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14. Brake Beam Guides
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21. Friction Wedges
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Brake Systems
1. TMX® & UBX®
   Truck Mounted
   Brake Assembly

Energy Management
11. Hand Brake
12. Draft Gears
13. SAC-1™ Spherical
    Articulated Connectors

Pneumatics
2. ABDX® Control Valves
3. Angle Cocks
4. Dirt Collector/Cutout Cocks
5. Reservoirs
6. VX Vent Valves
7. Equalizing Reservoirs
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Wear and Lading Protection
14. Brake Beam Guides
15. Bowl Liners
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Truck Components
17. Bolster and Sideframes
18. Bearing Adapter & Shear Pads
19. Friction Wedges
20. Load Springs
21. Wheels and Axles

Telemetry Systems
22. End of Train Device
   (not shown)
Brake Systems

Business Unit: Cardwell Westinghouse

Features / Benefits:
• The TMX® and UBX® truck mounted brake systems are made of durable, lightweight materials, including fabricated truss-type brake beams with replaceable brake heads for a system that is 400-500 pounds less than conventional brake rigging
• Freely suspended systems, which require no special bolsters or connections of any kind to existing bolsters or the car body, results in even brake pad wear. This, combined with the increased capacity of the double acting slack adjuster that allows for the use of two-inch-thick composition brake shoes, leads to improved economy through less frequent shoe change-outs
• Easy to install and adjust
• Beams for either 14° or 18° AAR side frame end guides. Also offer custom 12° or 16° for export.
• Standard group “N” handbrake can be used on most applications utilizing the integrated hand brake connection

TMX®
The TMX is currently available in 7, 8 and 9 1/4-inch cylinder sizes with simplified lever ratio combinations to accommodate all conventional and well-car applications for 70-ton, 100-ton and 125-ton trucks. Also available in and 10, 11 and 12 inch sizes for export.

UBX®
• Cost-effective substitute for body mounted brakes
• 45% lighter than body mounted brakes
• 70 & 100 ton applications
• Reliable air spring actuator that is sealed to eliminate contamination

Reconditioning Service Available in:
• Chicago, IL
Brake Systems

Schaefer Link System

Business Unit: Schaefer Equipment
This combination of components guides the brake beam in a horizontal configuration, regardless of brake beam end extension wear. The brake beam is prevented from drooping, which can cause the top of the brake shoe to wear more than the bottom as the top of the brake head tilts closer to the wheel tread. It also reduces the frictional losses between the brake beam and the side frame pocket, thereby increasing the rigging efficiency and reducing the brake shoe force variations from side to side on the same brake beam.

Features / Benefits:
• Uses standard truck lever arrangement
• Promotes even brake shoe wear
• Improves brake shoe force and shoe alignment
• Extends life of the end guide and wear liner as well as the brake shoe and wheel life
• Equipped with Schaefer 3-hole truck lever connections and equipment links
Brake Systems

Miscellaneous

Business Unit: Schaefer Equipment
Schaefer Equipment pioneered the design and production of forged freight car brake parts and other truck car components, and creates custom forgings.

Barber Brake Beams
Formerly known as the Triax, Wabtec’s world-class brake beams set the industry standard for quality, durability and innovative design features.

• Wabtec’s Uni-Truss single piece design means there are no welds to fail or fasteners to shear
• Diagonally corrected end to counteract brake beam rotation provides even pressure across the full face of the brake shoe, protecting against uneven wear
• Steel construction for strength and reliability
• Zero field failures
Brake Systems

Body Brake Levers
Body brake levers, featuring I-beam designs to reduce weight, come in a wide range of sizes for use as cylinder, hand brake and floating levers. They are forged from C-1040/1045 special bar quality steel to produce minimum pin hole wear and longer service life. On many of these body brake levers, the center pad provides adjustability for drilling dimensions. Lengths from 10 to 42 inches between end hole centers are available from forging dies.

Truck Brake Levers
Schaefer's forged truck brake levers feature I-beam designs that eliminate needless metal while their entire length is proportioned to offer uniform resistance to stress. Manufactured from C-1040/1045 special bar quality steel, these lightweight levers have pin holes sized to assure proper fit. Heat-treated for additional strength and pin hole hardness, they can be bent on both ends, if necessary, to meet specific requirements.

Truck Lever Connections (Bottom Rods)
Hollow-forged truck lever connections, manufactured from C-1040/1045 special bar quality steel, are designed for specific load requirements. Their design provides greater strength while eliminating all unnecessary weight, thus reducing wear on the connection and all connected components. Available in a wide range of sizes for through or under bolster applications.

Brake Beam Hangers
Forged from C-1045 special bar quality steel, Schaefer Equipment brake beam hangers are heat treated to provide increased strength and long service life. The loop type hangers are offered in various lengths.
Brake Systems

Miscellaneous (continued)

Brake Clevises
Schaefer brake clevises are forged from C-1040/1045 special bar quality steel to assure greater strength and resistance to wear. They are available in all standard AAR sizes, as well as special sizes and configurations upon request.

