The Dual-Powered Locomotive is a member of the ALP 46 Platform. It can operate both as an electric locomotive under catenary as well as a diesel-electric locomotive on non-electrified train routes. As a passenger locomotive for North American applications, it provides head-end power and can be operated remotely from a cab car in push-pull services.

The Dual-Powered Locomotive is designed for high-capacity passenger trains consisting of single or double-deck coaches. The Dual-Powered Locomotive has a single operator’s cab which is similar to the ALP 46. The Flexifloat bogie is adapted to the higher axle load and is able to run at speeds of up to 125 mph. The electric propulsion system is built with the state-of-the-art IGBT traction converters used on the European TRAXX Locomotives. Diesel propulsion is obtained from two standard prime movers fulfilling actual emission requirements. High fuel efficiency is achieved with a novel power management system. The high speed diesel engines allow fast train acceleration, important for passenger services.

The Dual-Powered Locomotive combines the latest proven Bombardier designs for electric and diesel locomotives. In this way, it meets the high expectations of railways in terms of reliability, low service and maintenance requirements, as well as low operating costs. As a platform product, the Dual-Powered Locomotive gives the railways the advantages of long-term spare parts availability and commonality savings in a mixed fleet with the electric ALP 46 locomotive.
### General Data
- **Track gauge**: 4' 8½" / 1435 mm
- **Clearance gauge**: AMTRAK
- **Type of vehicle**: Passenger locomotive

### Technical Data
- **System voltage**: 25 kV/60 Hz, 12 kV/25 Hz
- **Head-end power**: 1100 kVA, 3 x 480 V/60 Hz
- **Wheelset arrangement**: Bo’Bo’
- **Drive system**: Fully suspended
- **Axle load**: 72 000 lbs / 32.66 t
- **Number of traction motors**: 4
- **Max. electric traction power**: 5 360 hp / 4 000 kW
- **Max. diesel power**: 2 x 2 100 hp / 2x 1567 kW
- **Max. rheostatic braking power**: 1608 hp / 1200 kW
- **Max. starting tractive effort**: 71 000 lbs / 316 kN
- **Max. electric braking effort**: 34 000 lbs / 150 kN
- **Max. speed**: 125 mph / 201 km/h
- **Traction converters**: 2 x MITRAC* TC 3350
- **Pantographs**: Railway specific
- **Fuel capacity (usable)**: 1 600 – 1 800 U.S. Gallons / 6 044 – 6 800 l
- **Automatic train protection system**: Railway specific
- **Train communication system**: TCN / WTB

### Dimensions and Weights
- **Length over coupler faces**: 71' 6½" / 21800 mm
- **Width**: 10' 10½" / 3 310 mm
- **Height over pantograph**: 14' 4½" / 4 400 mm
- **Virtual distance between bogie centers**: 43' ¼" / 13 250 mm
- **Truck axle base**: 9' 2½" / 2 800 mm
- **Wheel diameter new**: 44" / 1118 mm
- **Wheel diameter worn**: 41½" / 1046 mm
- **Max. weight**: 288 000 lbs / 130.64 t

### Special features
- High fuel efficiency with power management

### Countries of operation
- USA, Canada