**NEW YORK AIR BRAKE**

**Freight Car Products 1**

**AIR HOSES-ADAPTERS, COUPLINGS, SUPPORTS**

**HI-FLO® GLAD HAND WITH COLD LOC™ GASKET**

HI-FLO® glad hands increase air signal propagation by 9 percent, allowing faster charging times. HI-FLO glad hands provide 55 percent higher pull-apart resistance, reducing pull-apart and train delays. A 57 percent larger guard arm casting increases service life. The Cold Loc gasket with patented 10-degree entrance angle provides 61 percent greater gasket surface area. The HI-FLO glad hand with Cold Loc gasket improves alignment, reduces air hose separation, extends service life, and lowers life cycle costs.

**HOSE SUPPORT**

New York Air Brake’s AAR-approved hose support is made of high-strength, long-life, woven nylon fabric that is not affected by UV and ozone exposure. The hose support can be installed and/or adjusted with gloves on, and its hose height adjustment feature remains flexible in all weather.

**EXTENSION ADAPTER**

The New York Air Brake extension coupling adapter is designed to meet AAR specification S-4013. The adapter allows proper positioning of the end hose assembly on cars with bottom shelf couplers.

**BALL-TYPE ANGLE COCK**

New York Air Brake’s ball-type angle cock with locking handle is designed for use on all types of conventional freight and intermodal cars, and on locomotives. Its rugged construction offers low-torque operation and self-cleaning, leak-free service. Disassembly is easy.

**TWO-COMPARTMENT AUXILIARY AND EMERGENCY RESERVOIR**

New York Air Brake’s lightweight two-compartment emergency and auxiliary reservoir provide 6,000 total cubic inches of air storage for freight cars. Thorough testing of this rugged unit ensures that despite its lightweight nature, it will remain maintenance free for the life of the car.

**RUBBER REPLACEMENT PARTS**

New York Air Brake offers a full range of AAR-qualified, high-quality rubber replacement parts. Through an exclusive licensing agreement with an AAR certified rubber manufacturer, New York Air Brake has over 400 replacement rubber parts available, each with a full one-year warranty.

**NYCOPAC IIA BRAKE SYSTEM**

The NYCOPAC IIA is a truck-mounted brake system for freight cars, designed as a conversion kit to upgrade NYCOPAC/WABCOPAC equipment with B-3-A and B-4-A beams. Easy to install and adjust, it features a cylinder mounted in a patented gimbal arrangement, allowing horizontal and vertical rotation. The brake cylinder utilizes an integral double-acting slack adjuster that automatically compensates for up to 6 inches of shoe wear and 4 inches of wheel wear. The slack adjuster mechanism requires no external trigger, improving reliability. NYCOPAC IIA is also available as a complete system including beams. The NYCOPAC IIA is designed to operate on 70-, 100-, or 125-ton trucks.

**DIRT COLLECTOR AND CUTOUT VALVE**

The dirt collector and cutout valve features a centrifugal dirt collector to protect the integrity of the air circulating throughout the brake system. The valve is easily removed for cleaning. The cutout function closes communication between the system’s control valve and the brake pipe.

**AIR BRAKE CYLINDERS**

New York Air Brake offers top-quality, precision-made air brake cylinders that meet AAR requirements for 8-1/2-inch and 10-inch standard freight car sizes.

**9 x 8" LOCOMOTIVE BRAKE CYLINDERS**

New York Air Brake’s 9 x 8” locomotive brake cylinder features a fabricated non-pressure head, which retains the structural integrity of traditional cast heads, but greatly reduces the weight of the cylinder. It also provides improved corrosion resistance.
New York Air Brake’s electronically controlled pneumatic braking (ECP) offers railroads major improvements in train control with features such as graduated application release, and simultaneous, load-compensated braking on each car within a train. NYAB has logged millions of car miles of revenue service and has built on that experience to design and supply our second generation EP-60, the industry’s most advanced and reliable package.

EP-60 STAND-ALONE CONFIGURATION

New York Air Brake’s EP-60 stand-alone configuration eliminates pneumatic and emergency portions, is lighter, and is designed to fit in the same space envelope as the DB-60.

EP-60 OVERLAY INSTALLATION

New York Air Brake’s EP-60 overlay installation options apply to both new and retrofit applications, and can be easily upgraded to a stand-alone configuration.

EP-60 OVERLAY INSTALLATION
NEW YORK AIR BRAKE

Freight Car Products 3

BRAKES-VALVES

DB-60 AIR BRAKE CONTROL VALVES

New York Air Brake’s DB-60/DB-60L pneumatic control valves for freight car brake systems offer poppet valve technology, providing supremely reliable, precise brake pressure application—without fail.

