



Product Guide

LOCOMOTIVE, RAILCAR &
RAIL SERVICES PRODUCTS



NEW YORK AIR BRAKE



E₂O : Engineered to Outperform

www.nyabproducts.com

*Everything we do is
Engineered to Outperform.*



From our control valve that preserves 85% of the brake force lost to brake cylinder leakage and keeps cars running longer; to our Electronic Brake Valve, that's installed on over 95% of heavy-haul locomotives and sets the standard for reliability; to our train handling system that reduces fuel consumption by up to 16% and runs longer trains; to an air compressor that lasts 8 years without overhauls and uses no oil. . .

New York Air Brake has a proven track record of innovating train control solutions that help heavy-haul railroads run smarter, safer and more profitably.

To calculate our total value is to also account for countless intangible benefits we deliver to our customers: whether it's the responsiveness and knowledge of our field service experts, speedy shipments and a vast inventory of the parts you need at our centrally located Kansas service center, or the reliability *and* operational excellence of our precision manufacturing and lean logistics systems.

Looking to align your operation with a train control company that delivers industry-leading technology and support?

Talk to us. We'll listen. 315.786.5431 or www.nyab.com



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Innovation, Right Down the Line.

New York Air Brake is Knorr-Bremse's worldwide Center of Competence for Heavy Haul Train Control.



Since 1991, New York Air Brake has been a member company of Knorr-Bremse -- the world's leading manufacturer of braking systems for rail and commercial vehicles, with more than one billion people transported each day on board vehicles and trains equipped with Knorr-Bremse systems. Today, New York Air Brake is recognized worldwide as Knorr-Bremse's Center of Competence for heavy-haul freight railroad control systems. From multiple locations, we serve customers across the United States, Canada, and Mexico -- and reaching clear across the globe to South America, Africa, the Middle East, India, China, and Australia!

Our long-proven reputation for designing and manufacturing innovative, high-performance products means you can specify, purchase, install, and run New York Air Brake products with confidence.



- NYAB Customers Worldwide
- AAR Worldwide
- 🚩 NYAB Headquarters, Watertown NY
- NYAB Operations
- 🚩 Knorr-Bremse SfS. GmbH. Headquarters

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RAIL SERVICES PRODUCTS



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LOC-PAD™



Anchor Brake Shoes



Got questions?

We're here to help.

Whether you are an OEM engineer, railroad maintenance professional, or purchasing agent – NYAB stands ready to help you with any questions you may have. Simply reach out by calling **888-836-6922** or visiting **www.nyab.com**.



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Products

Whether it's our industry-leading CCB-II (Computer Controlled Brake), LEADER® Train Control System, or locomotive-installed pneumatic system assets like our VV1000-T® Oil-Free Compressor or LD-1000® Air Dryer – count on NYAB to engineer and deliver mission critical locomotive systems that help you operate more efficiently, more safely, and more profitably.



- 1 *Electronic Brake Valve (EBV)*
 2 *Electro-Pneumatic Control Unit (EPCU)*

CCB II

CCB II (Computer Controlled Brake) is recognized as the industry's most reliable air brake – the data proves it.

As a result of FRA inspections and close monitoring of performance standards, CCB II qualifies for a best-in-class, cost-reducing, extended overhaul period of up to 10 years. The most field-proven locomotive computer controlled brake in the world, CCB II integrates seamlessly with EP-60 and LOCOTROL® EB.

EBV — *Our next generation Electronic Brake Valve (EBV), available in desktop and bulkhead configurations, has fewer parts, non-contacting handle sensors and an IP55 rating that delivers improved reliability as well as a 20-year service life. The unit also includes an ER reduction button with auto bail, allowing the operator to reduce brake pipe pressure 1 psi at a time.*



E₂O: 10-year overhaul period



The electro-pneumatic control unit (above) responds to the engineer's handle movements on the electronic brake valve, EBV.

CCB II features advanced self-diagnostics – seven processors continuously monitor system pressures, signals and each other to ensure a safe and reliable system. Modularized line replaceable units (LRUs) provide a 20-minute mean time to repair (MTTR), reducing costs and locomotive downtime.



CCB-26, the low-cost, highly reliable replacement for 26L, is especially suited for new low-horsepower, low-emissions switcher locomotives or to upgrade existing locomotives.

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EP-60

Gives drivers more control of heavy haul freight trains.



