

NOTE: In this manual, the word "engine" refers specifically to the Diesel engine; the word "locomotive" refers to a consist of one or more units.



Front Three-Quarter View 167C Engine  
Fig. 1-2



Main Generator and Alternator  
Fig. 1-3

#### 101 Main Generator

The main generator and alternator assembly, Fig. 1-3, is connected to the Diesel engine crankshaft through a several coupling. The constant KW main generator produces direct current at a nominal 600 volts for operation of the traction motors. The armature of the main generator acts as the engine flywheel.

**101 Alternator** The alternator, Fig. 1-3, built into the engine end of the main generator frame, is a three phase alternating current generator. The alternating current (AC) produced is used to drive the four engine water cooling fans and four traction motor blowers.

#### 101 Traction Motors

Four Model D27 traction motors, Fig. 1-4, are used in each unit, mounted one on each axle. Each motor is geared to the axle, which it drives, by a motor pinion gear meshing with an axle gear. The ratio between the two gears, Fig. 1-5, is expressed as a double number such as 62/15. In this case the axle gear has 62 teeth while the pinion has 15 teeth.



Traction Motor  
Fig. 1-4



Gear Ratio Chart  
Fig. 1-5

During acceleration, the traction motor electrical hookup is changed to utilize the full power developed by the main generator, within the range of its current and voltage limits. The changes in the traction motor electrical connections is called transition. Four steps of transition are used on the GP9 as follows:

1. Series-Parallel
2. Series-Parallel Short
3. Parallel
4. Parallel-Short

# Emd Locomotive Manual

**Brian Solomon**



## **Emd Locomotive Manual:**

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