Brake Rod Eyes
Arc-weld brake rod eyes are easy to apply and are used for application on new equipment, maintenance, or repairs. Arc-weld eyes, forged from C-1020 steel, are for application to brake rods from 3/4 to 1 3/8 inch diameter.

Brake Rod Jaws
Arc-weld brake rod jaws suited for use on new equipment or in repair or maintenance applications, are easy to apply and can be used in any shop or repair track that has arc-welding equipment. The arc-weld socket assures correct alignment of the jaw with the brake rod without using special jigs or fixtures. Jaws are forged from C-1020 steel and are for application to 3/4 through 1 3/8 inch diameter brake rods.

Vibrator Brackets
Manufactured from C-1035 special bar quality steel to provide maximum strength, vibrator brackets are designed to be used separately or can be welded to a backing plate for bolted or welded application to hopper chutes.
Brake Rod Cylinder Push Pins
Schaefer brake cylinder push pins are forged from C-1040/1045 special bar quality steel for lightweight and high strength, especially in the jaw area, where reduced weight provides better wear and longer service life. Brake rods exceed AAR requirements.

Air Hose Hanger
Consisting of a five-piece forged and welded unit, the air hose hanger incorporates a ball and socket design that enables the integral 60 degree hose fitting to swing in any direction. Since hose and fittings can move with the coupler, hose kinking, tracking and breaking are reduced. A welding plate attaches completed assemblies to the car. The unit includes a 1 1/4 inch, 60 degree angle fitting for application to cars with long shank couplers and/or sliding center sills. Hangers come in various lengths.

Corner Caps
Forged corner caps are designed to reinforce the corner structures of gondola and open-top hopper cars. Offered in bolted or welded versions, they feature strength, are lightweight and easy to install. Welded corner caps are manufactured from C-1020 steel to facilitate welding. Bolted caps are forged from C-1040/1045 steel for added strength.

Crossridge Bracefeet
Available for 30 and 45 degree slope sheets, Schaefer’s Crossridge Bracefeet are designed to be welded to the lower end of standard 3 by 5 inch rectangular tubing, and the assembly to be bolted to the crossridge. Then, when needed, brake replacement is simple and quick. Schaefer Bracefeet meet AAR specification M-126, Grade B.

Coupler Carrier Wear Plates
Coupler carrier wear plates come in either ASTM A-128 austenitic manganese steel or heat-treated C-1040/1045 special bar quality steel. Manganese steel plates are designed for extended service and longer life. In service, metal to metal contact between coupler and coupler carrier wear plate quickly produces a polished, work-hardened surface that is highly resistant to abrasion. The plates meet AAR standards.
Brake Systems

Miscellaneous (continued)

Forged Roping Staple
The drop-forged roping staples are for welded and bolted applications. They are manufactured from C-1020, 1 1/4 inch diameter steel and meet the latest AAR specifications.

Side Frame Keys (Narrow Pedestals)
Side frame keys, made from forged steel for greater strength, prevent roller bearing wheel assemblies from becoming dislodged from side frame assemblies. Schaefer side frame keys confirm to AAR standard S-325.

Truck Bolster Replacement Gibs
Truck bolster replacement gib are forged from C-1030 steel and are heat treated to 350 B.H.N... They feature 3/8 inch by 45 degree weld chamfers, which provide for weld metal deposition and penetration during application and come in 3 3/4, 4 1/2 and 5 inch lengths. Schaefer’s replacement gib can be installed after burning off the worn truck bolster gib.

Truck Bolster Replacement Rings
Welded replacements for worn cast truck bolster rings extend the useful life of costly bolsters. These rings are manufactured from C-1030 special bar quality steel and come in 12, 14, 15 and 16 inch diameters. They are offered with flame-hardened inside diameter or can be machined for application of vertical wear liners. Weld configuration can be machined to suit customer requirements.

Services Offered:
- Machining to customize rigging components to specifications
- Custom kitting to your specifications
- Heat treating for added strength and to lessen wear
ECP Braking

ECP-4200 Freight Car Braking System

Business Unit: Wabtec Railway Electronics and WABCO Freight Car Products

Wabtec offers an Electronically Controlled Pneumatic braking equipment that integrates electronic and pneumatic communications hardware into one package that instantly responds to locomotive braking commands.