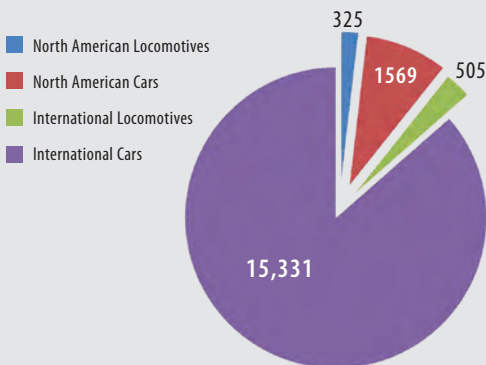
The EP-60 electronically controlled pneumatic brake (ECP) system dramatically reduces in-train forces and benefits you in three important ways.

- Improves safety – EP-60 provides nearly instantaneous brake response at a speed thousands of times faster than standard pneumatic systems. This shortens stopping distance and improves safety (see back for more).
- Extends equipment life – EP-60 adjusts the brake force that is applied based on car type and load reducing in-train forces and extending the life of draft gear, wheels and brake shoes.
- Lowers fuel costs – EP-60 allows the driver to gradually release a portion of applied brake force avoiding the need to add power to maintain speed thus saving energy and lowering fuel costs.

E₂O: shorter stopping distance up to 40%

New York Air Brake is the global leader in ECP systems.

EP-60 is running on 830 locomotives and 16,900 wagons worldwide and has logged more than 900 million miles in revenue service.



More about how EP-60 reduces stopping distance.

A loaded 100-car train moving at 50 mph on level track stops 1/3 of a mile faster when equipped with EP-60. 4,100' with conventional brakes; 2,500' with EP-60. 1,600 feet shorter stopping distance.

A choice of configurations: EP-60 freight car installations are available in both standalone and overlay configurations and fit in the same space as standard control valves.

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LEADER[®]

New York Air Brake's LEADER Train Handling System reduces operating costs and boosts network efficiency by providing superior train handling and significant reductions of in-train forces.

By reducing fuel consumption, overtime expense, and repair costs – and even earning more money from increased throughput, CO₂ energy credits, and improved crew performance – LEADER can improve your operating ratio today, tomorrow, and well into the future.

- Save fuel
- Run longer trains
- Reduce end-of-car wear and tear
- Increase velocity
- Improve on-time performance
- Earn EPA credits

**Ask us how LEADER can help enable
YOUR autonomous train initiative!**

E₂O: reduces fuel consumption by 6-17%

Superior Train Handling

LEADER software performs thousands of look-ahead simulations per minute that predict train performance miles ahead. As new variables enter the equation, *LEADER* scores and selects the strategy that best matches mission demand for fuel economy, reduced in-train force and on-schedule performance.

LEADER prompts for Asynchronous distributed power, putting power where it is needed to reduce in-train forces and improve fuel consumption.



Three operating modes

LEADER DriverAssist™ – Prompts the driver on brake and throttle settings.

LEADER AutoControl™ – Automatically operates throttle and dynamic brake (improved precision).

LEADER AutoPilot™ – Provides autonomous train control (operates driverless in some areas).

A Roadmap for the Future

LEADER is a technology platform that meets the train control demands for the future:

- PTC compliance
- Real-time brake monitoring
- Trip Management (pacing)
- Consist management (e.g. integration with SmartConsist® from Progressive Rail)
- Compliance with LCCM & other interoperability standards

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VV1000-T[®] **Oil-Free Compressor**

NYAB's clean and green air compressor runs without any oil and will last 8 years between overhauls.

New York Air Brake is the leading supplier of rail oil-free compressors in the world, our compressors are highly reliable, inexpensive to operate and easy on the environment – the only outputs are a little water and a lot of compressed air.

- Significantly increased reliability
- Greatly reduced maintenance costs
- Improved motor performance – no motor rub
- Reduced energy consumption – less fuel
- Longer air dryer life

E₂O: 8 years' maintenance = 16 filter changes

Eliminating oil leads to less downstream contamination of both the air brake system and air dryer, which reduces and simplifies maintenance, resulting in lower life-cycle costs.

- Absolutely oil-free air
- No more oil-water emulsion problems
- Environmentally friendly – no oil to leak, transport or discard
- Safer during both operation and maintenance

The highly-reliable VV1000-T® oil-free compressor supplies the air required by the long heavy haul trains common to North America. It fits into the same space envelope as conventional air compressors, and uses the same locomotive control scheme with several drive options. The compressor provides 185 cfm air at 145 psi pressure, and is optimized for extreme temperature operation from -40° F to 158° F.

