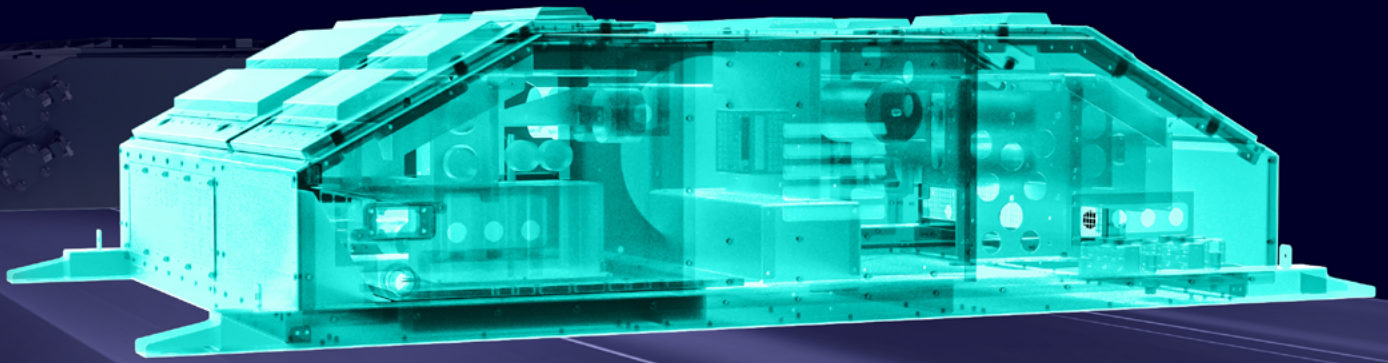




MoComp –
Auxiliary Converters
Versatile power source
for onboard applications

[siemens.com/mocomp](https://www.siemens.com/mocomp)

Auxiliary converters: As unique as your application



With the ongoing development of rail vehicles, passenger comfort and information are becoming increasingly important.

As a result, the importance of the power supply for electrical and electronic consumers is also growing. Auxiliary converters are the critical link between connected consumers and the vehicle's power supply.

The Siemens brand – A symbol of quality with a proven track record.

- Decades of experience in the railway sector
- Longstanding market and technology expertise as the foundation for targeted developments

Solid, reliable performance

- Auxiliary power supply for all standard voltages and networks: from 750 V, 1,500 V, or 3,000 V to 15,000 V / 16.67 Hz or 25,000 V / 50 Hz single-phase direct current (secondary power supply via main transformer, as required)
- Wide variety of auxiliary power supply products to perfectly match customer requirements
- Global requirements are covered by global production facilities
- Compact, flexible, highly efficient, high-quality, and lightweight construction

Persistent and durable

- Our large installed base reflects extraordinary experience and expertise.
- Proven technologies in a global installed base
- Reliable components with a long service life
- All auxiliary power supplies have been developed, designed, simulated, tested, and built as a system.

Components you can rely on

- Market-relevant certifications and standards
- Long-term spare part and service concepts
- Global service network