Features / Benefits:

• Wabtec’s field-proven ECP braking solutions are AAR-approved under S-4200 series specifications
• ECP options include an overlay to conventional AAR pneumatic brake equipment and a stand-alone ECP manifold
• Allows for simultaneous brake applications, with shorter stopping distances
• Graduated release of brakes
• Supports increased carload capacity and higher average speeds
• Lowers in-train forces and fuel consumption
• Reduces wheel wear
• Application with pneumatic emergency or vent valve
• Mechanical manual release valve
• Single and multi-pack car configurations
• Extended battery life
• Rugged end-of-car connector
• Pneumatic emulation options
• Supports “smart car” sensors

ECP Manifold

Mounts on a conventional or single sided air brake pipe bracket, replacing the pneumatic service portion, and provides pneumatic control and sensor functions. The manifold connects to the conventional mechanical manual release rod.

Overlay Manifold

Stand Alone Manifold
**ECP Braking**

**Miscellaneous**

**Car Control & ID (CCID) Junction Box**
The ECP Car Control Device (CCD) is contained in a field removable lid to a junction box package. The junction box provides termination of car cabling, and houses the Car ID module and battery.

![Image of Car Control & ID (CCID) Junction Box](image)

**End of Car Connector, with ECP Trainline Cable**
- Provides termination to the intercar connector cable

![Image of End of Car Connector, with ECP Trainline Cable](image)

**ECP Empty-Load**
- Standard ELX sensor arm set-up
- No equalizing volume
- Maximum empty-car brake cylinder pressure is limited to equivalent pneumatic emergency level
- ECP controls empty-car brake cylinder pressure below maximum pressure limit
- Direct graduated application/release control of empty-car brake cylinder pressure

![Image of ECP Empty-Load](image)

**ECP Vent Valve**
The ECP Vent Valve is basically a auxiliary venting device similar to Wabtec’s other vent valves with one important difference – the sensitivity, signal transmission and ‘jump’ capability of the standard pneumatic emergency portion is maintained.

![Image of ECP Vent Valve](image)
ECP Braking

Miscellaneous ECP Components (continued)

**Intercar Cable**
The ECP Inter-Car Cable and Lanyard is used to connect the 230VDC Trainline between ECP wagons and locomotives. The cable complies with the S-4210 Standard and has been approved by the AAR for use on S-4200 compliant ECP trains. The connector end is designed to allow the cars and locomotives to be easily connected and disconnected. When in operation, the cable and lanyard lengths are specified to pull apart prior to the brake pipe separating to initiate an ECP Emergency.
Pneumatics

ABDX® Control Valve

Business Unit: WABCO Freight Car Products
Since its introduction in 1989, the ABDX control valve has undergone numerous improvements to increase service life and make the valve more robust in the demanding and ever-evolving railroad environment.

Models:
• ABDX for standard cars having 45 – 75 feet of brake pipe
• ABDX-L for cars with 75 feet of brake pipe
• ABDX-SS for non-interchange applications with less than 45 feet of brake pipe

Features / Benefits:
• Available in either the traditional “AB-type” pipe bracket mounting arrangement or mounted on a single sided pipe bracket that places service and emergency portion right in front for easy access
• A valve design that assures precise operating performance and proper brake cylinder pressure under all braking conditions, including the most demanding grade situations
• High reliability and long service life, stemming from continuous, adaptive product improvements combined with Wabtec’s dedication to quality
• Thoroughly tested to demanding standards and serialized for traceability
• Operationally stable for quick response sensitivity while avoiding undesired emergency and/or unintended service brake applications
• Aluminum construction makes them half the weight of cast iron valves and much easier to handle
• Cleaner aluminum castings are alodined for corrosion resistance
• Built-in accommodation available for precise, automatic on-car testing

Reconditioning Service Available in:
• Carson City, NV
• Chicago, IL
• Columbia, SC
• Kansas City, MO
• Montreal, QC, Canada
• San Luis Potosi, Mexico

ABDX control valve with conventional ABX pipe bracket shown with optional four port receiver and #11 port location. This configuration is also available with top and bottom access plates.

ABDX control valve with single-sided pipe bracket and standard four port receiver shown with optional floor-mount brackets. This configuration is also available with a suspension-mount bracket.
Pneumatics

4-Port Receivers and Access Plates

Business Unit: WABCO Freight Car Products

4-Port Receiver with optional Brake Cylinder Read Device.

Features / Benefits:
• Wabtec offers 4-Port receivers and a variety of access plates for application with the various pipe bracket mounting arrangements
• The Automated Single Car Test Device helps save time:
  – Over 90% of problems are diagnosed in the first 15 min of testing
  – Average test time is approximately 27 minutes; up to 50% time savings
• Easier failure diagnosis
• Reduces human errors which cause “false failures” that are commonplace in manual testing
• To provide more accurate test results, 4 pressure ports (brake pipe, brake cylinder, auxiliary reservoir and emergency reservoir) are monitored, versus monitoring brake pipe and brake cylinder only in end of car testing
Pneumatics

Automated Single Car Test Device
Wabtec offers an Automated Single Car Test Device for 4-Port and traditional end of car testing.

