BORDLINE® M30 DC_750V
Redundant converter for light rail vehicles (LRVs)

System overview
The BORDLINE® M30 DC converter is based on modern IGBT technology.

The system is composed by:
• N° 1 DC/DC converter (750 Vdc/72 Vdc), that turns catenary voltage (750 Vdc) into 72 Vdc to supply the batteries
• N° 2 redundant DC/DC converters (72 Vdc/24 Vdc), to supply lights, turn signals and brakes (5 kW)
• N° 2 redundant DC/AC inverters (72 Vdc/57 Vac 45 Hz 3ph) to supply fans and safety loop (3 kVA)

HV module (750 Vdc/72 Vdc)
It is configured in a isolated full bridge. This module generates a square wave for the output filter in order to generate a DC BUS (72 Vdc) to supply internally DC/DC converters (24 Vdc) and three-phase inverters (57 Vac - 45 Hz); externally it also charges the batteries.

3ph inverter (72 Vdc/57 Vac 45 Hz 3ph)
The three-phase inverter, due to the installed sine-filter, generates a sine wave three-phase voltage at the converter output. A V/F control is implemented to limit the inrush current when a heavy load is powered (e.g. compressor).

DC/DC converter (72 Vdc/24 Vdc)
A non-isolated DC/DC converter is available to convert the 72 Vdc bus in a 24 Vdc to supply the electronic load of the tram.

Characteristics
• IGBT technology
• Compact and robust design
• Integrated sine filter
• Fed by 750 Vdc catenary (450 Vdc - 1000 Vdc)
• Three outputs: 72 Vdc, 24 Vdc, 57 Vac 45 Hz 3ph
• Integrated battery charger
• Redundant system
• Ethernet diagnostic
• Full digital control
• Installation on the roof

Technical data
<table>
<thead>
<tr>
<th>BORDLINE® M30 DC_750V</th>
</tr>
</thead>
<tbody>
<tr>
<td>Input voltages</td>
</tr>
<tr>
<td>Output voltages</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Total output power</td>
</tr>
<tr>
<td>Protection degree</td>
</tr>
<tr>
<td>Dimensions (L x W x H)</td>
</tr>
<tr>
<td>Ambient temperatures</td>
</tr>
<tr>
<td>Weight</td>
</tr>
<tr>
<td>Communication interface</td>
</tr>
</tbody>
</table>
Control and monitoring
The converter is full digital controlled (DSP technology). The monitoring is supported by Ethernet interface (via M12 connector). A web server, compatible with the most common browsers (e.g. Internet Explorer), on the diagnostic board provides monitoring of converter status.

Cooling system
The converter is cooled by natural convection.

Mechanical design
The metal structure, based on stainless steel material, has been designed for IP66 protection and to be mounted on the tram. As the converter has been developed for the revamping project, it is mechanically and electrically full interchangeable with the old one.

Diagnostics and service
The service-friendly modular design with highly standardized components ensures high reliability, excellent spare parts availability, and optimized life-cycle costs. For maintenance a diagnostic interface (Ethernet) is available. It permits to monitor converter status and alarms history.

Application example
BORDLINE® M30 DC_750V is mounted in Grenoble trams ABB converter has been designed to replace an old converter after a revamping project.