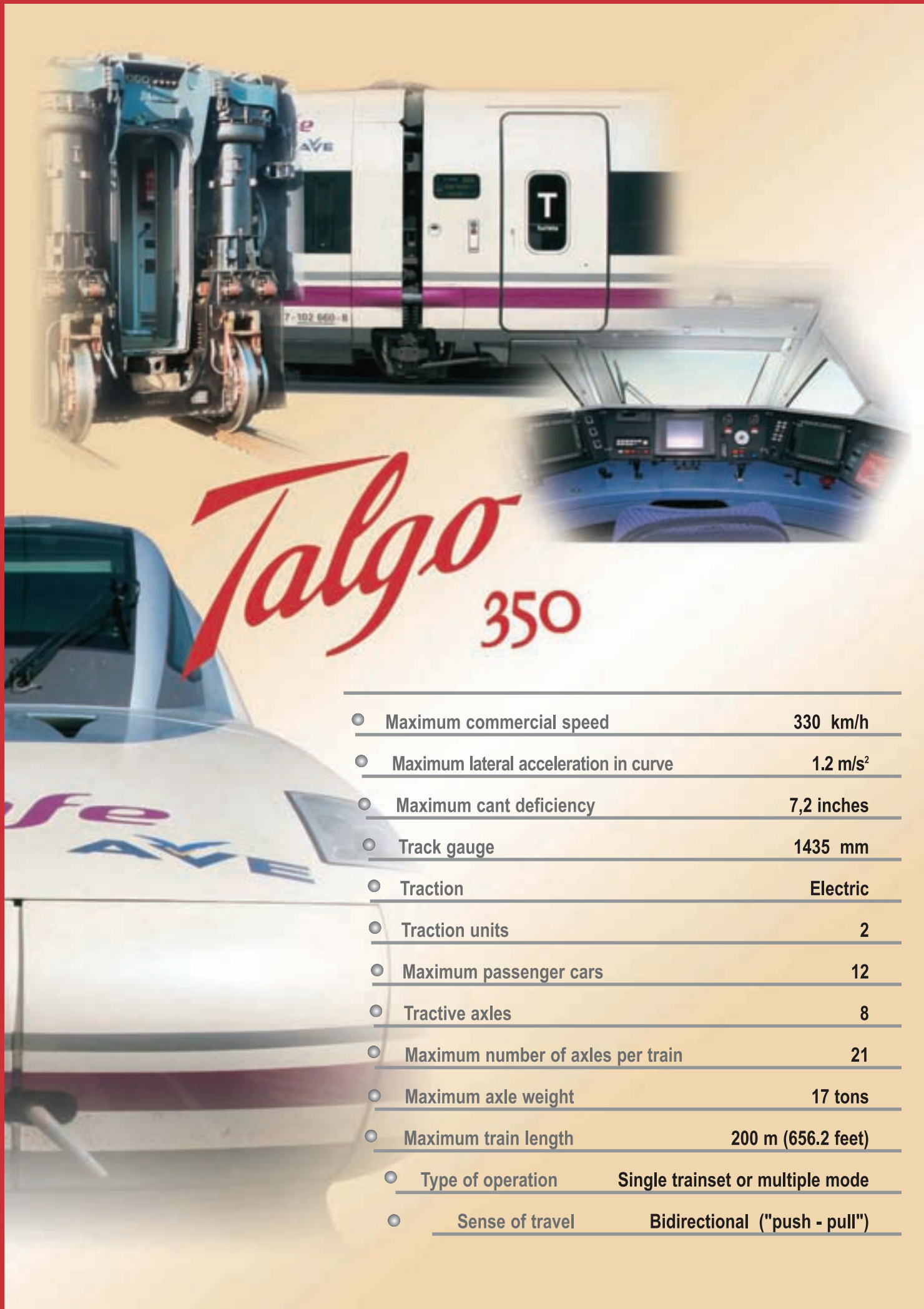
# TRACTION UNIT

# Talgo 350



## TECHNICAL SPECIFICATIONS

● Power supply	25 kV, 50 Hz
● Power installed	4000 kW
● Power equipments	Two identical and independent
● Bogies	Bo - Bo
● Wheelbase	2.65 m (8.7 feet)
● Front design	Aerodynamic. Optimized for pressure waves and lateral winds
● Pneumatic brake equipment	Three disc brakes per axle (two of them on the wheels)
● Electric brake equipment	Regenerative (4200 kW) and rheostatic (3200 kW)
● Length	20 m (65.6 feet)
● Maximum width	2.96 m (9.7 feet)
● Height	4 m (13.1 feet)



# Talgo

## 350

●	Maximum commercial speed	330 km/h
●	Maximum lateral acceleration in curve	1.2 m/s <sup>2</sup>
●	Maximum cant deficiency	7,2 inches
●	Track gauge	1435 mm
●	Traction	Electric
●	Traction units	2
●	Maximum passenger cars	12
●	Tractive axles	8
●	Maximum number of axles per train	21
●	Maximum axle weight	17 tons
●	Maximum train length	200 m (656.2 feet)
●	Type of operation	Single trainset or multiple mode
●	Sense of travel	Bidirectional ("push - pull")