Business Unit: WABCO Freight Car Products
The ASCTD offers significant time and cost savings compared to the traditional way single car tests are performed manually. It’s scalable to accommodate future upgrades including ECP testing and its fundamental accuracy in air brake testing improves the road reliability of every car tested.

Features/Benefits:
• AAR approved single car test device
• Hand held user interface
• Compliant with AAR Specification S-4027
• Capable of running both an end of car test or the 4-Port enhanced test
• The efficient 4-Port system provides a precise method for testing freight car air brakes while requiring only half the time of the conventional manual test, and provides a far more comprehensive test
• Greatly improves the accuracy of testing the car brake system by providing a documented record of the results and reduces costly misdiagnosis and the erroneous removal of properly functioning valve portions
• 3 Power Options include 110 volt AC line power, internal battery and 12 volt DC vehicle electrical supply
• Easier program downloads and test results uploads facilitated via a USB flash drive
• Auxiliary power and communication ports for future expansion (ECP testing)

Cart Mount
• Cart mount device for ease of use in shop environment
• Comes with 4-Port hose assembly, brake cylinder hose reel and end of car adapter

Truck Mount
• Includes truck mount rails for hi-rail vehicles
• Comes with 4-Port hose assembly, brake cylinder tubing and end of car adapter

Reconditioning Service Available in:
• Kansas City, MO • Montreal, QC, Canada
Automated Single Car Test Device Accessories

Wabtec offers a variety of accessories for the Wabtec Automated Single Car Test Device based on customer needs and requirements.

- **ASCTD Calibration Kit**
  - Available for purchase to maintain ASCTD calibration as required

- **Brake Cylinder Hose Reel**
  - Standard on cart mount units
  - 50 foot hose

- **Brake Cylinder Tubing**
  - Standard on truck mount units
  - 50 foot hose

- **End of Car Hose**
  - Optional 14 or 20 foot hose
  - Detachable

- **4-Port Hose Assembly**
  - Standard on both cart and truck mount units
  - Detachable
  - Includes interface connector

- **End of Car Adapter**
  - Standard on both cart and truck mount units
Features/Benefits
• AAR approved single car test device
• Portable for use in the field
• Filters out excess foreign particles from the air supply entering the test device
• Two stage reducing valve regulates air pressure to test device at either 90 psi or 80 psi as required by the test being performed

Reconditioning Service Available in:
• Carson City, NV
• Chicago, IL
• Columbia, SC
• Kansas City, MO
• Montreal, QC, Canada
• San Luis Potosi, Mexico
Pneumatics

Empty/Load Equipment Offerings

Business Unit: WABCO Freight Car Products

Wabtec offers empty and load equipment designed to optimize the performance of any application.

ELX Type

**ELX-S**
- Incorporates the sensor function and proportioning function
- Self contained unit mounts to slope sheet
- Available in 30%, 35%, 40%, 50%, and 60% proportioning for use on bulk commodity cars
- Diaphragm actuated, integral equalizing volume
- Includes self resetting lock-out button that simplifies single car testing while ensuring that the device automatically resets when the brake pipe is recharged
- Compliant with AAR specification S-4002
- Available with optional food grade (FDA) diaphragm and Brake Cylinder Read Device

**ELX-B**
- Sensor arm measures the relationship of the car body to the top of the truck side frame to determine if a car is empty or loaded
- Incorporates the sensor function and proportioning function
- Available in 30%, 35%, 40%, 50%, and 60% proportioning
- Requires detached equalizing volume
- Lightweight and compact design
- Easy setup and adjustment
- Compliant with AAR specification S-4002
- Options include Brake Cylinder Read Device and 4” adjusting screw (3” adjusting screw comes standard)

Reconditioning Service Available in:
- Carson City, NV
- Chicago, IL
- Columbia, SC
- Kansas City, MO
- Montreal, QC, Canada
- San Luis Potosí, Mexico
### Pneumatics

**Empty/Load Equipment Offerings (continued)**

#### SC-1 Type

**S-1 Load Sensing Valve**
- Sensor arm measures the relationship of the car body to the top of the truck side frame to determine if a car is empty or loaded
- Regulates air flow to the P-1 Load Proportional Valve when a car is empty
- Compliant with AAR specification S-4002

**P-1 Load Proportioning Valve**
- Proportions brake cylinder pressure on an empty car at either 50% or 60% of a loaded car
- Compliant with AAR specification S-4002

**Equalizing Reservoir**
- Equalizing reservoir used in conjunction with body mounted empty/load systems
- Small reservoir which provides a pressure balance with the brake cylinder upon an empty car brake application
- The reservoir is sized to match the proportioning ratio of the empty/load device

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**Reconditioning Service Available in:**
- Carson City, NV
- Chicago, IL
- Columbia, SC
- Kansas City, MO
- Montreal, QC, Canada
- San Luis Potosi, Mexico
Pneumatics

Cocks, Hoses and Couplings

Business Unit: WABCO Freight Car Products

Wabtec offers Dynaball brake pipe end cocks, angle cocks, and dirt collector cutout cocks.

