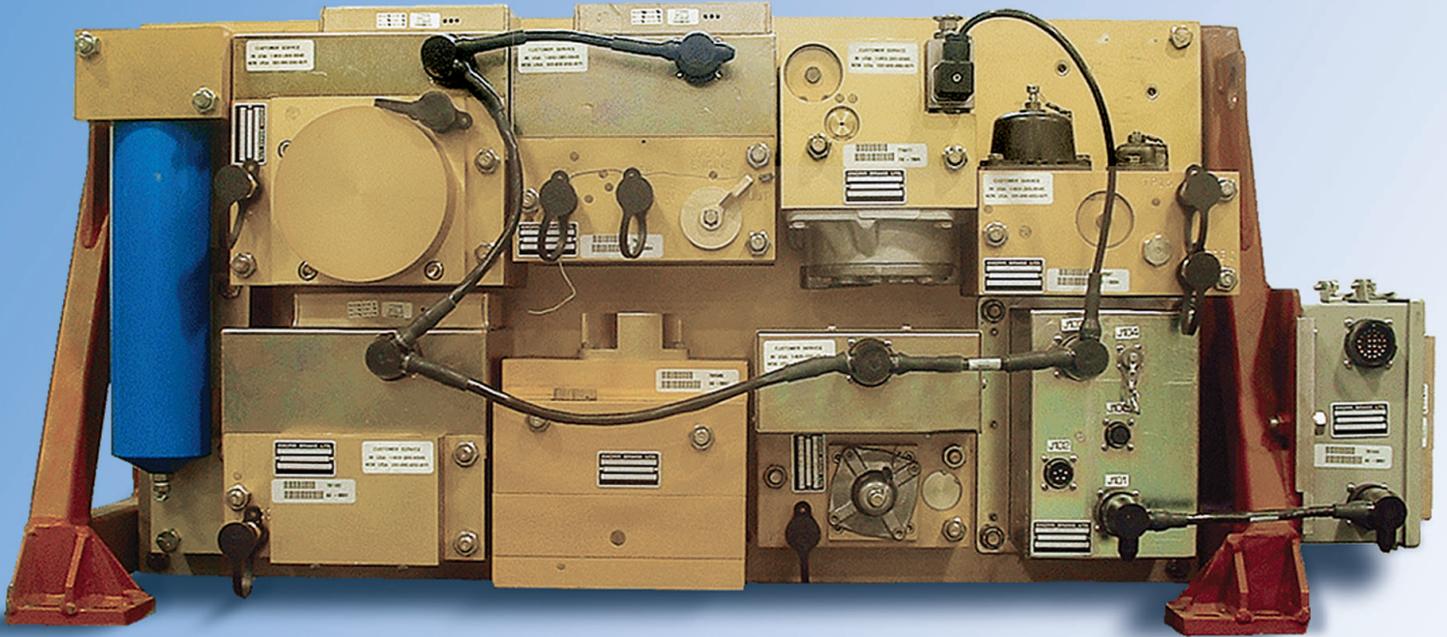


CCB-26: A Solution for Short Line Railroads



High reliability locomotive electronic air brake

CCB-26 offers short line railroads and switchyards an affordable, reliable upgrade for their older air brake systems. CCB-26 decreases mission failures by 80 percent.