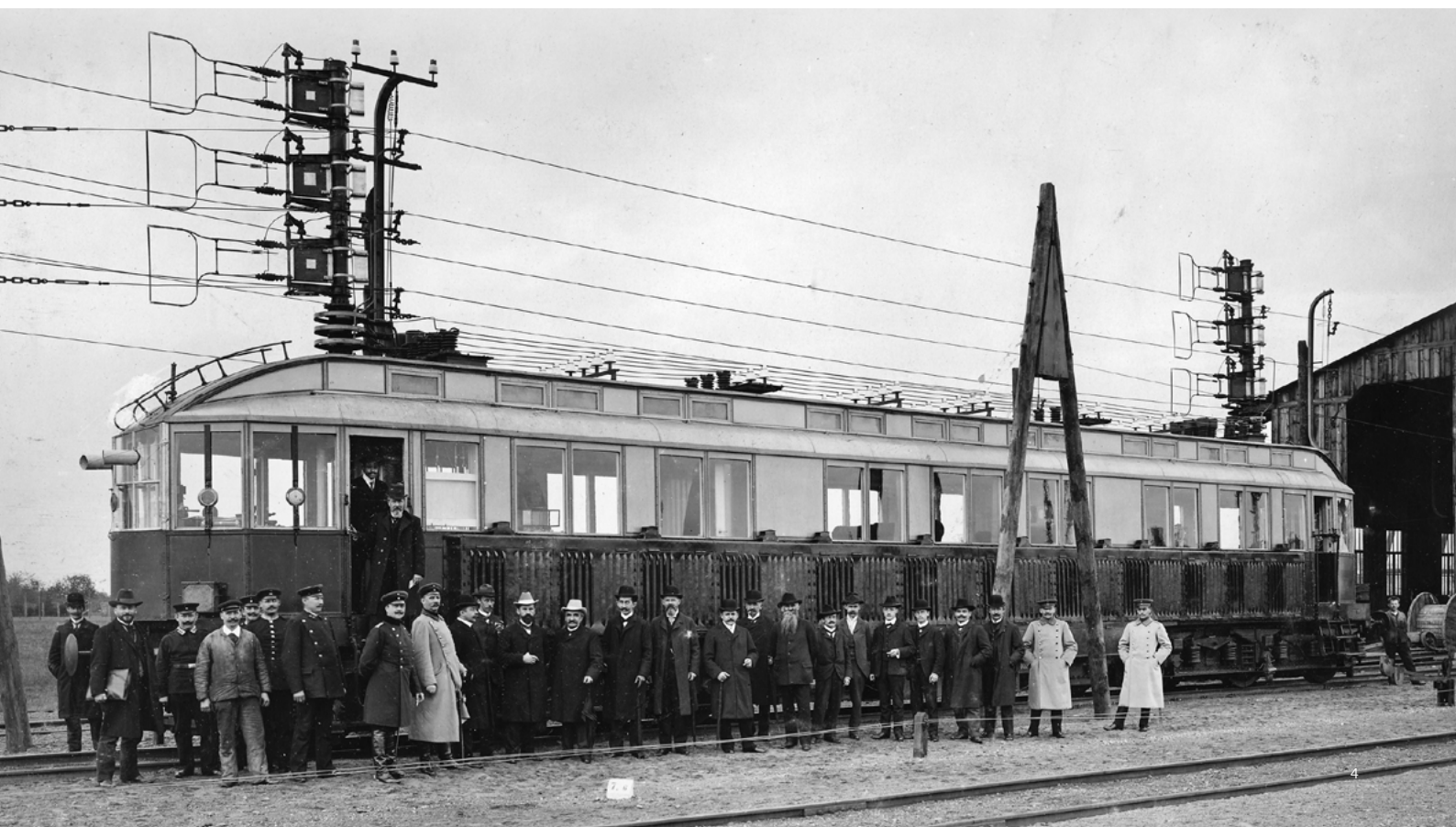


More than 20,000 auxiliary converters in operation in rail systems worldwide.



Meeting your rail requirements – **since 1947.**

We've been building electrical equipment for rail vehicles around the world since 1947 – with quality that's made in Germany from the very start. And with seven decades of experience, we know what our global customers need: first-class technology, the ideal solution to suit their specific tasks.



From Krefeld, Germany to the entire world

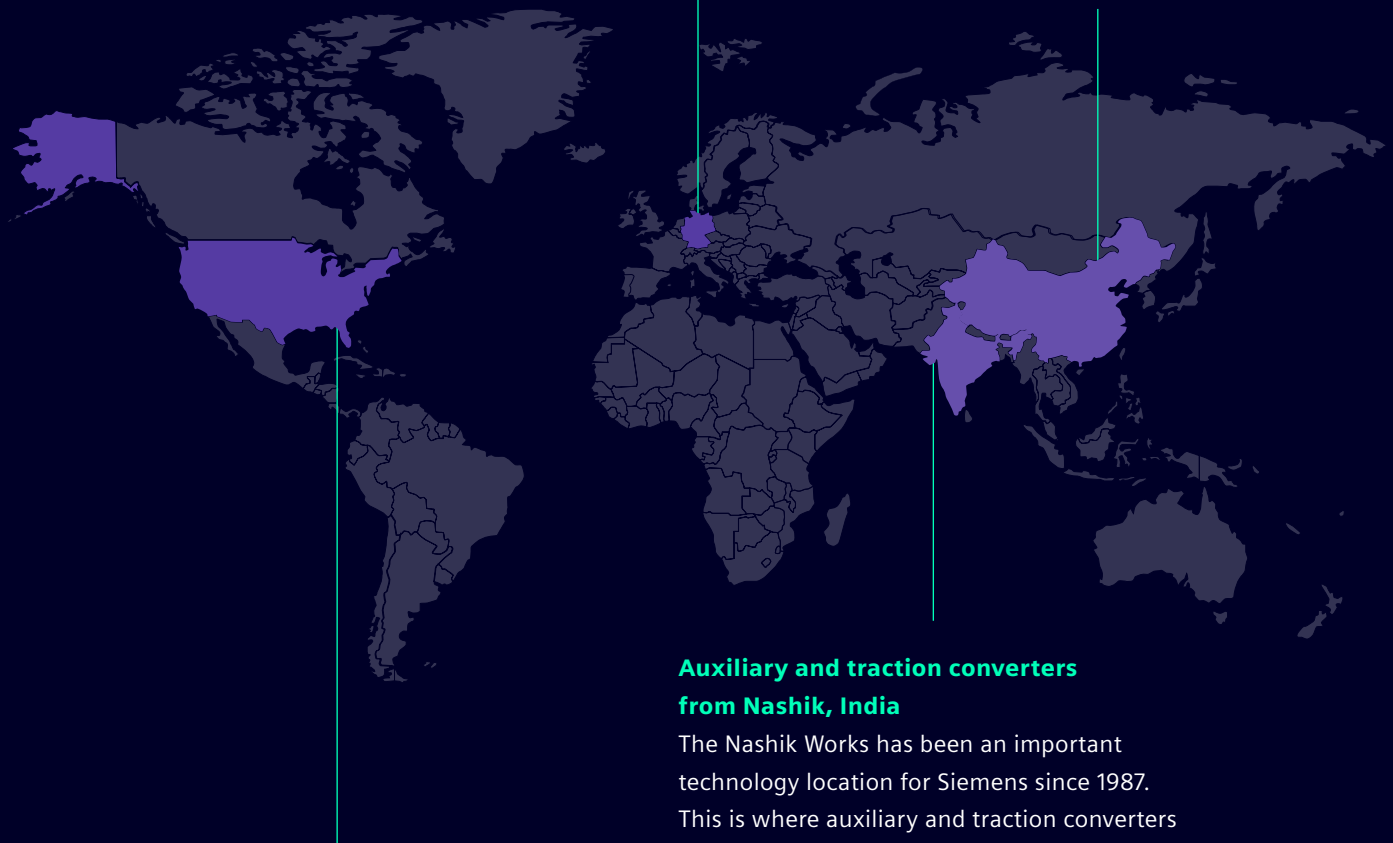
About 100 employees at the Mobility Factory in Krefeld develop auxiliary converters. It goes without saying that many of our products are intended for our own vehicles, but many other vehicle manufacturers also value the superior auxiliary converters from the Lower Rhine region for their own rail vehicles – from high-speed trains to trams.

