



PROSPER MULTIPLE UNITS

Intercity Version

Design that impresses wherever it goes.

The Intercity version of the **PROSPER Multiple Units** is designed to offer practicality when traveling between cities. Greenfield or systems in recovery can be installed with low operating costs.

Marcopolo
RAIL

PROSPER

MULTIPLE UNITS

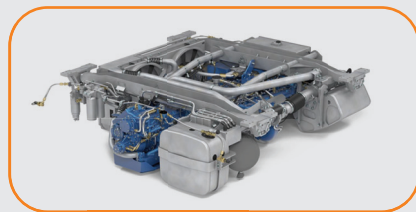
Intercity Version

TECHNOLOGY

- Compliance with international railway standards
- One-piece air conditioning system
- Bogies with secondary air suspension
- Large glass area
- Cab with ergonomic headliner
- High customization capacity
- Bidirectional

DIESEL-HYDROMECHANICAL POWERPACK

Composed of a 390 kw @ 1800 rpm horizontal diesel engine with integrated electric generator, 4-speed automatic transmission and reversing gearbox.



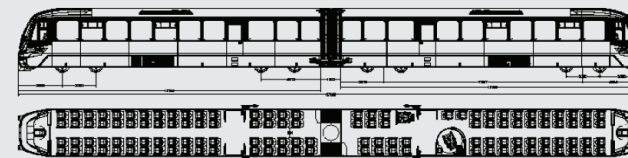
ADVANTAGES

- Ease of maintenance and repair
- Lower risk compared to high-voltage equipment
- Low lcc - life cycle cost



The internal layouts are developed according to each project, with a view to passenger comfort and greater use of the passenger area.

2 cars - 122 passengers



3 cars - 180 passengers



4 cars - 248 passengers



TECHNICAL DATA

DMU – Diesel Multiple Units

Operational Unit Composition (TRAM) cars	2	3	4
Car motorization configuration MC = Motor Car \ TC = Trailer Car	MC+MC	MC+TC+MC	MC+TC+TC+MC
Track gauge (mm)	1000 (1435 / 1600 on request)		
Movement	bi-directional		
Number of cabs per tram	2 (two)		
Window material	Polycarbonate / Glass		
Approximate length of each carriage	18,000 mm		
Maximum external width	2,900 mm		
Maximum vehicle height	3,900 mm		
Height from floor to rail billet in door area	1,100 mm		
Type of motorization for traction	Diesel-hydraulic		
Maximum axle weight	13000 Kgf		
Door span width (intercity version)	>=1000 mm		
Number of door openings per car side	1 (one)		
Internal circulation between cars	Gangway		
Minimum horizontal curve radius	90 m		
Minimum vertical curve radius	500 m		
Maximum ramp	3%		
Total passenger capacity per tram	122+1PWD	180+2PWD	248+2PWD
Seated passenger capacity per tram	122	180	248
Maximum operating speed	80 Km/h		
Acceleration at start	0,95 m/s ²	0,70 m/s ²	0,55 m/s ²
Deceleration at maximum service	0.8 + 10% - 5% m/s ²		
Emergency deceleration	1.0 ± 10% m/s ²		
Maximum bump level	1.0 m/s ³		



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