- Low noise level – 78 dB
- Improved life of air brake components and other air consumers
- Made in the USA

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LD-1000[®] Air Dryer

The new LD-1000 air dryer increases motive power and rolling stock availability by providing dry, clean air with best-in-class life-cycle costs.

Reliable brakes require clean, dry air for long life and for trouble-free operation in all seasons.

Compressed air, the source of brake control and brake power on freight trains, is saturated with water vapor: as the temperature drops from day to night, some of that vapor condenses into liquid water. If the overnight temperature swings from above freezing to below, the water freezes and can cause brake system malfunction.

To address this problem, the new LD-1000 air dryer offers the state-of-the-art solution for heavy haul freight locomotives. The LD-1000 provides superior pre-filtration, allowing for a 10-year overhaul interval, including desiccant, even when used with an oil-lubricated compressor.

E₂O: 10-year overhaul interval

- Greater than 72°F (40°C) dew point depression at 150 psi, 100°F and 100 scfm
- Operating pressure range 75 to 150 psi
- Operating temperature range -40°F (-40°C) to 158°F (70°C)
- Operating voltage range to 72VDC +/- 30%
- Efficient variable purge control
- Superior pre-filtration for removal of oil vapor
- Designed for under floor installation, rated to IP69K

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Locomotive Parking Brake

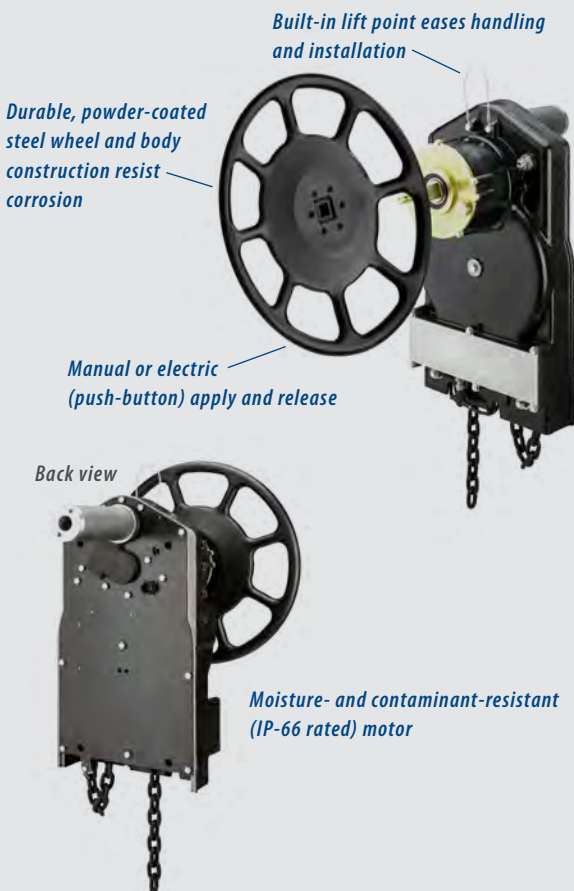
A reliable, maintenance-free, and durable parking brake solution for today's locomotives.

NYAB's new Locomotive Parking Brake affords locomotive OEMs and repair shops plenty of flexibility – while delivering all of the durability, reliable performance, and easy operation you demand in a parking brake.

- Drop-in replacement for – and compatible with – most locomotive applications
- No manual switch between electric/manual mode
- Robust electrical connection and IP-66 rated motor
- External Ethernet port eases software updates, diagnostics and service if ever required

Robust specifications, ready to perform

- Manually apply/release via 22" wheel
- Electrically apply/release via push button control
- Chain force: 5,200 – 7,700 lbs. (6,300 nominal)
- 3/8" Grade 100 chain supplied with park brake
- Function at 74vDC (nominal)
- Design architecture to interface with NYAB's renowned CCB



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Dual Teflon seats combined with chrome plated balls provide greater durability and extended life.

Ball Valves

NYAB's ball valve designs have undergone extensive heat, cold and chemical testing to ensure durability for flawless performance.

