

Romic Consulting Limited is proud to be able to offer:

### Quantity x Class 156 Standard Gauge DMU Diesel Multiple Units



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

The Class 156 'Super Sprinter' diesel multiple unit is a well proven second-generation DMU that has been in operation in the UK since 1988. Operated initially by British Rail, and more recently various UK train operating companies, the units have undergone various refurbishment programmes.

Each 2-car unit has a seating capacity of between 140 and 152 passengers (depending on operator configuration), with one lavatory, public address system, and a bicycle and luggage storage area. Single-leaf pocket sliding doors are fitted (two per side per car), the vehicles are connected by a flexible diaphragm, and the units are fitted with AWS and TPWS safety systems.

Class 156 DMUs feature multiple working capability within the class, and with classes 14x, 15x, and 170 DMUs.

#### Brief Specification

Type	2-Car DMU
Built	1987 - 1989
Maker	Metro-Cammell
Wheel arrangement	2'B'+B'2'
Maximum speed	120km/h (75mph)
Transmission	Diesel Hydraulic
Gauge	1,435 mm (4' 8.5")
Car length	22,385 mm (73' 5.3")
Total unit weight	76.5t (metric)
Seating capacity	140 –152 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



Passenger accommodation



Passenger accommodation



Vestibule & luggage storage



Luggage storage



Driver's controls

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### Quantity x Class 156 Standard Gauge DMU Diesel Multiple Units

#### Technical Specification

<b>Type</b>	Outer-urban Passenger DMU
<b>Class</b>	156
<b>UIC classification</b>	2'B'+B'2'
<b>Operator</b>	Various UK
<b>Manufacturer</b>	Metro-Cammell
<b>Fleet Size</b>	114 x 2-car units
<b>Build year</b>	1987 - 1989
<b>Construction</b>	Steel underframe, steel body
<b>Formation</b>	Operate as 2-car units (DMS-DMSL) with toilet in one vehicle
<b>Seating capacity</b>	As built: 163 seats per unit As refurbished: 140 - 152 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>	22,385 mm (73' 5.3")
<b>Width</b>	2,730 mm (8' 11.5")
<b>Height</b>	3,805 mm (12' 5.8")
<b>Floor height</b>	1,135 mm (3' 8.7")
<b>Wheelbase</b>	Bogies: 2,600 mm (8' 6.4") Over bogie centres: 16,000 mm (52' 5.9")
<b>Overall weight</b>	38.6t (DMSL) 37.9t (DMS) - metric
<b>Transmission</b>	2 × Voith T 211R (hydrokinetic, one per vehicle)
<b>Engine</b>	2 × Cummins NT855-R5 (one per vehicle)
<b>Maximum speed</b>	120 km/h (75 mph)
<b>Power output</b>	430 kW (570 hp)
<b>Bogies</b>	Powered: BREL P3-10 Unpowered: BREL BT38
<b>Couplers</b>	BSI
<b>Brakes</b>	Electro-pneumatic (tread)
<b>Gangways</b>	Flexible diaphragm, within unit and at ends
<b>Doors</b>	Single-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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