PRESS RELEASE

Subject: **Reich-Kupplungen supplies 160 highly flexible Arcusaflex flange couplings each year for the production of the ТЭМ14 Russian diesel locomotive series.**

15 October 2018

Drive components for demanding railway technology

**Series production for Russian diesel locomotive**

**The company Reich-Kupplungen is supplying the Arcusaflex coupling to the manufacturer of the ТЭМ14 diesel locomotive in stages. The highly flexible, axially pluggable flange coupling acts as a connection between the engine and the driven machine. Each engine unit consists of two independently working aggregates, each with an 8-cylinder 4-stroke diesel engine and traction generator. 160 couplings therefore come together each year for the planned production of 80 locomotives.**

Assigning the series supply to the Bochum-based coupling specialists demonstrates great confidence in the drive components. One advantage of the Arcusaflex, for example, is the highly flexible transmission element that is installed by means of plug-in assembly. It consists of a disc-shaped rubber body with torque-to-bore volume ratio. This dampens torsional vibrations to a large extent and enables the compensation of misalignments at operating temperatures up to 80 ºC. Thanks to functions and advantages like these, Reich-Kupplungen has been able to successfully prevail with its coupling over the manufacturer of the product previously used.

**Flexible use in a temperate climate**

The high performance of 2,400 hp qualifies the ТЭМ14 locomotive series to be used for shunting services, the transport of heavy goods as well as for mainline services on railways with a track width of 1,520 mm. The ТЭМ14 is used in regions with a temperate climate. It generally operates without any problems at outdoor temperatures of –50 °C to +40 °C.

**New request for the ТЭ8 series**

Some new examples of the ТЭ8 diesel locomotive are also required on Russia's railway tracks in addition to the broad gauge ТЭМ14. The manufacturer has requested delivery of 100 Arcusaflex U-joint couplings for this. It is now over to Reich-Kupplungen.

**Technical data – ТЭМ14 diesel locomotive:**

* Year of manufacture: since 2011
* Track width: 1,520 mm
* Length: 21,500 mm
* Height: 5,290 mm
* Width: 3,280 mm
* Service weight: 200 t
* Friction load: 200 t
* Wheel set load: 25 t
* Maximum speed: 100 km/h
* Installed power: 2 x 1,200 hp
* Wheel diameter: 1,050 mm
* Engine type: eight-cylinder four-stroke diesel engine
* Power transmission: diesel-electric with mixed power
* Tank capacity: 6,000 l

**Technical data – ARCUSAFLEX AC11 NN.:**

Weight 225 kg  
External diameter 850 mm  
Nominal torque TKN 18,000 Nm  
Maximum torque TKmax 45,000 Nm  
Continuous fatigue torque TKW 9,000 mm  
Dynamic torsional stiffness CT 250,000 Nm/wheel  
Maximum speed nmax 1,800 min-1

**Text information:**

394 words, 2,577 characters (including spaces)

**Image material:**



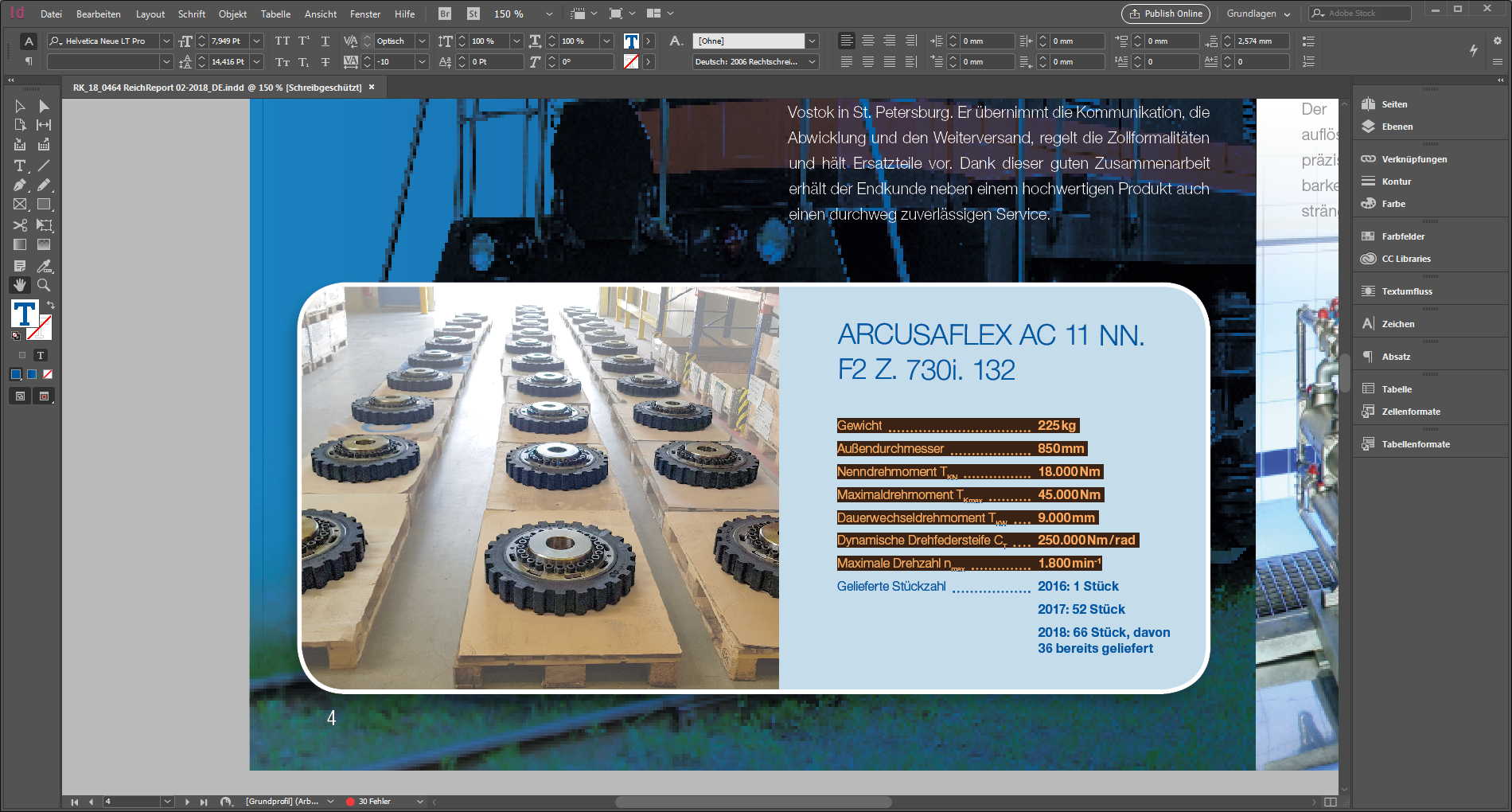
RK\_ТЭМ14.jpg:

80 of the ТЭМ14 diesel locomotive series are fitted with the Arcusaflex coupling each year.



RK\_ТЭ8.jpg:

Reich-Kupplungen is to supply 100 Arcusaflex U-joint couplings for the ТЭ8 diesel locomotive series.



AC11

**Image source:** Reich-Kupplungen

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**About Reich-Kupplungen**

The international company Reich-Kupplungen with is headquarters in Bochum is a highly specialised manufacturer of drive components. It focuses on the development and production of torsionally flexible or torsionally rigid coupling series with great production depth. This is done in-house, ensuring that a high level of competence in the design and production of couplings for the respective drive is available.

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