Angle Cocks
- Wabtec offers angle cocks with a Teflon-coated ball to provide smooth, effortless hand movement
- Rubber seals within Wabtec’s angle cocks are self-lubricating, self-cleaning and self-adjusting to reduce leakage and can be replaced quickly
- The cock provides a means for the manual closing of the brake pipe, as on the end of the last car of a train consist, and the continuation of the brake pipe between coupled cars by the connection of an attached brake hose assembly

End Cocks
- Designed for use on specific rail vehicles where the standard brake pipe angle cock cannot be used, and where the air pressure and the equipment arrangement does not exceed 150 psi
- The cock provides a means for the manual closing of the brake pipe, as on the end of the last car of a train consist, and the continuation of the brake pipe between coupled cars by the connection of an attached brake hose assembly

Dirt Collector Cut Out Cocks
- Enables manual cutout of brake pipe airflow to the control valve without affecting the flow to other cars
- Provides a means for removing large pieces of dirt, gravel, sand and other foreign materials before they can reach the control valve
- Provides a local sump to collect brake pipe-precipitated moisture

Hose & Couplings
- Wabtec offers AAR compliant hoses and couplings including end of car hoses, brake cylinder hoses, and empty / load hoses
- Withstands temperature extremes, in-service shocks and external forces
- Not reconditionable

Reconditioning Service Available in:
- Carson City, NV
- Chicago, IL
- Columbia, SC
- Kansas City, MO
- Montreal, QC, Canada
- San Luis Potosi, Mexico
Pneumatics

Brake Cylinders

Business Unit: WABCO Freight Car Products

Aimed at improving our ability to support customer orders with shorter lead times. Wabtec introduced the new universal brake cylinder, available in 10” and 8 1/2” sizes.

Features/Benefits Brake Cylinders

• Available in 10” and 8 1/2” sizes with one part number for each cylinder size
• Incorporates three air flanges with the universal non-pressure head
• Can be oriented in four different mounting positions
• Better inventory control and greater flexibility in product usage

10” Brake Cylinder

10” Deep Drawn Brake Cylinder

8 1/2” Brake Cylinder

Reconditioning Service Available in:

• Carson City, NV
• Chicago, IL
• Columbia, SC
• Kansas City, MO
• Montreal, QC, Canada
• San Luis Potosi, Mexico
Pneumatics

Miscellaneous

Business Unit: WABCO Freight Car Products

WABCO Freight Car Products manufactures a variety of freight brake devices including various venting devices.

Reservoir – Combined Auxiliary and Emergency

- Compliant with AAR specification S-494 (standard and large sizes)
- All reservoirs designed according to ASME Boiler and Pressure Vessel Code, Section VIII, Division 1
- The fabricated one piece design has two attachment lugs on the auxiliary side and one lug on the emergency side to ensure proper application on the freight car

Retaining Valve

- Offering brass and composite retaining valves to suit your needs
- Compliant with AAR specification S-446
- Three position manually operated valve to either allow direct air flow from the brake cylinder on a brake release or retain air in the brake cylinder on a release depending upon the positioning of the handle
- Floor and suspension mounting options

Reconditioning Service Available in:

- Carson City, NV
- Chicago, IL
- Columbia, SC
- Kansas City, MO
- Montreal, QC, Canada
- San Luis Potosi, Mexico
Flange Fittings
- Welded and threaded offered
- Flange fittings comply with AAR specification S-400

Brake Cylinder Pressure Taps
- Dual seal to protect from leakage
- Various fittings to install the taps in the brake cylinder air line such as:
  - Saddle mount fittings
  - Flange fittings
  - Sandwich plate style flange fittings
  - Blanking pad style flange fittings
- Also available as option on 4-Port Receiver

Branch Pipe Tees
- Branch pipe tees comply with AAR specification S-400
Energy Management
Hand Brakes

Business Unit: Cardwell Westinghouse
Wabtec designs and manufactures Universal brand lever-type and wheel type freight car hand brakes.

Vertical Wheel Type

9300, 9300-3, and 7500
- AAR approved Interchange Rule 13, Group N
- Minimum force 3350 lbs.
- Chain travel - 18"
- Weight – 63 lbs.
- Available in short, long, or no quick release handle

4493 and 4493-3
- AAR Approved Interchange Group O
- Minimum force 4475 lbs.
- Chain travel - 40"
- Weight – 71 lbs.
- Available in short or long release handle

Continuous Release CRX Hand Brake

9300 CRX, 9300-3 CRX and 4493 CRX
- Apply with hand wheel, gradual release with hand wheel, quick release with full release handle to activate continuous release feature
- No visible operational differences between Groups Q & R vs. Groups N & O
- Quick release activates the continuous release feature
- Reverse wind stop
- Helps extend wheel life
- Eliminates the potential of partially released hand brakes causing car and wheel vibration damage
Energy Management
Hand Brakes (continued)

Lever Type

Model 9033
• AAR approved Interchange Rule 13, Group V
• Minimum chain force: 3350 lbs.
• Chain travel: 16 1/2”
• Weight: 76 lbs.

