

The Siemens logo is displayed in a bold, teal, sans-serif font.

Ingenuity for life

SF 1000 Inspiro

Bogie-platform for metro vehicles

The SF 1000 was designed as a platform bogie for the use in heavy metro vehicles with maximum speeds up to 90 km/h and a maximum axle load of 13.5 t.

The bogies were considered as two axle, air sprung bogies with two stages of suspension.

The wheelbase of 2100 mm enables the bogies to be track friendly and particularly suitable for negotiating small radii of curvature.

The motor and trailer bogies are basically of identical design, except for the fact that the traction unit is additionally fitted in the motor bogie.

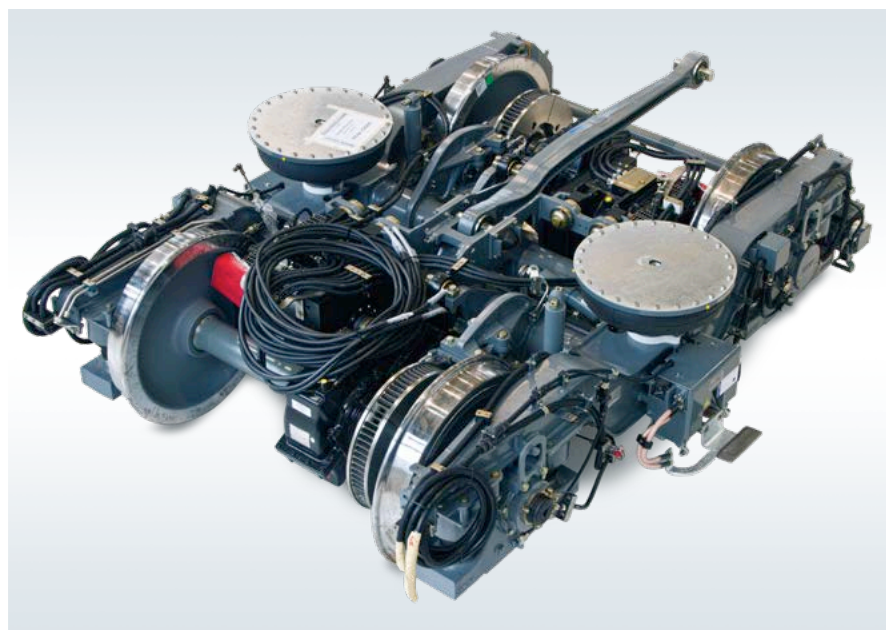
This reduces the number of components required and simplifies spare part stock-keeping.

The primary suspension system is equipped with pairs of conical rubber springs, ensuring good self damping characteristics and longitudinal and lateral flexible axle guidance.

The secondary suspension system features air springs and offers optimum ride quality as well as the possibility of level adjustment in the secondary suspension.

The transmission of longitudinal forces between car body and bogie frame is done by a traction rod. The mechanical brake unit is realized with one brake actuator and one axle mounted disc per axle.

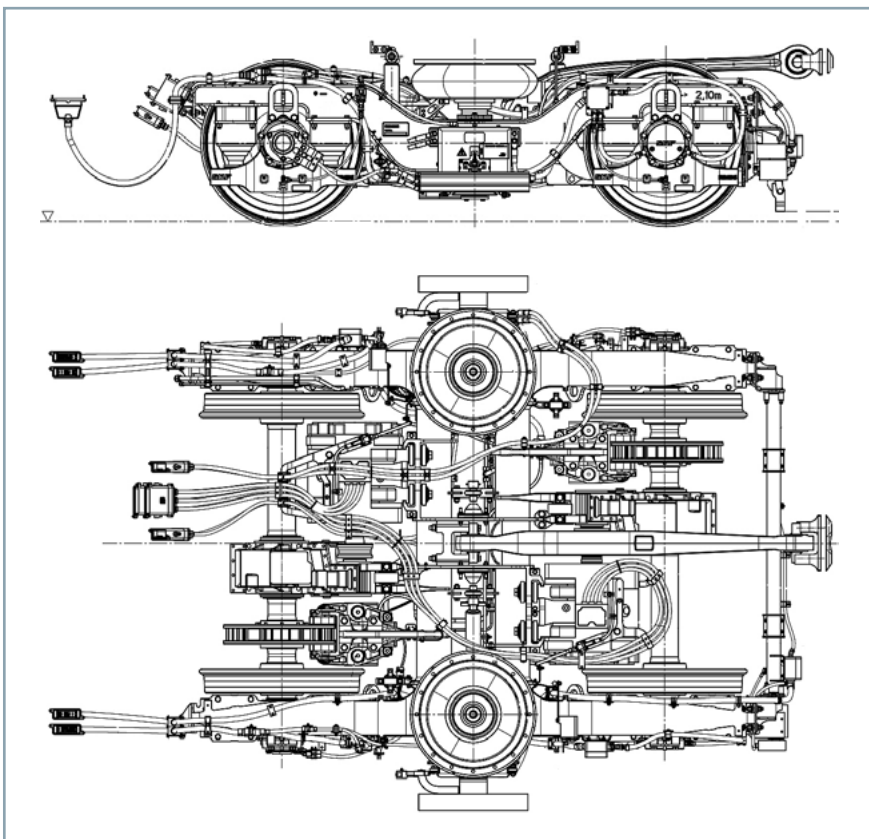
By use of proven design components we have developed an efficient bogie family of the highest reliability with perfect maintainability, high flexibility and excellent running behaviour.



Technical data

Bogie	SF 1000 Inspiro
Running speed	90 km/h
Axle load	13.5 t
Continuous power per wheelset	140 kW
Wheelbase	2100 mm
Wheel diameter new/worn	850/770 mm
Smallest radius of curvature in operation/depot in service/workshop	90/60 m
Height, connection to carbody (top of air spring)	860 mm
Weight motor/trailer bogie ¹⁾	Approx. 6.1- 6.4 t / approx. 4.1- 4.4 t

1) depends on equipment



References

Warsaw/Poland
Munich/Germany
Riyadh/Saudi Arabia



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The information given in this document contains general descriptions of technical possibilities which may not always be available in a particular case. The requested performance characteristics have therefore to be defined in the event of contract ward for the particular case in question.