- Dual Teflon seats provide greater durability and longevity
- Chrome-plated balls reduce friction
- Tapped valve bodies eliminate the need for washers or nuts
- Handles are zinc plated and rust resistant
- Locking handles feature stainless steel springs



*Available in ¼ turn shut-off
and locking handle shut-off models*

❑ Available Options

- Sizes include 3/8, 1/2, 3/4, 1, 1-1/4 and 1-1/2"
- Vented and non-vented
- Locking or non-locking RH and LH handles
- Full and standard ports

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Railcar

Products

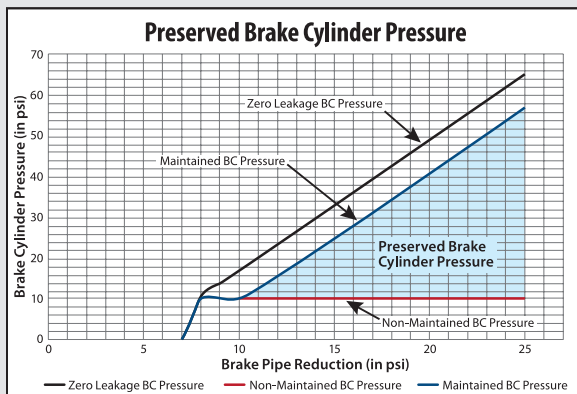
At NYAB, we know that durability, ease-of-service, and uncompromising performance in harsh, heavy haul applications are the characteristics you demand of any and all components applied to your rolling stock. That's precisely why our DB-60 II with BCM, complete line of slack adjusters, car-braking systems such as TMB-60, BMB-60, and vertical wheel hand brakes are "Engineered to Outperform."



DB-60 II with 4-port receiver and access plate. Also available in conventional block style.

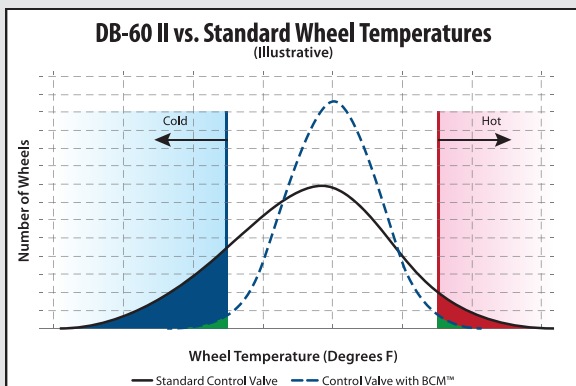
DB-60 II™ with BCM™

Our new DB-60 II uses Brake Cylinder Maintaining™ – a patented, AAR conditionally approved control valve feature – to quickly replenish brake cylinder pressure when a leak occurs.



DB-60 II preserves up to 85% of the braking force lost to brake cylinder leakage.

E₂O: restores up to 85% of braking force



With DB-60 II installed, cars spend less time in the shop, more time on the tracks.

Plenty of good things happen when you improve your cars' braking performance – good cars stay on track, bad cars are detected and the number of flagged cars goes down. And so do your operating costs:

- Reduce the need to use power braking – save fuel
- Reduce the risk of dynamic brake failure – fewer repairs
- Reduce the need to stop a train – improve velocity
- Reduce wheel heat – extend wheel life
- Reduce brake shoe fade on adjacent cars – extend shoe life
- Add a margin of safety

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Slack Adjusters

NYAB's automatic, double-acting, AAR-approved slack adjusters for freight car applications require no servicing between overhauls.

Our KRD-482-E and KRD-133-L slack adjuster features include:

- Wear-resistant wipers between sliding parts prevent dirt and moisture from entering the unit
- Automatic adjustment for brake shoe and wheel wear with each brake application
- Only two brake applications are needed to adjust for correct clearance after brake shoe replacement
- Control link and actuating lever hole clearance allows for 6° of axial alignment in all directions between the slack adjuster and the control rod / actuating link
- Corrosion protection on all parts
- KRD-482-E (body mounted brake applications) take up capacity – 19" (482 mm)
- KRD-133-L (truck mounted brake applications) take up capacity – 5-1/4" (133 mm)

E₂O: no servicing between overhauls

Our water resistant KRD-482-R slack adjuster, designed for body mounted brake applications, provides the following additional benefits:

- Drain holes on both ends allow condensation to escape
- Zinc-nickel plating on tension rod improves corrosion resistance
- Improved seals on both ends of slack adjuster help prevent contamination
- Tension rod support impedes seal wear and prolongs service life
- Additional O-rings help block water ingress
- Nitrile sealing rings with an integral wasp excluder prevent foreign debris from entering through the drain hole
- Design is optimal for crude oil tank car service
- KRD-482-R is Group "R" compliant

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Vertical Wheel Hand Brake

Our robust design provides increased brake life, reducing rail car life-cycle costs.

