

# Class 170/1



**Train Operator**

**Cross Country**

<b>Vehicle Qty</b>	44
<b>Consist</b>	10 x 3-Car, 7 x 2-Car
<b>Traction Type or Power Supply Type</b>	422 bhp 315kW @ 1900 rpm – MTU Engine
<b>Max Speed</b>	100 mph

The Class 170/1 was based on the Class 168/0, the first new vehicles ordered since privatisation. Apart from different seating layouts, they have an increased cab rake angle and compatible couplings with the Class 15X “sprinter” units. Their MTU 6R183TD13H engine provides 315kW per car, yet is very quiet in operation. Large windows and 1/3-2/3 doors give the interior an open feel and allow good passenger circulation. The units were built in 1999 for Midland Main Line. The first train entered service in 1998 and the vehicles have been modified to provide RVAR compliance. The bodyshell is constructed of aluminium extrusions huck-bolted together with a bolted on steel cab. The units feature a Voith transmission and a ZF final drive and are equally useful for long distance and commuter services. They are air conditioned and provide a smooth ride on a development of the highly successful “Series 3” air suspension bogie.