Model 9020
• Thin line lever type
• Below deck mounting on TOFC / COFC
• AAR approved Interchange Rule 13, Group U
• Minimum chain force: 4900 lbs.
• Chain travel: 16 1/2”
• Weight: 72 lbs.

Model 9017
• Thin line lever type
• Above deck mounting on TOFC / COFC
• AAR approved Interchange Rule 13, Group T
• Minimum chain force: 3350 lbs.
• Chain travel: 16 1/2”
• Weight: 71 lbs.

Reconditioning Service Available in:
• Chicago, IL
Energy Management

Slack Adjusters

Business Unit: Cardwell Westinghouse
Wabtec designs and manufactures self adjusting slack adjusters.

Features / Benefits:
- Offering Universal Slack Adjusters
- Tension and compression
- Double acting – takes up or pays out slack, self adjusting
- AAR approved, used in conventional body and truck mounted brake systems
- Also offering custom slack adjusters and replacements for Triax

2300-DJ
- Body mounted style
- AAR Group E

C1000
- TMX – UBX style
- AAR Group O

Model 5
- TTX truck mounted brake
- AAR Group L

Model 5D
- Thrall/Davis truck mounted brake
- AAR Group M
- Replaces Triax model 3356

Model 85A
- WABCOPAC II style
- AAR Group P

Reconditioning Service Available in:
- Carson City, NV
- Columbia, SC
- Montreal, QC, Canada
- San Luis Potosi, Mexico
Energy Management

Draft Gears

Business Unit: Cardwell Westinghouse
Wabtec designs and manufactures Mark-series draft gears.

Features / Benefits:
- Self contained and precompressed for easy application to new cars with 24 5/8” standard pockets
- Remaining gear life can be measured in the car without removal of the draft gear

Mark 50
- All steel, high performance in any operating environment
- Well suited for all railcar types with 24 5/8” pocket and 3 1/4” travel, up to 286,000 lbs. GRL
- First draft gear to receive unconditional approval under AAR Spec M-901E
- AAR rating capacity – 38,940 ft. lbs.
- M-901E Specification
- Weight - 386 lbs.
- Group J, Rule 21

Mark 70E
- All steel friction draft gear
- Fits 24 5/8” standard pocket
- For all general freight car types up to and including 286,000 lbs. GRL
- M-901E Specification
- AAR rating capacity - 40,171 ft. lbs.
- Weight - 312 lbs.
- Group J, Rule 21
- 3 1/4” travel

Mark R-500
- Rubber friction draft gear transfers wear and stress to replaceable, energy absorbing components
- Self contained and precompressed for easy application to new cars with 24 5/8” standard pockets
- Remaining gear life can be measured in the car without removal of the draft gear
- AAR rating capacity – 38,940 ft. lbs.
- Weight - 384 lbs.
- 3 1/4” travel
- Group J, Rule 21
Energy Management
Draft Gears (continued)

Business Unit: Cardwell Westinghouse

Mark 75 G
- All Steel Friction Draft Gear
- Fits 24 5/8” Standard Pocket
- For All Car Types Including Multi Platform, Intermodal Units, and 125-Ton Cars
- M-901G Specification
- Max Impact Velocity: 6.49 MPH
- Weight - 312 lbs.
- Group K, Rule 21
- 3 1/4” travel

Mark 558
- All Steel Friction Draft Gear
- Fits 24 5/8” Standard Pocket
- Multi-Platform
- Intermodal Units
- M-901G Specification
- Rating Velocity: 5.58 MPH
- Weight - 363 lbs.
- Group K, Rule 21
- 3 1/4” travel

Hydrojack II® Draft Gear Removal Device
- Hydraulic jacking tool
- Specifically designed for the installation and removal of draft gears in standard AAR 24 5/8” and 36” draft gear pockets
- Includes hand-operated hydraulic pump with capacity to compress a draft gear with a 159,000 lb, theoretical force, based upon 10,000 psi hydraulic pressure, and has a nominal stroke of 2”
- Designed to engage the standard AAR “E” type draft key slots in the draft yoke for support and apply its compressive force to the draft gear through the follower
- Adapters available for “F” types as well as rotary adapters

Reconditioning Service Available in:
- Chicago, IL
Energy Management

Yoke & Followers

Business Unit: Cardwell Westinghouse

SY40AE Type Yoke
- Short E Type
- AAR Interchange Rule 19 Yoke
- Weight 196 lbs.

Y44 Follower
- 2 1/4” Thick
- Weight 70 lbs.

