

WHY

- Simple design with the industrial client in mind
- Providing Constant Tractive Effort - Steel on Steel
- Purpose Built & Resized for each Industrial Operation
- Greater Fuel Savings, Lower Emissions
- Lower Life Cycle Costs = increased bottom line
- Easy, Minimal Maintenance by end user



WHAT

Available in 3 sizes!

- Purpose built industrial spotter locomotive
- Simple Excitation Operating Control. Not a Genset!
- Uses Tried & True locomotive parts & engines; readily available
- Constant tractive effort in all weather conditions
- Dealer network supported. Locally serviced.



Built to last
+30 Years



The TP series is available today.
Units already in the field exhibiting
terrific results!

WHO

Design built with the customers' in mind by a team with over 120 years of combined experience in the locomotive industry.

North American built by Curry Rail Systems, PA, USA ISO 9001 and AAR M-1003 Certified Facility and by Motive Power Resources, IL, USA.



WHERE

HOW

- Tier 4 Final Industrial Engines
- Tried and True off-the-shelf locomotive components
- Manufactured to your needs and requirements
- Available in 56, 70, 90 & 130 tractive effort models
- Competitively priced
- Leasing options available



Existing open source
Locomotive parts



Minimal Maintenance =
Maximized Operating Efficiency



Customize to
Your needs

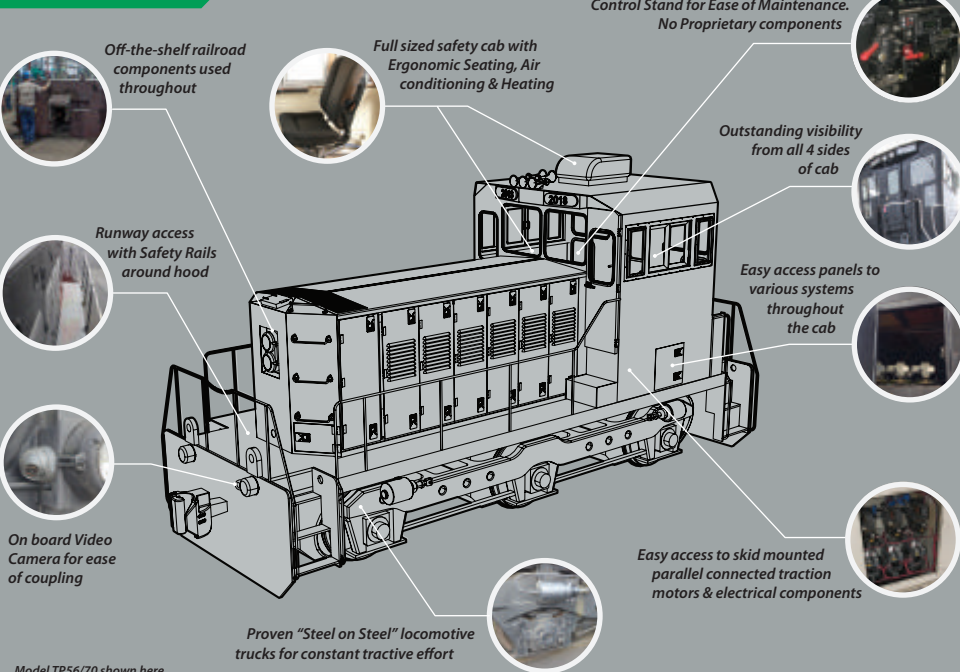
NEXT

For more information regarding our TP56, TP70, TP90 and TP130 industrial spotter locomotives, please visit www.tractivepowercorp.com. Repowered locomotive services using our technology also available!

Scan QR code to see
our TP56 video!



FEATURES



Dealer Network

Currently represented in 38 US States and Canada. Call Tractive Power or one of our 6 dealers* to arrange a site inspection.



* Local sales and service available throughout North America



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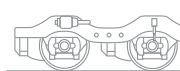
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TRACTIVE POWER INDUSTRIAL SPOTTER SERIES



Simple . . . and it Works



TractivePower CORPORATION

This is NOT a Genset Switcher – Excitation Operating Control

Key Differences:

Tractive Power uses the proven throttle engine speed control method with engine load regulation to achieve the desired engine power output.

The genset method of power control has the engine driving the generator running at constant speed and uses power electronics between the generator and traction motors to control its desired engine power output.

Genset systems are more complicated, difficult to support and have higher life cycle costs. This is caused by high speed idling and greater thermal cycling that will impact the engine life when compared with the standard method of operation an engine in a locomotive that has load control.



Simple Excitation Control

- Throttle
- Signal to engine
- Combination control of excitation



Select your Tier 4 Final diesel industrial engines from various manufacturers such as Caterpillar, Cummins, John Deere, MTU and others.

3 AXLES



4 AXLES



6 AXLES



MODEL:	TP 56/70	TP 90	TP 130
No. Axles:	3	4	6
Weight:	80 - 100 ton	120 - 140 ton	160 - 215 ton
Power:	300 - 600 HP	400 - 800 HP	450 - 900 HP
Length (min.):	34 feet	44 feet	50 feet
Tractive Effort:†	56,000 - 70,000 lbs.	80,000 - 100,000 lbs.	112,000 - 140,000 lbs.
Min. Curvature:††	193 foot radius	100 foot radius	193 foot radius

† Note: Models provides 56,000, 70,000, 90,000, and 130,000 lbs. of starting tractive effort respectively at 35% adhesion. †† Minimum radius - Not coupled to cars.

The TP-Series is a simple design spotter locomotive with limited proprietary control built for industrial applications

- Uses off-the-shelf parts
- Customers want to open source replacement parts
- Less downtime leads to an increase in operative efficiency
- Simple electrical design
- Proven locomotive parts
- Competitively priced
- Custom built to your needs
- Leasing Options

Environmentally & Economically Sound

EQUIPMENT	IDLE (USGAL per Hour)	FUEL COST @2000 HOURS	FUEL COST @4000 HOURS	FUEL COST @6000 HOURS
SW 90 / GP-20	3.1 USGAL	\$23,400	\$36,000	\$54,000
SD40-2	5.5 USGAL	\$41,600	\$66,000	\$99,000
TP-56 (3 axle)	0.50 USGAL	\$3,800	\$6,000	\$9,000
TP-90 (4 axle)	0.50 USGAL	\$3,800	\$6,000	\$12,000
TP-130 (6 axle)	1.0 USGAL	\$7,600	\$12,000	\$18,000

Note: Price of diesel fuel is estimated at \$3.78 USD per US Gallon. Off-road pricing is not published by the US Energy Information Administration.

Our Design Principles

- Engineered with existing proven railroad components and standards. Majority of parts in service for more than 30 years
- Objective to limit operating down time – increases operating efficiency
- Open sourced parts allows operators the freedom to source directly for ease of maintenance & cost
- Purpose built for industrial applications
- Fuel Efficient industrial tier 4 engines
- Constant tractive effort with no loss of pulling efficiency in all weather conditions
- Built to last +30 years

Built to Last +30 years

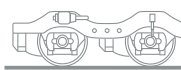
Testimonial

"Our initial TP56 has been in operation for over 4 years with no warranty issues, and our annual maintenance is less than \$5K USD! P&H is very impressed with the overall performance & reliability."

Dustin Stewart
General Manager - P&H, Ltd.
Cloverdale, BC



"Sized right to optimize operating efficiency"



TractivePower CORPORATION