The NYAB vertical wheel hand brake product line includes sustained, continuous release AAR S-475 compliant Prolong Release Hand Brake Groups Q and R — as well as the AAR approved and qualified Groups N and O.

Quick release levers are available in short or long handle versions, providing versatility for unobstructed access. The long handle requires less pulling force to activate complete release.

Pinion gear and quick-release mechanisms are hardened to provide improved wear resistance. A shelf-type winding drum protects the chain from bending, twisting or overlap and provides quick chain take-up as well as smooth gradual release of the hand brake with the wheel.

The NYAB / Klasing hand brake incorporates permanently lubricated sealed ball bearings supporting the hand wheel shaft to improve vibration characteristics and to eliminate premature wear.



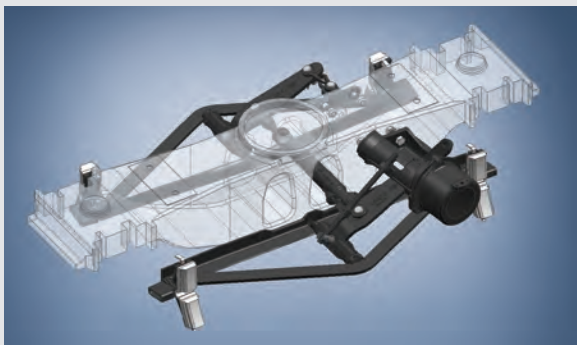
The NYAB vertical wheel hand brake product line includes sustained, continuous release AAR S-475 compliant Prolong Release Hand Brake Groups Q and R — as well as the AAR approved and qualified Groups N and O, and Groups R and Q. Quick release levers are available in short or long handle versions, providing versatility for unobstructed access.

- ❑ The long handle requires less pulling force to activate complete release.
- ❑ Pinion gear and quick-release mechanisms are hardened to provide improved wear resistance.
- ❑ A shelf-type winding drum protects the chain from bending, twisting or overlap and provides quick chain take-up as well as smooth gradual release of the hand brake with the wheel.
- ❑ The NYAB / Klasing hand brake incorporates permanently lubricated sealed ball bearings supporting the hand wheel shaft to improve vibration characteristics and to eliminate premature wear.

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BMB-60 Bolster Mounted Brake

New York Air Brake's BMB-60 is a durable, highly reliable, easy to maintain brake system.

Advanced design makes the BMB-60 less expensive to own.

- ❑ Sand casting (as compared to welded fabrication) allows the cylinder body and non-pressure head to be strengthened in critical areas to reduce high stress levels.
- ❑ The slack adjuster incorporates a face friction clutch (versus a geared clutch), which increases brake shoe life by assuring finer, continuous slack adjustment between brake applications.
- ❑ High reliability – the brake cylinder has been designed and tested to high vibration levels to ensure product performance throughout its life cycle.
- ❑ The brake system is built using wide gauge body mount beams (for better support), NYAB's Group "N" slack adjuster, and high quality packing cup seals.



Designed for a perfect fit – Nine- and ten-inch brake cylinders, and three lever ratios, allow sizing the system to the freight wagon requirements.

Easy installation and maintenance – The cylinder-bolster connection is easily-accessible and visible to ensure ease of maintenance.

Changing the brake shoes is easy and fast. The slack adjuster will automatically adjust the brake shoe clearance to the proper value when the brakes are applied and released.



The cylinder-bolster connection is easily-accessible and visible to ensure ease of maintenance.

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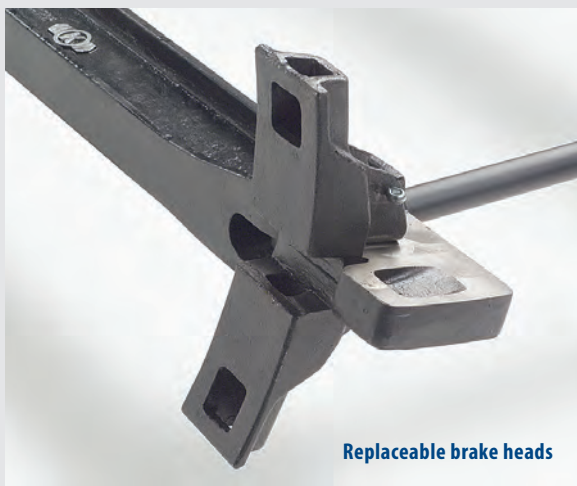
TMB-60

A rugged, cost-effective truck-mounted brake, TMB-60 installs in less than half the time required for competing brakes.