Lead Factory Traction – Nuremberg, Germany

At our Lead Factory in Nuremberg, around 1,050 employees develop and manufacture drive systems and motors for rail vehicles. Complete system tests for all traction equipment are performed in our special test facilities on-site.

Factory in Tianjin, China

The factory in Tianjin is our central location for electrical rail components in China, and it produces large electrical motors and converters. The product portfolio includes traction motors and converters as well as APSs for high-speed trains and metros. The location was inaugurated in 1995 and currently employs approximately 140 workers.



Alpharetta, Georgia, U.S.: Specializing in converters

The facility in Alpharetta manufactures complete propulsion solutions for the North American rail market. Products are both innovative and well-proven, providing the highest degree of reliability with minimum maintenance costs. The product portfolio includes converters, motors, gearboxes and auxiliary power supplies. Product design is project-specific, ensuring proper adherence to customer requirements.

Auxiliary and traction converters from Nashik, India

The Nashik Works has been an important technology location for Siemens since 1987. This is where auxiliary and traction converters are developed and produced, in addition to electrical control panels, drives, and rail automation products, and they also develop test equipment.

Our auxiliary converters' range of applications

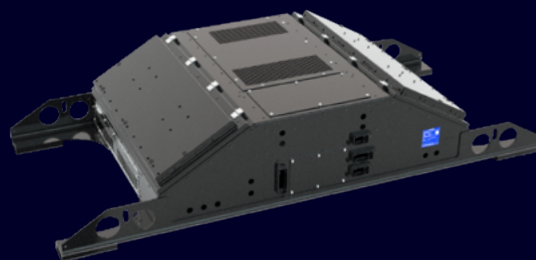


Our auxiliary converters work on all types of rail vehicles and passenger coaches, and provide onboard power for 3 AC / 1 AC electrical equipment as well as DC supply and charging batteries quickly, reliably, and safely. The systems don't necessarily have to be installed on board.

Technical data

The technical data specified here represents values typical of standard devices for the selected application that can be implemented especially quickly and economically.

Auxiliary converters from Siemens can also be individually adapted to the specific rail vehicles and passenger coaches.



Metro

Commuter rail

Nominal power / battery charger	170 kVA / 30 kW	160 kVA / 15 kW	85 kVA / 15 kW	120 / 170 kVA (240 kVA) / 30 kW
Nominal voltage	750 V / 1,500 V DC (R&D)	1,500 V DC	750 V DC	1,500 V DC
Temperature	–25 °C to +45 °C	–25 °C to +45 °C	–40 °C to +45 °C	–25 °C to +45 °C
Installation / mounting	Underfloor	Roof	Roof	Roof
Weight	450 kg / 530 kg	240 kg*	460 kg	
Cooling type	Forced-air cooling	Forced-air cooling	Forced-air cooling	Forced-air cooling
Technology	with SiC (silicon carbide)	with IGBT	with SiC (silicon carbide)	with SiC (silicon carbide)

* Module weight only (new platform)



High-speed train

Nominal power / battery charger	200 kVA / 30 kW
Nominal voltage	1,500 V DC
Temperature	–25 °C to +45 °C
Installation / mounting	Underfloor
Weight	480 kg
Cooling type	Forced-air cooling
Technology	with SIC (silicon carbide)



Coaches

80 kVA / 12 kW up to 120 kVA
Multiple voltage power supply (UIC 550) 1,000 V AC 16 2/3 Hz 1,000 V AC 50 Hz 1,500 V DC 3,000 V DC (4 systems)
–25 °C to +45 °C
Roof / Underfloor
1,350 / 1,550 kg
Forced-air cooling
with IGBT

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The information given in this document only contains general descriptions and/or performance features which may not always specifically reflect those described, or which may undergo modification in the course of further development of the products.

The requested performance features are binding only when they are expressly agreed upon in the concluded contract.

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