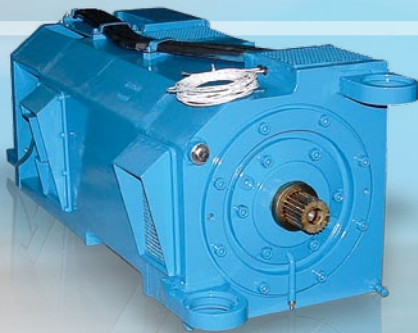


KONČAR

TMK 2200 Low-floor Tramcar



The state-of-the-art concept, 300 mm entrance height, air-conditioning, ergonomic seats and panoramic glazing together with fine-tuned hydraulic suspension and rubber cushioned wheels provide a comfortable ride. The car body is articulated, made of five-part welded steel construction with three powered bogies. Three-phase asynchronous motors, driven by IGBT inverters, enable a maximum speed of 70 km/h. The main vehicle control unit connected by modern communication protocols to vehicle subsystems (converters, brakes, suspension, doors and air conditioning) together with the ergonomically shaped and air conditioned driver's cabin ensures a comfortable and user-friendly working environment for the driver.

TMK 2200 Low-floor Tramcar

Vehicle Type	100% low-floor articulated one-directional tramcar
Rail Gauge	1.000 mm
Max. Speed	70 km/h
Overhead Contact Line Voltage	DC 600 (+20 %, -30 %)
Car Body Length	32 m
Car Body Width	2,3 m
Car Body Height, ARL	3,4 m
Floor Height, ARL	350 mm
Entrance Height, ARL	300 mm
Passenger Seats	41
Standees	161 (4 pass/m ²)
Wheel Diameter New/Worn	660 / 605 mm

Traction Converter PGP-130

Pulse width modulated three-phase voltage IGBT inverter
Regulation, control, measuring, sequencing and communication functions related to the car section (bogie)

Rated Input Voltage	DC 600 V (+20 %, -30 %)
Rated Output Current	3x320 Arms, 58 Hz
Protection Class	IP 54
Ambient Temperature	-25°C to +40°C
Cooling	Forced with air

Auxiliary Static Converters

Static IGBT technology

Rated Input Voltage	DC 600 V, +20% / -30%
Protection Class	IP 54
Ambient Temperature	-25°C to +40°C
Cooling	Forced with air

PPB-35

Three-phase Output	3x400 V, 50 Hz, 20 kVA
Single-phase Output	1x230 V, 50 Hz, 2.2 kVA
DC Output	24 V, 400 A

PP-25

Three-phase Output	3x400 V, 50 Hz, 25 kVA
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Vehicle Control Unit VCU/TMK 2200

Supports control, regulation, measuring, sequencing, protection, supervision and communication tasks within the whole car

Redundant configuration (two identical channels)

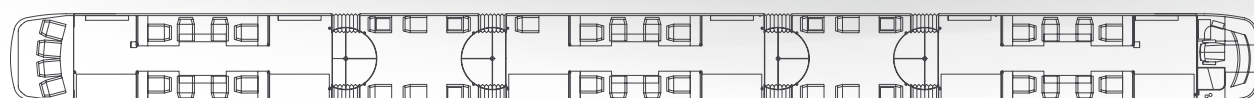
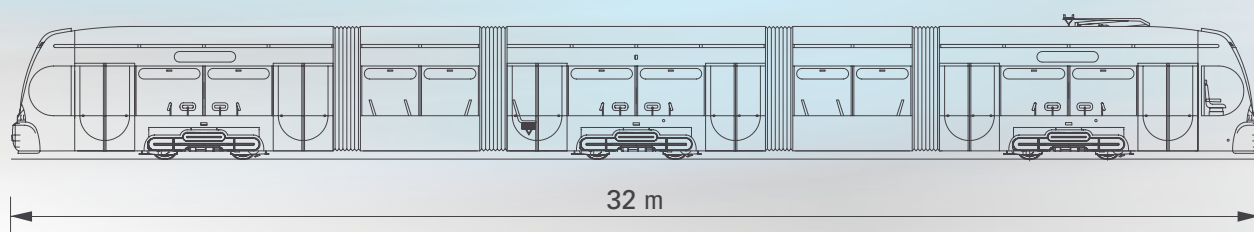
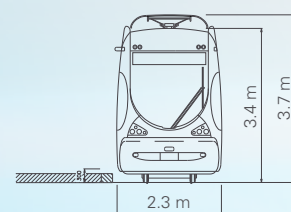
Communication with intelligent units distributed in the car through CAN communication channel

Additional CAN channel for communication with electric drives and redundancy

Remote diagnostic functions for all intelligent nodes of the tramcar

Bogie

Traction Motors/Power	2 three-phase asynchronous motors / 85 kW
Primary Suspension	Hydraulic
Secondary Suspension	Hydraulic
Brakes	Electric, Hydraulic, Track



KONČAR

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