The simplest (fewest parts) and most robust truck mounted brake in the industry, TMB-60 eliminates through-bolster rods, tapered shoe wear and the risk of equipment damage due to railcar jacking procedures or ice buildup.

- ❑ The system can be installed in any configuration with complete flexibility in cylinder positioning and without changing any parts.
- ❑ The TMB-60 self-adjusting integral compression slack adjuster maintains a constant 2-1/4" piston stroke, resulting in uniform braking performance even as wheels and shoes wear, and allowing railroads to run heavier loads for increased gross railcars.
- ❑ TMB-60 brake heads can be removed and replaced without truck disassembly, a unique feature that reduces labor and downtime. Field proven as highly reliable, the TMB-60 features premium #28 (28,000 lb.) cast beams, the strongest beams available.

E₂O: installs in less than half the time



Cylinder Size (inches)	Approx Piston Travel at 50PSI (inches)	Brake Cylinder Volume (cubic inches)	LR 1:4	LR 1:4.3	LR 1:4.75	LR 1:5.26
8-1/2	2	113.5	11,800	12,700	14,000	15,500
9	2	127.2	13,200	14,200	15,700	17,400
10	2	157.0	16,300	17,600	19,400	21,500

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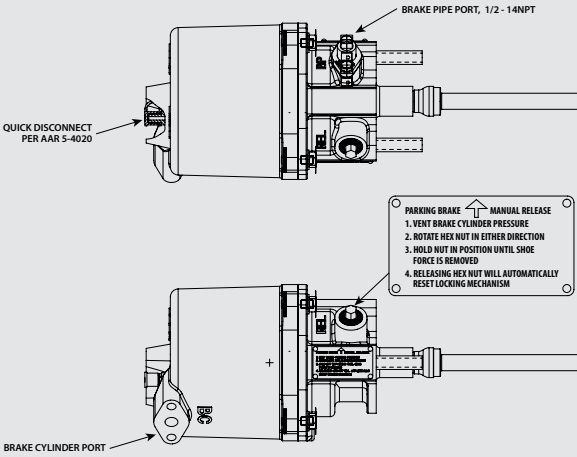


ParkLoc Brake Cylinder

A robust and proven performer that increases safety – NYAB's 7-1/2"

ParkLoc Brake cylinder offers:

- Both a pneumatic Service Brake and Parking Brake function
- Fully interchangeable replacement for the pneumatic service brake/spring parking brake unit design in Roadrailer applications
- Manual Parking Brake Release feature
- Parking Brake is held off/released with brake pipe pressure of 65 psi or greater
- Both Service Brake force and Parking Brake force
- Brake Cylinder Pressure Measurement Tap for reading Brake Cylinder Pressure during single car testing; this same Tap also provides an alternate method for applying Parking Brake Force.



ParkLoc improves safety and reduces labor by automatically applying the parking brake after brake pipe pressure drops to a predetermined level.

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Hatch Lock

NYAB's Hatch Lock, designed for covered hopper freight cars, is made from durable heavy gauge steel and will provide long-lasting security to trough and round hatch covers.

Key Hatch Lock Features:

- Used on both trough and round hatch covers.
Cover will not spring open upon release of lock.
- Durable, heavy gauge steel with black phosphate finish.
Stainless steel Hatch Lock also available.
(Steel part no.: 793454 / Stainless steel part no.: 793466)
- Seal hole provided
- Easy one-hand operation



Hatch Lock is ideally suited for both trough and round hatch hopper cars, adding an additional measure of hatch security when cars are in transit or stationary – while easing access when required.



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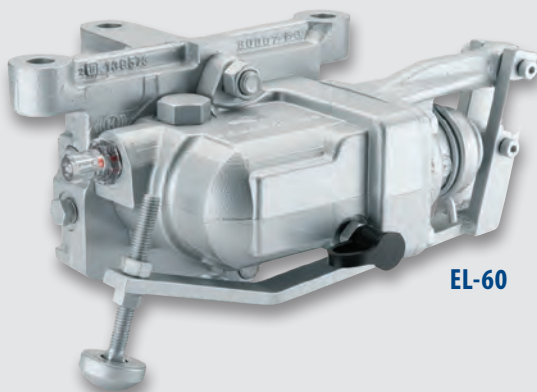


Empty & Load

The lightweight, all-aluminum EL-60SS includes an innovative bypass valve that increases safety by making single car testing in the loaded position easy.

