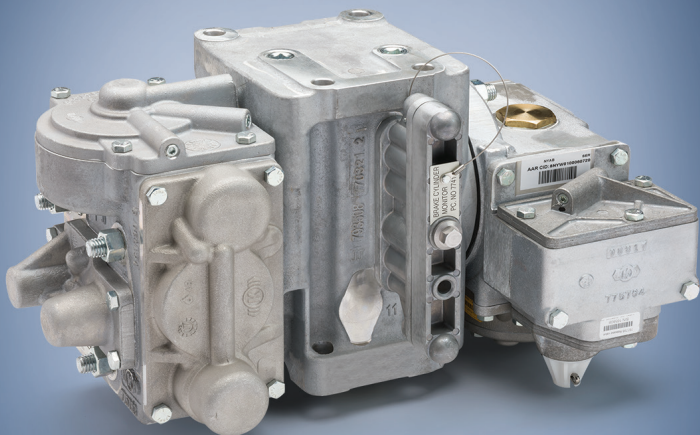


E<sub>2</sub>O: Engineered to Outperform



# BRAKING NEWS.



**THE BIGGEST ADVANCE IN CONTROL VALVES IN 25 YEARS IS HERE.**

## **DB-60 II™**

with Brake Cylinder Maintaining™



**NEW YORK AIR BRAKE**

# ADDED SAFETY IS WHY THIS CONTROL VALVE IS SO RIGHT FOR RAILROADS TODAY.

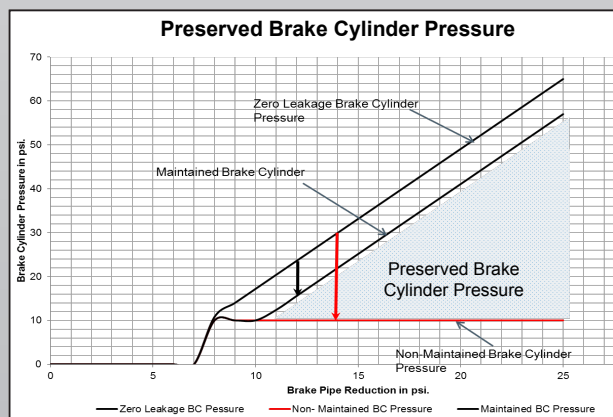


## Our new DB-60 II takes the stress out of your system.

It uses Brake Cylinder Maintaining™ (BCM™), a patented, state-of-the-art control-valve feature, to quickly replenish brake-cylinder pressure whenever a leak occurs in the brake cylinder. Its simple, yet ingenious, design preserves the brake pressure at unprecedented levels.

The result: braking stays reliable – with 85% of effective braking effort that would otherwise be lost to leakage. And your rolling stock runs better, longer, and more safely – especially in the coldest weather and on long downgrades.

Keeping your profitability up, your downtime down. That's the whole idea behind the innovative DB-60 II control valve with Brake Cylinder Maintaining. And, by maintaining higher brake reserves for greater stopping power, it adds a powerful margin of safety to every consist.



**E<sub>2</sub>O:** restores up to 85% of lost brake force

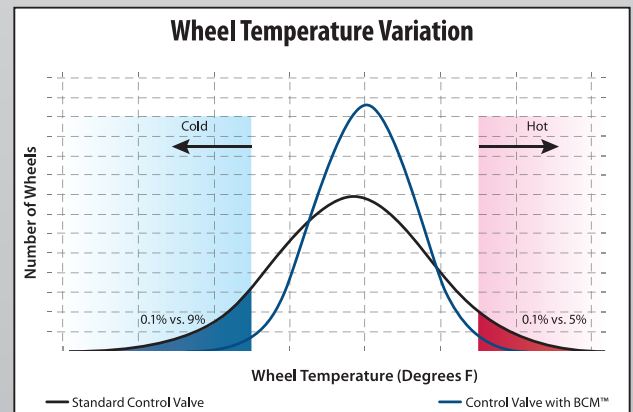
# LESS TIME IN THE SHOP. MORE TIME ON THE TRACKS.



