AUXILIARY CONVERTER

BORDLINE® M75 DC_600V

For metro cars

The BORDLINE® M75 DC static converter is a compact, rugged unit developed to feed auxiliary services of the metro.

System overview
The BORDLINE® M75 DC converter is based on modern IGBT technology.

The system is composed by:
• N° 1 DC/AC inverter (600 Vdc/230 Vac 60 Hz 3ph - 55 kVA) to supply AC loads
• N° 1 AC/AC insulation transformer (230 Vac 3ph to 120 Vac 1ph - 2.4 kVA)
• N° 1 LVPS1 DC/DC converter (600 Vdc/48 Vdc - 15 kW), that turns catenary voltage (600 Vdc) into 48 Vdc to supply DC loads and charge the batteries
• N° 1 LVPS2 DC/DC converter (48 Vdc/24 Vdc - 5 kW), to supply DC loads @24 Vdc

Functionality
A not isolated three-phase inverter, due to the installed sine-filter, generates a sine wave three-phase voltage at the converter output. Three-phase output also feeds 3ph to 1ph transformer. A V/F control is implemented to limit the inrush current when a heavy load is powered (e.g. compressor).

An isolated DC/DC converter is available to convert the 600 Vdc catenary voltage in a 48 Vdc to supply the electronic loads of the metro and charge the batteries. A control for compensation in temperature of batteries charging voltage is integrated. An isolated DC/DC converter is available to supply DC electronic loads of the metro @24 Vdc. The LVPS2 is fed by batteries.

Characteristics
- IGBT technology
- Compact and robust design
- Integrated sine filter
- Fed by 600 Vdc catenary (480 Vdc - 720 Vdc)
- Integrated battery charger (LVPS2)
- Ethernet diagnostic and CANopen communication bus
- Full digital control
- Underfloor installation

Technical data

<table>
<thead>
<tr>
<th>Input voltages</th>
<th>600 Vdc (480 Vdc - 720 Vdc)</th>
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<tbody>
<tr>
<td>Outputs</td>
<td>230 Vac 60 Hz 3ph - 55 kVA,</td>
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<td></td>
<td>120 Vac 60 Hz 1ph - 2.4 kVA</td>
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<td></td>
<td>48 Vdc - 15 kW</td>
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<td></td>
<td>24 Vdc - 5 kW</td>
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<tr>
<td>Protection degree</td>
<td>IP65</td>
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<tr>
<td>Dimensions (L x W x H)</td>
<td>1483 x 1176 x 486 mm</td>
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<tr>
<td>Ambient temperatures</td>
<td>-25°C +50°C</td>
</tr>
<tr>
<td>Weight</td>
<td>&lt; 450 kg</td>
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<tr>
<td>Communication interface</td>
<td>Ethernet, CANopen</td>
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</tbody>
</table>
Control and monitoring
The converter is full digital controlled (DSP technology) and it is structured so that each power section (AC or DC) can work independent of each other. All outputs are short-circuit proof. The control electronics also monitor voltages, currents and internal temperatures. The interface to the Train Control and Management System is managed by CANopen bus.

Cooling system
The converter is cooled by forced air. The internally mounted fan and the air duct are integral parts of the onboard converter. A thermal monitoring device protects the converter from becoming overheated.

Mechanical design
The metal structure, based on painted steel material (dielectric white internally and black externally), has been designed for IP65 protection and to be mounted on metro cars (underfloor). The heatsinks are partitioned so that the individual modules can be easily removed and replaced.

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. Further data can be obtained using a standard PC and the BORDLINE®-View, a diagnostic tool that includes an advanced self-diagnosis function, which provides advice and instructions for service and repair.

Application example
BORDLINE® M75 DC_600V is installed in metro cars running in Canada.