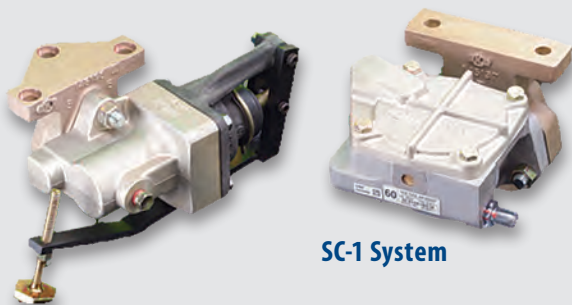
NYAB's EL-60SS valve provides empty / load control for bulk-commodity hopper car applications using the proven EL-60 upstream proportioning technology in a slope sheet package. Additional EL-60SS features include:

- 40% and 50% proportioning models safely adjust braking power on an empty moving car
- Sensing and proportioning in one assembly simplifies design and increases reliability
- No set up or adjustment required
- Visual system indicator shows empty / loaded condition
- Works with system pressure up to 110 psi
- FDA-approved applications



EL-60

The EL-60 empty & load valve protects wheels by reducing braking forces on empty cars. Available with proportioning levels of 40, 50 or 60%, EL-60 is a fully proportioned, body-mounted design that senses loaded or empty conditions to safely adjust braking power, and features a visual indicator showing full or proportional brake condition.



SC-1 System

NYAB's SC-1 system uses industry-leading downstream proportioning technology with separate sensing (S-1 sensor valve, at left) and proportioning (P-1 proportional valve, above right) modules that offer flexibility where the control valve is mounted in the center of the car. Both modules are lightweight, with a minimum of parts in a simpler design that increases reliability. SC-1 is available in 50 and 60% proportioning levels, increasing safety by adjusting braking power on empty cars. Both units are AAR-approved.

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Rail Services

Products

Whether you are looking for a single replacement part or hose for a locomotive – or a reliable, high-volume supply of OEM parts and hoses for your railcar manufacturing operation – NYAB’s wide range of Rail Services products are intelligently designed, built to last, and ready to ship when and where you need them.

And don’t forget NYAB’s Rail Services business unit also offers a responsive, technically astute field service team located close to you – as well as robust service and repair facilities (and inventories!) to quickly and cost-effectively keep your NYAB CCB, DB-60, and other critical heavy haul systems up and running.

*Circle Line crimping technology
delivers superior
cold weather performance.*



M-618 Specialty Hose Assemblies

M-618 specialty hoses, fittings, hose hangers and other components, along with expert NYAB assistance, deliver improved airflow, more reliable connections and longer hose life.

M-618 hoses, backed by an 8-year workmanship warranty, are built for durability using Circle Line crimping technology for superior performance in high-vibration environments and extreme temperatures (-50° to 212°F).

Our hose manufacturing process provides superior adhesion between the 4-wire reinforcement and compound layers, resisting voids and premature hose separations.

Steel and textile reinforced M-618 hoses with link-in liners hold tight in high vibration environments.



E₂O: 8-year workmanship guarantee



*M-618 specialty hose assemblies
are available for all car and
locomotive applications.*

Burst Pressure (min)	Operating Pressure (max)
1,200 psi	300 psi

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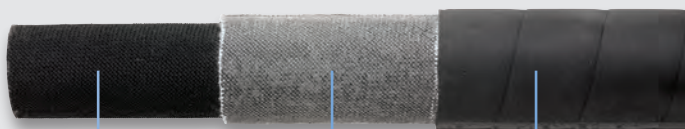


The LOCTAB II features a patented anti-disconnect design that nearly eliminates undesired hose separations.

M-601 End-of-Car Hose Assemblies

M-601 end-of-car air brake hose assemblies, built to exceed a service life of eight years, combine our proprietary compounds, reinforcement materials and design with Premtec's manufacturing process to produce a cold weather hose that remains flexible in the coldest temperatures (-55° to 176°F).

Our patented HI-FLO® gladhand with zero degree shank allows 22 percent faster flow. LOCTAB II anti-disconnect features 900+ lbs. of rotational resistance, and environmentally-friendly E-coat finish offers 5 times more protection. M-601 end-of-car hose assemblies, available in 22", 33" and custom lengths, are proven to be the finest performing hoses and are deployed on more cars than any other brand. NYAB hoses are constructed and assembled in the USA.