Y46AE Follower
- 2 1/4” Thick
- Weight 74 lbs.
Energy Management

Constant Contact Side Bearings & Elements

Wabtec Business Unit: Cardwell Westinghouse
Wabtec recently introduced a new series of AAR M-948-2006 approved, premium device SBX Constant Contact Long Travel side bearings and elements.

SBX Model Type

SBX-30, SBX-45, SBX-60, and SBX-80
- 5/8” long travel side bearing
- Custom vented top cap for lower operating temperatures
- Available in four preloads to fit all car types: 3000, 4500, 6000, and 8000 lbs.
- Top cap metallurgy provides consistent friction as well as superior wear characteristics
- Elastomeric spring designed for consistent performance and vertical damping over an extended temperature range
- Tightly machined interface for additional control and extended life

SBX Type Elements

6474, 6479, 6484, 6489
- Elastomer spring designed to exceed performance of OEM elements
- Available in four preloads: 3000, 4500, 6000, and 8000 lbs.
- Will provide consistent performance over an extended temperature range

Resilient Blocks

SCT-9, SCT-11, SCT-14, SCT-17, SCT-24, SCT-27
- Available in three preloads: 3000, 5400, and 6000
- Easily replaces all Stucki type resilient blocks
Energy Management

SAC-1™ Spherical Articulated Couplings

Business Unit: Cardwell Westinghouse

Wabtec offers a semi-permanent connection coupling system that features low maintenance self-lubrication design. Designed to maintain a slack-free connection, the SAC-1™ eliminates the need to stop cars for lubrications and readjustments of side bearing heights. Made for today’s competitive transportation market, it offers substantial weight savings, improved car handling and reduced operating costs.

Available in 14” Center Plate and 16” Center Plate designs

• Positive slack-free connection
• Reduces side-bearing height adjustments caused by connector wear
• May be used in 70-, 100-, or 125-ton trucks, and can be used as a retrofit
• Horizontal travel ±22°
• Unique wedge design simplifies coupling and uncoupling of cars and completely eliminates slack
• Designed and tested to 1,250,000 pounds buff load and 630,000 pounds draft load
• Vertical travel ±11° eliminates uncoupling and recoupling during wheel changeouts and required maintenance
Energy Management
End of Car and Center Car Cushioning Devices

Business Unit: Wabtec Global Services
Wabtec offers end of car and center car cushioning devices and reconditioning services.

Freightmaster
• A gas pre-charged hydraulic cushion unit for use in new cars or as a replacement for older units
• Replacement for any existing cushioning system
• M921B Certified unit for use in freight applications
• Offering units certified to both M-921B and M-921D
• Designed to protect lading by reducing yard and transit impact forces

Reconditioning Service Available in:
• Kansas City, MO
WEAR AND LADING PROTECTION

SELF-LOCKING COUPLER KNUCKLE PIN

COUPLER CARRIER WEAR PROTECTORS

CENTER BOWL/CENTER PLATE WEAR PROTECTORS

CFR

CFR-P

BRAKE ROD HANGER AND ROD WEAR PROTECTORS

BRAKE BEAM SAVERS

Wabtec®
CORPORATION
Wear and Lading Protection

Brake Beam Guides

Business Unit: ZefTek
Offering Brake Beam Guides made from ZefTuf® CFR-P material that incorporates the benefits of superior cold flow and impact resistance needed for today’s demanding rail environment.

Features / Benefits:
• Compatible with brake beams from any manufacturer
• Improve brake shoe life
• Reduce brake beam maintenance and head extension wear
• Improve overall braking performance
• Functions in temperatures from 250° F to -50° F

ZefTek Brake Beam Guides

ZT-1696NH (Standard)
• Replaces AAR Standard S-367, Holland WE-5500, Holland WE-5505
• Grey

ZT-1696B (Heavy Duty)
• Thicker walls for high mileage cars and a longer life cycle
• Replaces AAR Standard S-367, Holland WE-5500 XL
• Black
Wear and Lading Protection

Center Bowl Liners and Wear Plate Protectors

Business Unit: ZefTek
As a leader in non-metallic wear protection technology, Zeftek solved ongoing problems of premature “cold-flow” in bolster bowl liners while maintaining a coefficient of friction well below that of steel in comparison to steel competitive products.

ZefTuf® Cold Flow Resistant - CFR

**ZT-380, ZT-381, ZT-370, ZT-371**
- Available in ZefTuf® CFR material for lower friction
- Designed to improve curving and lateral stability performance of truck systems
- Integrally molded carbon ring provides consistent conductivity over the life of the liner
- Coefficient of friction of .17 Static / .12 Dynamic
- Meets AAR Requirements S-3004 and M-976

ZefTuf® Cold Flow Resistant - CFR-P (Premium)

**ZT-350, ZT-351 and ZT-560**
- Available in ZefTuf® CFR-P material for superior cold flow resistance and higher friction
- Designed to improve curving and lateral stability performance of truck systems
- Integrally molded studs provide consistent conductivity over the life of the liner
- Coefficient of friction of .33 Static / .27 Dynamic
- Meets AAR Requirements S-3004 and M-976
Wear and Lading Protection

Coupler Carrier Wear Protectors

Business Unit: ZefTek
Wabtec offers a variety of coupler carrier wear protectors to protect against coupler shank wear.

