



## MoComp Bogie SF7500

### Platform for trains

The bogie-platform SF 7500 consists of end-motor bogies, Jacobs motor- and Jacobs trailer bogies.

#### Lightweight construction and high axle load

High axle loads, light weight construction and a high number of optional equipment are the main characteristics of the bogie platform. The SF 7500 bogies are the consequent further development of the platform SF 7000, that was very successful in the Desiro City series in UK. The principle of inner bearing was also implemented in the SF 7500.

#### Compact design

The bogies have a very low curve resistance and a compact design. However, the integration of a powerful and energy efficient traction unit could be realized. In principle, all different types of the bogie platform can be equipped with a magnetic track brake.

#### Improved Energy balance and low LCC

The most important feature of the bogie platform is their contribution to a reduction of the life cycle cost of the complete trainset. The high degree of recuperation ability of the traction unit improves the energy balance as well as the maintenance cost of the brake equipment.

#### Reduced accelerations and forces

The SF 7500 platform offers the possibility to reduce the number of bogies within a trainset and that leads to a further reduction of maintenance cost. Bogies as well as the trainset were optimized regarding lowest possible wheel track forces. All accelerations in the car body and the bogie components were harmonized and reduced as much as possible.

#### Highest safety against derailment

The stiffness and damping characteristics were designed to optimize the parameters running stability, derailment safety and comfort. The low turning resistant between bogie and car body leads to optimal running behavior.

#### Bogie diagnostic as an option

To optimize the maintenance process and therefore to reduce maintenance cost, the bogies of the SF 7500 platform can be equipped with a bogie diagnostic system. With this optional feature, it is possible to detect imminent component failures and to maintain or replace them target orientated.



SF7500 bogie

Technical data SF7500			
<b>Bogie</b>	Motor bogie	Jakobs trailer bogie	Jakobs motor bogie
<b>Running speed</b>	up to 160 km/h		
<b>Axle load (EN 13103)</b>	up to 20 t		
<b>Starting tractive effort per wheelset</b>	n/a		
<b>Continuous power per wheelset</b>	n/a		
<b>Wheelbase</b>	2300 mm	2600 mm	2600 mm
<b>Track gauge</b>	1435 mm		
<b>Wheel diameter new/worn</b>	880 / 810 mm		
<b>Smallest radius of curvature service / workshop</b>	125 / 100 m		
<b>Weight</b>	ca. 8,5 t	ca. 6,3 t	ca. 8,0 t
<b>Bogie height (top of air spring)</b>	ca. 974 mm	ca. 1050 mm	ca. 1050 mm
<b>Mechanical brake</b>	Wheel disc brake	Wheel disc brake, optional: 2 axle brake discs per axle	Wheel disc brake

#### References:

DB Regio – Netz Rheintal; S-Bahn Rhein Neckar; Bawü Netz 7b; Netz Lausitz; Netz Donau Isar

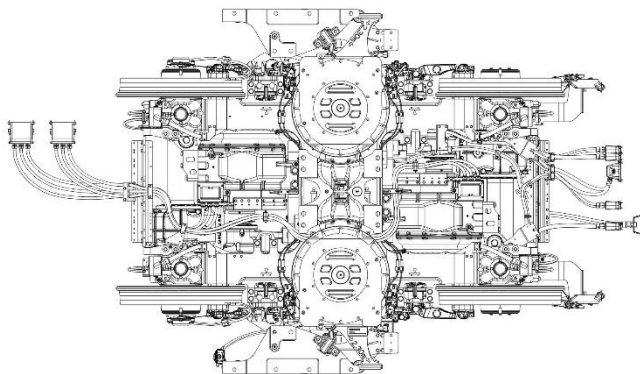
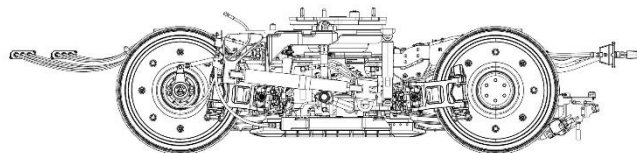
Trans Regio – Mittelrheinbahn

Go Ahead – Augsburger Netze Los 1

SWEG – Ortenau Netz (Mireo Plus B)

NEB – Netz Ostbrandenburg; Heidekrautbahn (Mireo Plus H)

Midske Jernbaner – Westjütland (Mireo Pus B)



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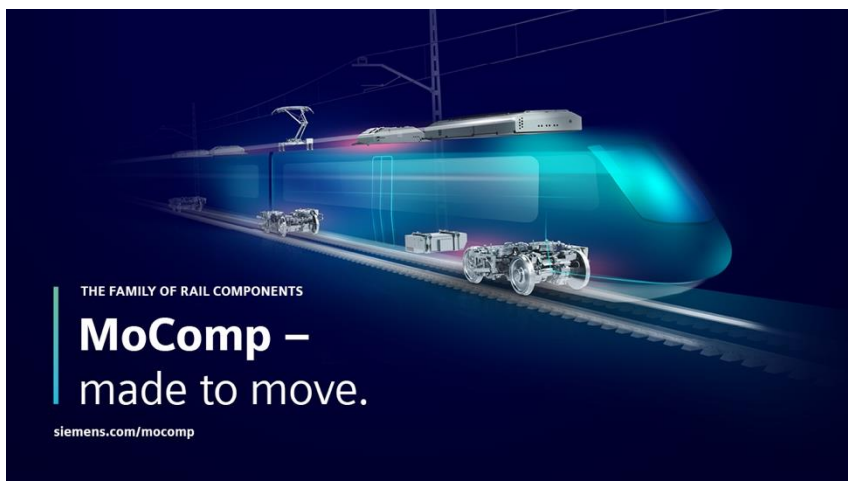
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