Inner tube
air-tight bladder

Hi-tech belt
fabric reinforcement

Premtec cold-temperature
outer cover

E₂O: proven 8 years service life

LOC-PAD™



NYAB's LOC-PAD gladhand is engineered to achieve a significant reduction in undesired hose separations. Featuring uniquely placed and raised metal pads that gently 'lock' your hose connection – without undue compression of gaskets – LOC-PAD gladhands reduce lost productivity and wasted fuel caused by unintended hose separations.

- Greatly reduces undesired hose separations
- Couples and uncouples with same force as standard glad hands
- Compatible with all AAR-approved glad hands

Wide-Lip Gasket



NYAB's low cost wide-lip gasket reduces undesired hose separations with more than 40% increase in required separation force, resisting 600-900 lbs., and the ID marking helps ensure proper gasket assembly.

HI-FLO™ Gladhands



M-601 hoses with HI-FLO gladhands allow faster brake system charging.

Burst Pressure (min)	Operating Pressure (max)	Pull-Off Force (fittings)
1,400 psi	140 psi	5,700 lbs.

NEW YORK AIR BRAKE

www.nyabproducts.com



anchor brake shoe



WheelSaver™

Anchor Brake Shoe's WheelSaver semi-metallic tread conditioning brake shoe repairs wheel tread surface defects and keeps wheels in service longer.

Extend the life of wheels and brake shoes with the full face tread conditioning design that repairs wheel treads even in sagging brake rigging conditions.

- Longer shoe life – reduced shoe inventory, lower labor costs
- Extended wheel life – reduced wheel Kips, improved operating costs
- No metal pickup
- Improved wheel to rail adhesion
- AAR M-997 certified



Ask about our new WheelSaver LT!

Ideal for repair and replacement applications, NYAB is introducing an economical yet still high-performance version of our original WheelSaver shoes. New WheelSaver LT shoes:

- Deliver all the advantages of tread-conditioning design & material
- Are AAR M-997 certified

Freight Brake Shoes



ValueSaver™ High friction composition brake shoes

With a stronger bond between the friction material and backing plate, ValueSaver delivers solid performance and a more durable shoe.

ValueSaver PadLock™ helps prevent delamination

- Unique pad-to-steel adhesive
- Unshakable dampening pad absorbs vibrations

ValueSaver FastFit™ plate adds margin of safety

- Shoe profile adapts to the wheel faster
- Reduces wear and tear



ChangeSaver™ High friction composition brake shoes

ChangeSaver adds friction material and extends the life of the shoe.

- Available in 1.5" H2 and 2" H4 friction
- More braking miles with fewer shoe change outs
- 45% more friction material than competition



L2 Low friction replacement for cast iron shoes

AAR-966 certified, 1.5" design

Locomotive Brake Shoes

Friction formulas meet AAR RP-599 requirements and are specifically designed for today's service environments.



H43 High friction locomotive



L35 Low friction locomotive

We have long maintained 99% on-time delivery for orders of in-stock products.

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Knowledgeable NYAB People



North American Field Service Locations

Field Service

- Fast response
- Mission-critical problem solving
- Technical competence
- Field Service Reps located close to where customers need them (in some cases on-site)
- Expert, seasoned technicians
- Astute troubleshooting and problem solving
- Ready supply of replacement parts/components to keep your operation up and running



Spares & Repairs

- 60,000 sq. ft., centrally-located facility
- Quick turnaround
- Huge inventory of current and legacy parts keeps you up and running
- Industry-leading repair and service center for NYAB CCB and AAR freight products
- Also supports FRA-passenger rail locomotives and legacy NYAB passenger systems

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www.nyabproducts.com



748 Starbuck Avenue | Watertown, New York 13601
Tel: +1 315-786-5431 | Toll free: +1 888-836-6922
www.nyab.com



New York Air Brake LLC
748 Starbuck Avenue
Watertown, New York 13601
Tel: +1 315-786-5431
Toll free: +1 888-836-6922
Fax: +1 315-786-5676

Anchor Brake Shoe Company
1920 Downs Drive
West Chicago, Illinois 60185
Tel: +1 630-293-1110
Fax: +1 630-293-7188

Train Dynamic Systems Division
5201 Regent Boulevard, Suite 130
Irving, Texas 75063
Tel: +1 972-893-2400
Fax: +1 972-929-7324

Kansas City Service Center
701 NW Parkway Drive
Building #11
Riverside, MO 64150
Tel: +1 816-584-1500
Fax: +1 816-994-5890

Premtec Division
985 Whitney Drive
Salisbury, NC 28147

NEW YORK AIR BRAKE

E₂O : Engineered to Outperform