# COACHES



- **CARBODIES** Lightweight, airtight, pressurized for tunnels and crossings. Very low weight per seat.
- **COUPLING BETWEEN CARS** Articulated with anti-overturning and anti-vertical hunting mechanisms.
- **CENTER OF GRAVITY** Very low, improving stability on travel.
- **ROLLING ASSEMBLIES** Single axles, with independent wheels and primary suspension, located between cars.
- **ROLLING ASSEMBLY AXLES** Permanently steered that keep the wheels parallel to the track on both straight and curved stretches.
- **MAIN SUSPENSION** Talgo Pendular type, pneumatic, with natural carbody tilting.
- **BRAKING** Pneumatic over four discs per shaft. Anti-lock brake system.
- **AIR-CONDITIONING UNITS** Located underframe. In Club Class, a personal controlled nozzle per seat.
- **SAFETY AND CONTROL** Intelligent computerized system for continuous control of on-board systems.
- **ACCESSIBILITY** Platform height close to the level of the floor of the car. 815 mm passageway between cars.
- **SEATS** Reclining and rotating. Equipped with footrests.
- **PASSENGER COMMODITIES** Video and individual audio with channel selector (4 music channels and 2 video channels) and sound volume control. In Club Class, individual video screens with three channel selections. Interior and exterior electronic information panels. GPS-based passenger information system. Automatic audio and video information notices.
- **SEAT PRIVACY** Individual reading lights and tables. Power outlets for laptop computers or mobile telephones.
- **CAR TYPES** Club class (14/26 seats), First Class (26 seats), Bistro cars, and Coach Class (36 seats). Coach Class cars with special facilities for wheelchair-bound passengers.



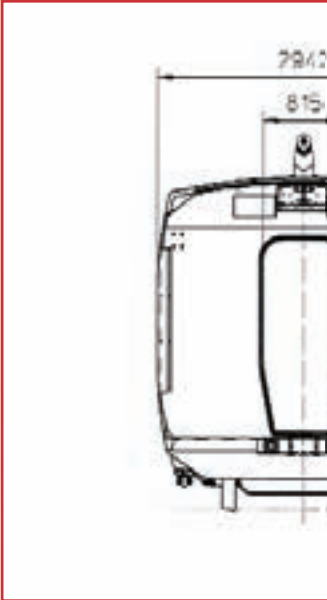
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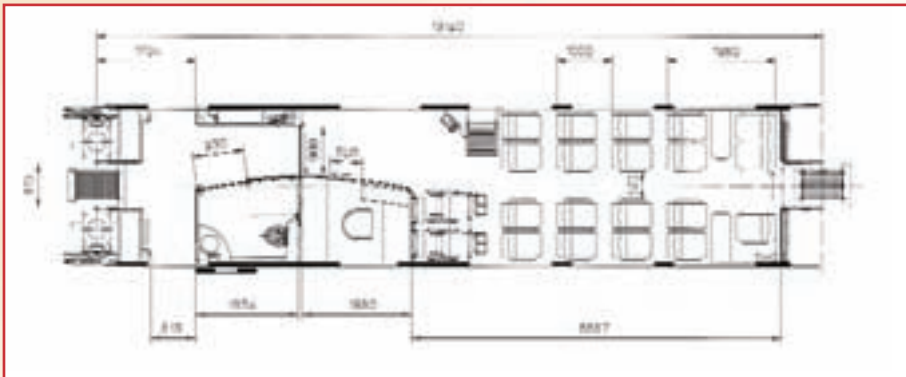
**COACH CLASS END CAR**



