MoComp Bogie SF6500

Platform for electrical and diesel multiple units

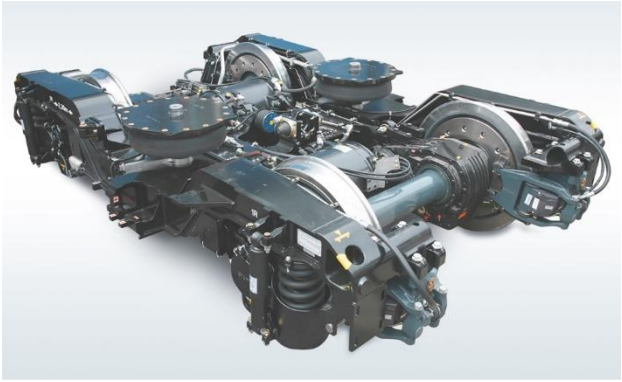
The bogie platform consists of trailer and motor bogies with a two-stage suspension system using an air spring as secondary suspension. The bogie platform is characterized by its compact design. It is especially designed for high positions of carbody center of gravity.

Modular bogie design
Because of the modular design of the bogie platform a large range of applications is possible. This high-performance bogie platform ensures high reliability, easy maintenance, low service costs, high flexibility and excellent riding comfort. The bogies SF 6500 are used especially for Express and Commuter trains.

Excellent riding comfort
The axle guidance is carried out through one elastic bush per axle box, which joins the radial arm with the frame. The primary springs are in front of the wheelset bearings and consist of steel coil springs and rubber elements for acoustical and electrical isolation. All longitudinal forces between bogie and carbody are transmitted via a center pivot. The secondary suspension system consists of air spring bags in combination with a pneumatic 2-point levelling valve system.

Easy exchange of the wheelset and gear unit
The traction torque is transmitted from the motor to the wheels by a partially suspended helical toothed spur gear box and a flexible toothed coupling. The traction motor is directly mounted on the bogie frame using rubber elements for acoustical isolation. Separation of the coupling enables exchange of the wheel set with the gear unit without having to dismount the motor.

Low maintenance brakes
Low-maintenance wheel cheek disk brakes are used. Optionally a magnetic track brake can be used for mechanical braking.



SF6500 bogie

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Technical data SF6500	
Bogie	SF6500
Running speed	up to 160 km/h
Axle load (EN 13103)	up to 18 t
Starting tractive effort per wheelset	n/a
Continuous power per wheelset	up to 235 kW
Wheelbase	2300 mm
Track gauge	1435 mm
Wheel diameter new/worn	850 / 780 mm
Smallest radius of curvature in service/workshop	100 / 80 m
Weight MBG/TBG	approx. 14 t / approx. 6,7 t
Bogie Height (top of air spring)	approx. 800 mm
Secondary transmission of longitudinal forces	Partly suspended
Mechanical brake	Wheel disc brakes/ optional magnetic track brake

References:

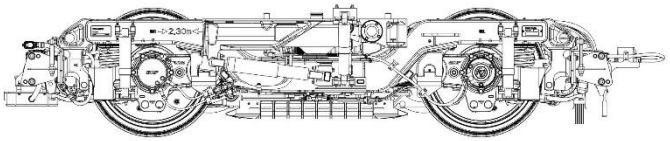
Trans Regio – Mittelrheinbahn

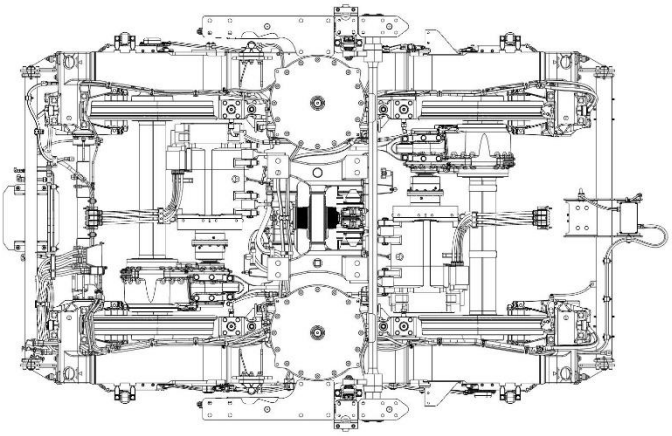
SNCB

ÖBB

Raaberbahn

ODEG





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