**The DB-60 II makes the most of Hot/Cold Wheel Detection systems.** Plenty of good things happen when you improve your cars' braking performance. As it goes up, the number of cars flagged for service by wheel detection systems goes down.

The DB-60 II's unique BCM feature also improves the accuracy of Hot/Cold Wheel Detection Systems making it easier to get bad cars off line and into the shop. BCM can also increase the "in-service" time of marginal cars, saving car owners and railroads even more.

By helping ensure that flagged cars are the ones with real defects, you'll see a reduction in unnecessary out-of-service cars — and the test time and wasted dollars that go with it.



**BCM is good for your bottom line.** There are several ways the Brake Cylinder Maintaining feature of the DB-60 II can reduce your freight cars' lifecycle costs. You'll see more uniform wheel, brake shoe, and rail wear. You'll benefit from lower in-train forces and reduced coupler and draft gear loads. And that means fewer broken knuckles and drawbars that can lead to delays, damage, or derailments.

**E<sub>2</sub>O:** reduce your freight cars' lifecycle costs

# TAKE STEEPER GRADES WITH GREATER CONFIDENCE.



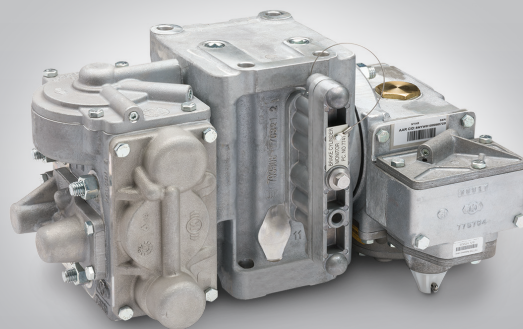
**Grade braking has always been a challenge.**

**Until now.** All train brake cylinders leak. But how leakage is handled makes all the difference. When trains are under numerous system stresses – especially in frigid temperatures and on long downgrades – the DB-60 II outperforms.

Thanks to its exclusive Brake Cylinder Maintaining function, the DB-60 II can constantly compensate for loss of brake cylinder pressure caused by temperature variations, wear, and age.

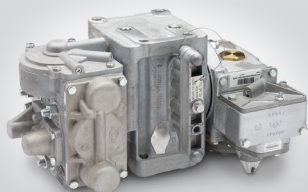
Engineers will be able to keep their trains moving within their 15 psi BP-reduction threshold, thus avoiding time-consuming delays and lost revenue due to unnecessary stops.

What's more, with BCM, the safety margin for unexpected events, such as loss of dynamic brake, is increased significantly.



**E<sub>2</sub>O:** compensates for loss of brake cylinder pressure

# EVERYTHING YOU LIKED ABOUT THE DB-60. PLUS.



We built the new DB-60 II on the proven platform of our landmark DB-60, still the most advanced brake control valve in the industry. And in daily use on over a half-million railcars across North America.

The DB-60 II has all the features that have made its forbear such a success. The same soft-seated poppet valves, K-rings, and superior diaphragm clamping to ensure dynamic, zero-leakage seals for unmatched performance across a 200°F temperature range and in all weather conditions. The DB-60 delivered the lowest lifecycle costs in the industry. You can expect nothing less with the DB-60 II.

We also designed the DB-60 II to be fully interchangeable with all AAR-approved control valves. And, for those railcars already using DB-60 valves, they will be easily upgradable to incorporate the new Brake Cylinder Maintaining (BCM) feature of the DB-60 II.

**For more braking news on the new DB-60 II and the full range of rail products, visit [www.nyab.com](http://www.nyab.com).**



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[nyab.com](http://nyab.com) | 315.786.5271 | 748 Starbuck Avenue, Watertown, NY 13601