

ROMIC Group is proud to be able to offer:

### Quantity x Class 150 Standard Gauge DMU Diesel Multiple Units



Unit shown is an example of units available and is offered subject to prior sale.

The Class 150 'Sprinter' diesel multiple unit is a well proven second-generation DMU that has been in operation in the UK since 1984. Operated initially by British Rail, and more recently various UK train operating companies, the units have undergone various refurbishment programmes throughout their UK operating lifetime.

Each 2-car unit has a seating capacity of between 124 and 149 passengers (depending on operator configuration), with one lavatory, public address system and a bicycle and luggage storage area. Double-leaf pocket sliding doors are fitted (two per side per car) and the units are fitted with AWS and TPWS safety systems.

Class 150 DMUs feature multiple working capability within the class, and with classes 14x, 15x, and 170 DMUs.

#### Brief Specification

Type	2-Car / 3-car DMU
Built	1984 - 1987
Maker	BREL
Wheel arrangement	2'B'+B'2'
Maximum speed	120km/h (75mph)
Transmission	Diesel Hydraulic
Gauge	1,435 mm (4' 8.5")
Car length	19,930 mm (65' 4.6")
Total unit weight	73t – 105.8t (metric)
Seating capacity	124 –149 seats

Please send expressions of interest to:

Robert Coleman: robert@romic.co.uk 07538 382 401 (+44 7538 382 401)

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#### Additional Photographs



Passenger accommodation

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Passenger accommodation

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Driver's controls

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#### Technical Specification

<b>Type</b>	Outer-urban Passenger DMU
<b>Class</b>	150
<b>UIC classification</b>	2'B'+B'2' (2-car) / 2'B'+B'2'+B'2' (3-car)
<b>Operator</b>	Various UK
<b>Manufacturer</b>	British Rail Engineering Limited (BREL)
<b>Fleet Size</b>	137 x 2-car & 3-car units
<b>Build year</b>	1984 - 1987
<b>Construction</b>	Steel underframe, steel body
<b>Formation</b>	Operate as 2-car units (DMS-DMSL) with toilet in one vehicle OR a 3-car unit (DMS-MS-DMSL)
<b>Seating capacity</b>	124 - 149 seats per unit
<b>Seating</b>	Mix of airline and table seating
<b>Gauge</b>	1,435 mm (4' 8.5")
<b>Length (each car)</b>	150/0 and /1 vehicles: 19,930 mm (65' 4.6") 150/2 vehicles: 19,741 mm (64' 9.2")
<b>Width</b>	2,816 mm (9' 2.9")
<b>Height</b>	3,774 mm (12' 4.6")
<b>Floor height</b>	1,144 mm (3' 9")
<b>Wheelbase</b>	Bogies: 2,600 mm (8' 6.4") Over bogie centres: 14,170 mm (46' 5.9")
<b>Overall weight</b>	150/0 35.8t (DMSL) 34.4t (MS) 35.6t (DMS) - metric 150/1 36.5t (all) - metric 150/2 37.5t (DMSL) 36.5t (DMS) - metric
<b>Transmission</b>	Voith T 211R (hydrokinetic, one per vehicle)
<b>Engine</b>	Cummins NT855-R5 (one per vehicle)
<b>Maximum speed</b>	120 km/h (75 mph)
<b>Power output</b>	213 kW (286 hp) per engine
<b>Bogies</b>	150/0 powered: BREL BX8P / 150/0 unpowered: BREL BX8T 150/1 & /2 powered: BRELBP38 / 150/1 & /2 unpowered: BREL BT38
<b>Couplers</b>	BSI
<b>Brakes</b>	Electro-pneumatic (tread) (Westcode 3-step)
<b>Gangways</b>	Flexible diaphragm, within unit (and at ends 150/2)
<b>Doors</b>	Double-leaf pocket sliding (2 per side per car)
<b>Other features</b>	Public address & matrix displays
<b>Multiple working</b>	Within class, and with Classes 14x, 15x, and 170
<b>Safety systems</b>	AWS / TPWS

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