Reduced life cycle costs

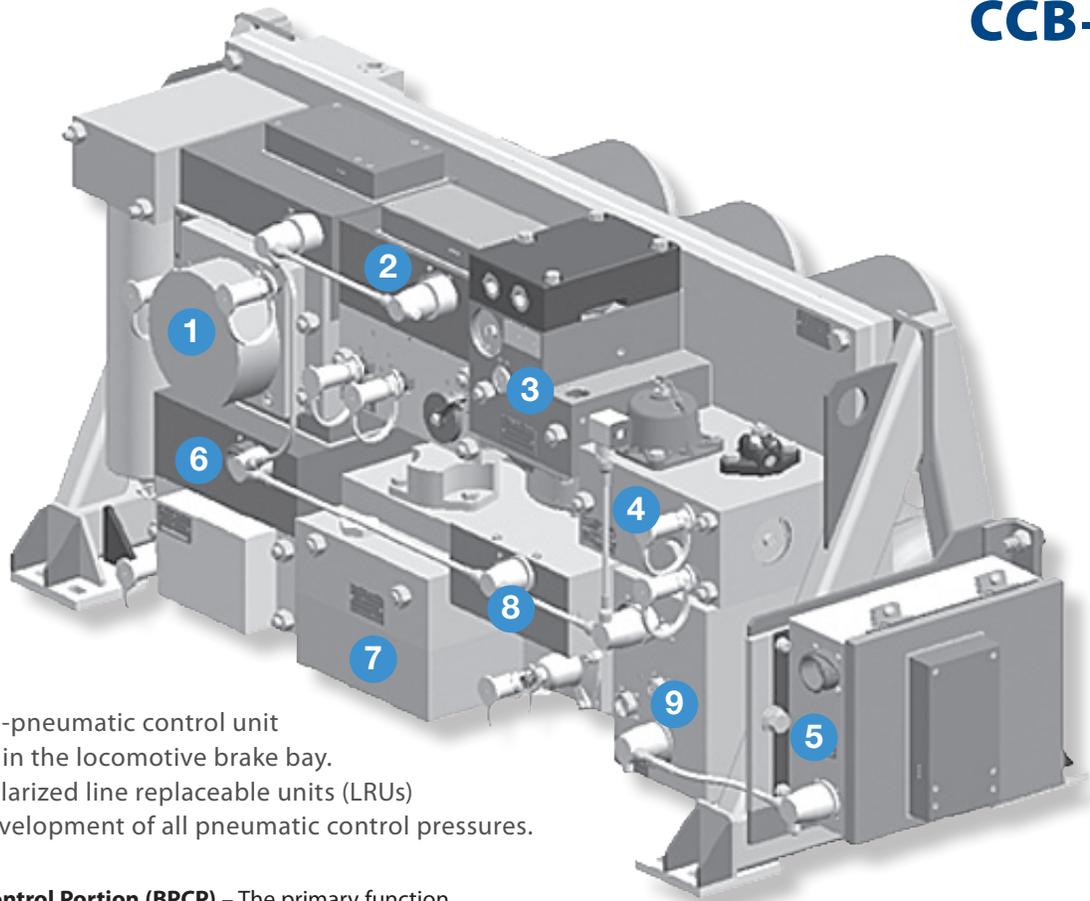
CCB-26's longer COT&S period reduces the required overhauls by half. Its modular design and Line Replaceable Units (LRUs) cuts change out times to 20 minutes.

Fast, easy maintenance

CCB-26 provides a flexible, expandable platform to integrate with Remote Control Locomotive systems. CCB-26 consolidates traditional 26L piping into a single brake manifold that is much easier to install, troubleshoot and maintain.

To learn more about how CCB-26 can improve uptime and reduce costs, contact your NYAB RailServices representative, visit www.nyab.com, or call us at 315-786-5431.

E₂O Engineered to Outperform



The CCB-26 electro-pneumatic control unit (EPCU) is mounted in the locomotive brake bay. It consists of modularized line replaceable units (LRUs) that control the development of all pneumatic control pressures.

- 1 Brake Pipe Control Portion (BPCP)** – The primary function of the brake pipe control portion is supply, exhaust, maintaining, and cut-off of the trainline brake pipe. The BPCP includes the brake pipe relay valve, emergency magnet valve and vent valve, and brake pipe cut-out function as well as break-in-two detection and brake pipe pressure sensing.
- 2 Equalizing Reservoir Control Portion (ERCP)** – The primary function of the ERCP is control of the brake pipe relay. The ERCP controls equalizing reservoir pressure. The pneumatic and electrical control portions of the ERCP include emulation of pipes 3, 10, and 26. Optional penalty magnet valves can be piped to the manifold pipe 3 port for suppressible penalties, and to the pipe 10 port for non-suppressible penalties. In this manner, the penalty interface is identical to a 26L pneumatic braking system.
- 3 DB Triple Valve Portion (DBTV)** – The DBTV develops brake cylinder pilot pressure during service brake applications, sensed by reduction of brake pipe pressure.
- 4 16 Control Portion (16CP)** – Provides brake cylinder limiting and brake cylinder assurance in emergency.
- 5 Relay Control Portion (RCP)** – Mounted on the EPCU, the RCP contains the systems relays, and provides discrete signal interface to the locomotive controls and sanding equipment.
- 6 20 Control Portion (20CP)** – The 20CP provides independent application and release pipe pressure.
- 7 Brake Cylinder Control Portion (BCCP)** – The brake cylinder control portion provides brake cylinder pressure based upon the level of pipe 16 and pipe 20 pressures. Various BCCP portions are available depending upon the required brake ratio of the applied locomotive.
- 8 13 Control Portion (13CP)** – Provides bail-off (actuating) pipe pressure.
- 9 Power Supply Junction Box (PSJB)** – Contains the EPCU power supply.