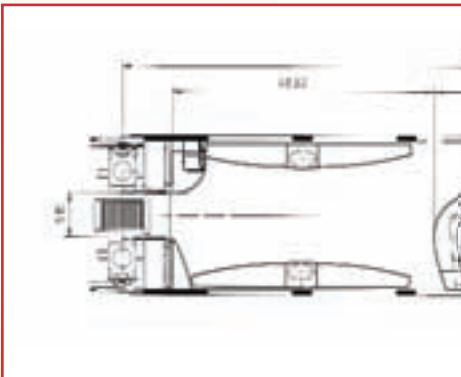
**COACH CLASS**



**TRANSVERSAL SECTION**



**COACH CLASS (HANDICAPPED)**



**BISTRO CARS**

**COACH CLASS**

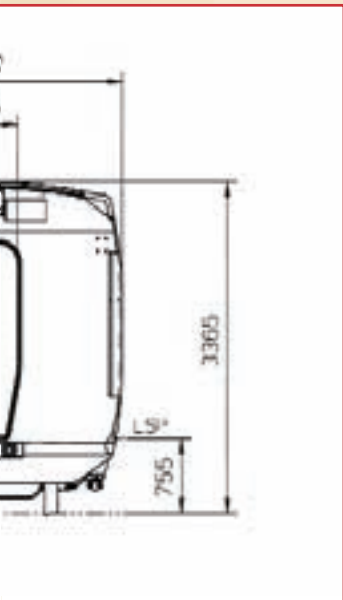
**COACH CLASS (HANDICAPPED)**

**BISTRO CAR**

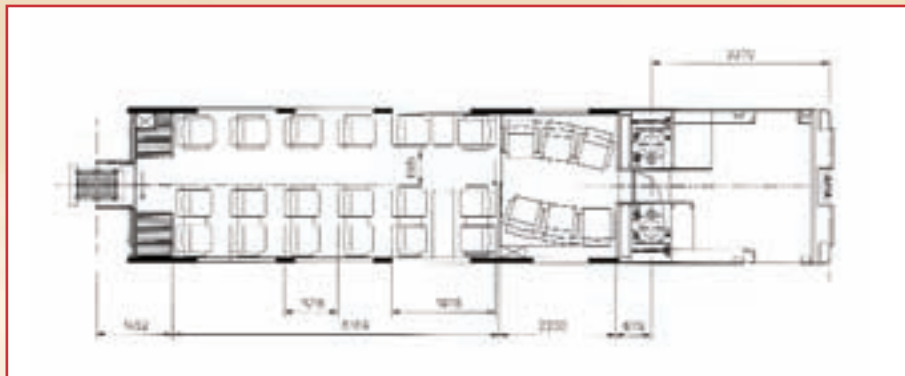


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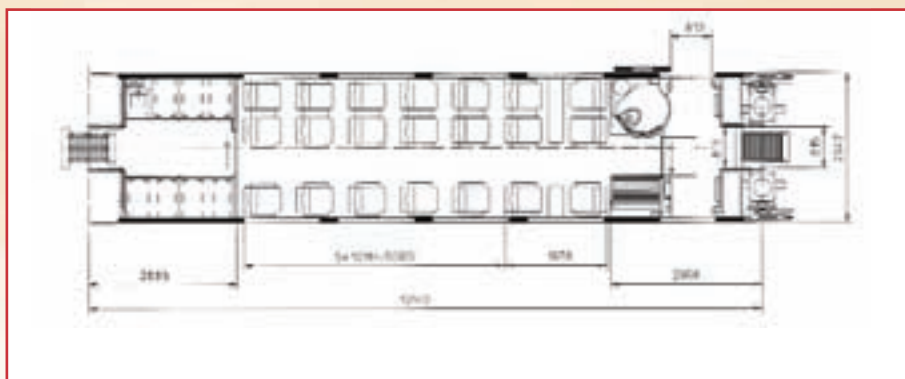
## 350



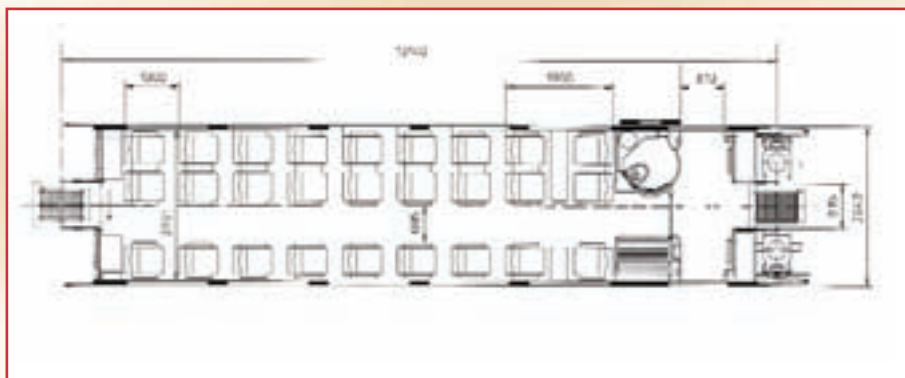
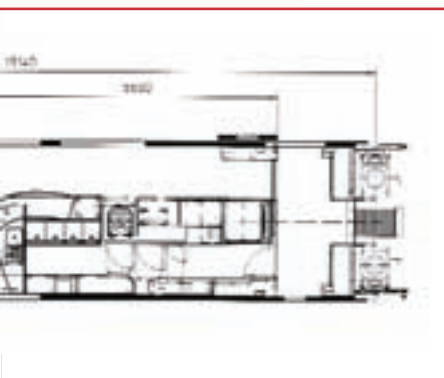
SECTION



CLUB CLASS END CAR



CLUB CLASS



FIRST CLASS

S

FIRST CLASS

CLUB CLASS

C







## **MAIN IMPROVEMENTS**

Optimised aerodynamic design

High degree of redundancy in traction and auxiliary systems

Single-axle wheelsets between coaches

Permanently guided wheelsets with independent wheels

Articulated union between coaches

Light weight construction

Natural tilting system

Rotating seats

## **Talgo 350 Laboratory train**

This Talgo 350 model is a laboratory train for international standard gauge tracks. Its main functions are dynamic and geometric examination of the track and catenary; checks and monitoring tools for ASFA and ERTMS signalling systems and GSM-R ground-train communication systems, real-time checks of aerodynamic phenomena occurring in tunnels, simulations to measure journey times for commercial use and infrastructure equipment validation.



**CLUB CLASS END CAR**

**TRACTION UNIT**





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