



CUT LOAD. CUT COST.

ROI DRIVEN LIGHTING SOLUTIONS

Switching from incandescent to LED cuts electrical draw, which reduces the fuel used to support auxiliary load. In a 6-lamp locomotive example, estimated fuel savings total \$10,508 over two years, with payback projected in under 6 months under typical run hours.

\$438/MONTH FUEL SAVINGS
per locomotive (6 lamps)

SIX MONTH ROI

Savings starts with reducing lighting load, and even one headlight can add up to \$73 per month in fuel savings. Cut the draw, and the hours do the rest, turning a per-headlight wattage drop into measurable energy saved, diesel reduction, and ROI backed by clear numbers.



Fast Payback

Under a 10-hours-per-day runtime assumption (and diesel priced at \$3/gal), payback is projected inside six months from fuel savings alone, giving you measurable ROI you can justify.



145 Gallons Reduced

Diesel reduction per headlight is estimated at roughly 145 gallons (about 548 liters) over six months, driven by lower electrical demand. That's roughly \$438 saved in six months from just one headlight.



548 kWh Saved

Reducing headlight draw from 350W to 50W cuts 300W per light, trimming the hotel-power burden and helping convert an electrical change into diesel savings over long run hours.



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REAL WORLD IMPACT

A critical light-out is an out-of-service issue. Even a step light failure can sideline a locomotive until it's replaced, costing money in labor and time. LEDs help break that cycle.

1 ♦ 2,500 Days Runtime

Longer bulb life reduces replacements, labor time, and spare inventory, which strengthens ROI through long-term bulb and maintenance savings.

2 ♦ 7x Lower Load

Lower parasitic load reduces electrical demand at the lamp level, about 7x lower per bulb, which supports the fuel-savings case and helps explain the faster payback.

3 ♦ Less Service Downtime

Switching from incandescent to LED helps prevent light-outs that trigger service pulls, saving labor and downtime costs while keeping units in service.