DB-60A ALUMINUM AIR BRAKE CONTROL VALVES

The aluminum construction of New York Air Brake’s DB-60A features a 95 pound weight reduction over conventional cast iron valves. DB-60A’s design has been validated by extensive testing, and its improved ergonomics, especially when configured with our aluminum single-sided pipe bracket, offer important advantages in handling and installation safety.

VENT VALVE

New York Air Brake’s service-proven KM-2 vent valve utilizes a poppet valve design to provide superior and reliable venting. KM-2 valves are used in locomotive applications and in long car applications in conjunction with DB-60L.

THREE-POSITION RETAINING VALVE

New York Air Brake’s retaining valve is constructed of high-strength, non-corrosive, structural plastic. The valve is a direct replacement for the existing design, is 40 percent lighter, and uses 30 percent fewer parts. The highly reliable, long-lived three-position retaining valve controls the brake cylinder exhaust rate or retains a 20-psi brake cylinder pressure, as governed by the position of the manually operated valve handle. The three positions are: Direct Exhaust (EX), Slow Direct (SD), and High Pressure Retain (HP).

HOSE ASSEMBLIES

END-OF-CAR BRAKE HOSE ASSEMBLIES

New York Air Brake end-of-car brake hose assemblies featuring 22” and 33” Premtec manufactured hoses and patented HI-FLO© fittings are the highest quality air hose assemblies available. These air brake hose assemblies, gaskets, and hangers, available exclusively from New York Air Brake, exceed all AAR specifications and remain flexible to minus 55 degrees. Their superior performance means fewer hose separations and lower life-cycle costs.

SLACK ADJUSTERS

NEW SLACK ADJUSTER

New York Air Brake has teamed with the Aeroquip Group of Eaton Corporation to produce the highest performance specialty hose assemblies available in the rail industry. Our hoses exceed AAR M-618 specifications, and remain flexible at minus 65 degrees F, even after long-term exposure at +212 degrees F. Features include an embossed, layline-type label for easy identification, and stainless steel braided reinforcement for minimal twisting. New York Air Brake/Aeroquip’s specialty hose assemblies include: articulated joint; truck mounted brake; empty & load, reservoir, and discharge gates; intermediate; car cushioning; 1-inch branch pipe; and locomotive hose assemblies. A variety of alternate assemblies, fittings, and/or accessories are also available.

FITTINGS-BRAKE PIPE

FITTINGS

New York Air Brake offers a complete line of AAR-approved straight and elbow socket weld fittings.

BRANCH PIPE TEE

The AAR-approved branch pipe tee is designed to prevent drainage from the trainline into the branch pipe. Configurations include bottom, side, and 45 degree outlets to accommodate brake pipe connection to the branch pipe.

1-1/4 SPLIT FLANGE FOR ADJUSTABLE SOCKET WELD FLANGE FITTING

The split flange is comprised of two identical flange halves. This type of flange can be installed after the socket weld swivel is applied to the pipe. The socket weld fitting with split flange can be used without creating large holes in structural members of the car body.

www.nyab.com

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Knorr Brake Ltd. 675 Development Drive, Kingston, Ontario K7M 4W6 (613) 389-4660 FAX: (613) 389-8703
Locomotive Products

CCB II: ADVANCED LOCOMOTIVE AIR BRAKE SYSTEM

In 1998, New York Air Brake introduced its second-generation locomotive electronic air brake system — CCB II (Computer Controlled Brake). It is designed to provide best-in-class reliability and to meet the railroad industry’s demand for increased locomotive availability. CCB II is a microcomputer-based system designed to provide full automatic and independent brake control for main line locomotives. Its network-based design permits faster response, and its self-diagnostic routines and LRU (line-replaceable unit) approach reduce maintenance costs.

New York Air Brake’s EPCU manages the pneumatic interfaces between the locomotive brake system and the consist. It controls the locomotive’s brake cylinders, brake pipe, independent application and release pipe, and the actuating pipe. A redundant pneumatic backup system is integrated into the EPCU, and provides backup for partial loss of computer control in the lead locomotive or functions in the trail mode when the system is unpowered.

LEADER: ADVANCED TRAIN HANDLING TOOL

LEADER™ (Locomotive Engineer Assist/Display Event Recorder) is a powerful train performance data collection, reporting, and processing system that will significantly improve railroad operations. LEADER features range from real-time train dynamics displayed in the cab of the locomotive to automatic radio download of operational data delivered to your desktop computer via your existing network for analysis. LEADER provides real-world tools to reduce fuel consumption, to minimize in-train forces, and to improve the skills of locomotive engineers. LEADER software utilities provide the tools to help railroads better understand and manage current operations designed to deliver real savings.

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