



MoComp Bogie SF100

Bogie-platform for passenger coaches

The bogie-platform SF 100 is a further development of the bogie-family SF 400. The SF 100 was designed for push-pull service in locomotive-hauled passenger coaches and for trailer-bogies in multiple units. The maximum operational speed is 249 km/h.

Huge operation area

The bogies for end- and center coaches are equipped with air-spring-systems and can be used for single and double-deck applications. The bogie is designed for a maximum axle load of 19 t in accordance with EN 13103. This is necessary to fulfil the requirements of modern double-deck coaches regarding interior (comfort, acoustics, fire protection requirements, etc.) and payload.

Maintenance-free wheel-set guidance

The primary springs are located above the wheel-set bearings and consist of steel coil springs and rubber elements for acoustical and electrical isolation. This kind of wheel-set guidance does not need any maintenance during the relevant maintenance intervals and is more or less free of wear.

Variable braking equipment

The open H-shaped bogie-frame is a high-sophisticated light weight design with a low torsion resistance. Between the two longitudinal beams are two transversal beams with brackets for the disc-brake units. It is possible to use alternative brake-equipment (standard caliper with hangers or compact caliper). Depending on the brake-requirement, the bogies can be equipped with two or three brake-units per axle. The parking-brake can

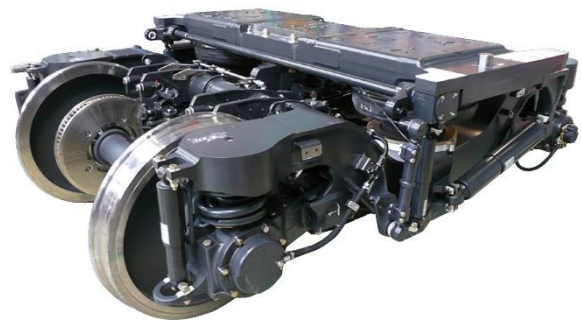
be operated in conventional way by handbrake-wheel and flex-ball-cable or with spring-loaded parking brake units. Magnetic track-brakes are available alternatively.

Highest security standards

The air-spring in the secondary suspension system ensures high passenger ride quality. The leveling control valve guarantees that the same floor height can be maintained under varying load conditions. Both air springs are mounted in serial with a rubber emergency spring. This ensures operation at maximum speed, even when the air-spring is deflated.

Fast bogie change

To ensure the necessary flexibility, rubber bushes are integrated both in the yoke and in the guiding rods. An additional air reservoir, mounted directly above the air spring, is one possible interface between car-body and bogie. The car-body can alternatively be supported on the secondary suspension by a bolster so that the bogie can be easily dismantled.



SF100 bogie

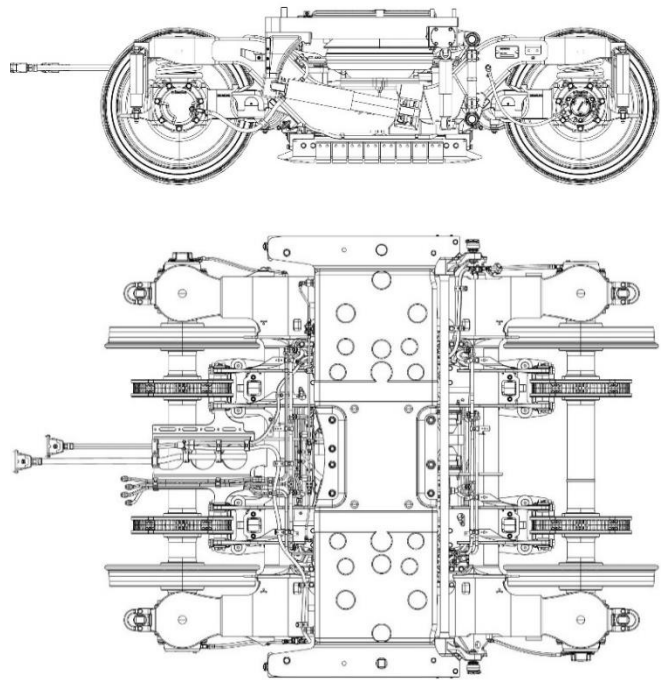
Technical data SF100

Bogie	SF100
Running speed	up to 249 km/h
Axle load (EN 13103)	up to 19 t
Wheelbase	2500 mm
Track gauge	1435 mm
Wheel diameter new/worn	920 / 840 mm
Smallest radius of curvature in service/workshop	150 / 80 m
Weight MBG/TBG (with tread brakes)	approx. 6,3 – 8,5 t

References:

SBB NDW / Switzerland

SZU NDW / Switzerland



SF100 bogie

Published by

Siemens Mobility Austria GmbH

SMO RS CP BG&P

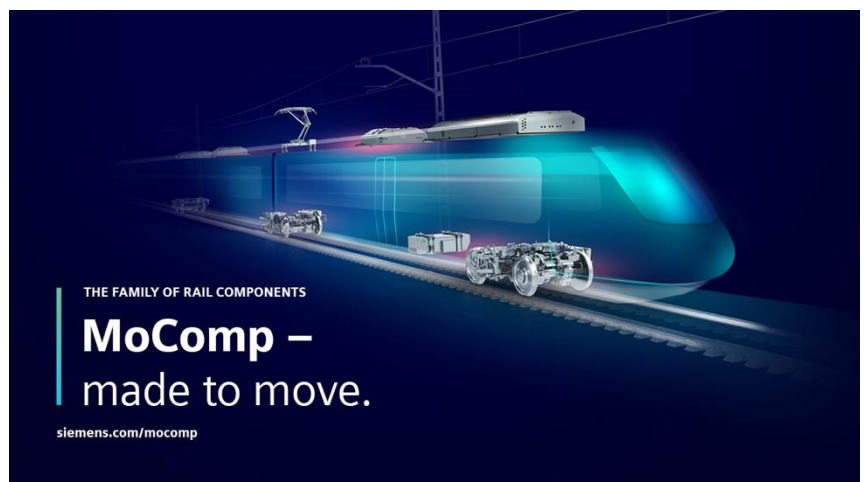
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The information given in this document contains general descriptions of technical possibilities which may not always be available in a particular case. The requested performance characteristics have therefore to be defined in the event of contract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

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