Dual 1,800 hp Cummins KTA50 engines power this Hitachi locomotive which entered the SRT fleet in the early 1990s.

ON TRACK WITH LOWEST LIFE CYCLE COSTS

Lowest life cycle costs see Cummins as the preferred diesel engine brand at State Railway of Thailand.

State Railway of Thailand (SRT) operates one of the largest Cummins-powered rail fleets in the world.

More than 400 Cummins engines power SRT locomotives and railcars which move around 40 million passengers a year within Thailand. That's estimated to increase to 80 million a year within five years when rail expansion work is completed.

Cummins' dominance at SRT is due to one thing: Lowest life cycle costs when compared with two other well-known diesel engine brands in the fleet.

More than 200 Cummins engines power SRT's fleet of diesel-electric locomotives – a mix of units from General Electric in the US (some dating back to the early 1960s which have since been repowered) and Hitachi in Japan.

Reliability, robustness.

These locomotives have either dual 1325 hp KTA38 engines or dual 1800 hp KTA50 engines, providing SRT with the reliability and robustness that are the keys to lowest life cycle costs. Life-to-overhaul target is 24,000 hours.

Boasting mechanical simplicity, the KTA 38-litre and 50-litre V16s are two of the most successful high horsepower engines ever produced by Cummins, and in the SRT fleet are accompanied by another long-life Cummins engine, the 855 cubic inch (14-litre) N855.

More than 200 N855 engines, a mix of naturally aspirated and turbocharged units with ratings from 235 hp to 350 hp, power SRT railcars, most sourced from JR-West in Japan in the early 1990s.

> *"SRT insists on 100 per cent use of genuine Cummins parts to ensure engine longevity.*

'Power cars' have a Cummins DKSH technician onboard to ensure minimal downtime in the event of an issue with the air conditioning.

'Power cars' with dual 400 kW Cummins K19 generator sets are used to power the air conditioning on first-class trains.

From left: Vorapot Inchuto - general manger Cummins DKSH; Siripong Juntha - chief, locomotive engine repair SRT; Dr Siripong Preutthipan - deputy governor of locomotive and rolling stock business; Anusorn Jarupongphatana - parts sales manager Cummins DKSH; Nachcha Pattaraarchachai – executive assistant Cummins DKSH.

Cummins' presence at SRT doesn't end there. Eight 'power cars', each with dual 400 kW Cummins K19 generator sets, are used to power the air conditioning on first-class trains travelling longer distances, such as Bangkok to Chiang Mai.

Each train with a 'power car' also has a Cummins DKSH technician onboard to ensure minimal downtime in the event of an issue with the air conditioning.

Cummins KTA50 is popular in the SRT fleet powering these General Electric locomotives.

Genuine Cummins parts.

SRT insists on 100 per cent use of genuine Cummins parts to ensure engine longevity and rates the service and support from Cummins DKSH highly.

Dr Siripong Preutthipan, Deputy Governor of Locomotive and Rolling Stock Business for SRT, is enthused about the rail network expansion currently taking place, and also a fleet upgrade that will see 50 new locomotives with Tier 2 emissions compliant diesel engines introduced within the next two years.

He points out that the rail network currently serves 47 provinces in Thailand and that when expansion is completed the network will serve 61 of the country's 77 provinces.

Most of Thailand's 4,000-km rail network is single track but work is now underway to double track 2000 km of the network, a project that is expected to be completed within four years, providing greatly improved on-time service to customers. ■

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