ZefTuf® Flexible Coupler Carriers for ‘F’ Type Draft Sills

ZT-360
- Eliminate coupler shank and draft sill basket wear
- Weighs over 40 pounds less per car set than steel carriers
- Requires no lubrication
- Available in four sizes for varying coupler height requirements

ZefTuf® Coupler Carrier ‘Weld-On’ Wear Protectors

ZT-326 Series and ZT-327 Series
- ZefTuf® bonded to A-36 steel for easy weld-on application without removing the coupler
- Eliminates coupler shank inspection, maintenance and reconditioning costs of conventional coupler carrier wear plates
- Provides superior cold flow and impact resistance

ZefTuf®-G Coupler Carrier ‘Drop-In’ Wear Protectors

ZT-215, ZT-215-T and ZT-217
- Requires no lubrication and eliminates inspection, maintenance and replacement costs associated with conventional coupler carrier wear plates
- ZefTuf® ‘G’ material provides superior cold flow and impact resistance
- Multiple thicknesses offered- 3/8”, 1/2”, 5/8”
- Locking tab keeps the wear plate securely centered
Wear and Lading Protection
Brake Rod Wear Protectors and Liners

Business Unit: ZefTek
Wabtec offers a variety of wear protection solutions that improve operating performance and reduce maintenance costs.

Brake Rod Wear Protector
- Available in 12, 18, and 24 sizes
- Welded directly to the brake rod to prevent metal to metal contact and subsequent wear between brake rods, hangers, axles, and truck bolsters, ZefTek protectors fit 3/4” to 1” diameter rods
- Provides a flat 1 5/16” bearing surface that lasts the life of the car

Release Rod Wear Protector
ZT-377
- The two piece ZefTuf Release Rod Wear Protector assembly is affixed to the vertical release rod bracket to prevent metal to metal contact and subsequent wear between the release rod and the bracket
- Requires minor modification to the standard vertical release rod brackets, slot opening must be drilled or punched to a 1.525” diameter hole

Brake Hanger Wear Protectors
ZT-151-96, Square Cut, 96” long, 3.5 lbs
- Snap on unit / no welding
- Fits all freight car types to protect brake rods and support hangers from metal to metal wear
- Available in standard sizes or 96” long units that can be custom cut to your required length
- Clips onto 3/8” x 1 1/2” thru 3/4” x 1 1/2” and 1/4” x 2” thru 1/2” x 2” brake rod hangers
Wear and Lading Protection

Miscellaneous Components

Business Unit: ZefTek and Schaefer Equipment
Wabtec offers a variety of wear prevention solutions that improve operating performance and reduce maintenance costs.

ZefTek® Plastic Pellet Hatch Covers

ZT-450 (Vented), ZT-451 (Non-Vented)
- Plastic Pellet Hatch Covers
- Offering vented, non-vented, and vent-on-demand 20” pellet car hatch covers
- Made from FDA approved UV stable materials
- Utilizes quick adjust safety latch
- Includes gasket designed to provide a leak proof seal that can be replaced in minutes
- The hatch cover screen on the outside periphery prevents contamination
- The underside pellet screen stops pellet entry during loading

ZefTuf-HD CoilGard® Crossbar Liners

ZT-140 Series
ZefTuf®-HD CoilGard® Crossbar Liners eliminate across-the-coil damage caused by restraining devices during shipment.
- Available in standard widths of 4 1/2” and 5 1/2” x 66” long
- Custom applications and lengths

Brake Rod Splice

- Allows for easy field replacement of worn, broken or bent brake rods.
- Schaefer type features one piece design, simply wrap the splice around the repair joint and weld
- Available in 3/4”-7/8” rods and 1” – 1 1/8” rods
- Two Zeftek ZT-368 splices are welded together to join the existing brake rod and new brake rod section to restore rod integrity
- Use on 3/4” and 7/8” brake rod diameters
- Available as complete assembly or individually
Friction Products

Brake Shoes

Business Unit: Railroad Friction Products Corporation
Railroad Friction Products Corporation manufactures COBRA® high-friction and low-friction composition brake shoes.

TreadGuard®
Developed by Railroad Friction Products Corporation to address the problem of wheel removals due to shelling, spalling, and high impacts, TreadGuard® brake shoes have been proven as an effective method to increase wheel life since 1999. Recently introduced to provide better braking performance in high capacity applications, the new COBRA® TreadGuard® HiCap™ brake shoe offers all the benefits of TreadGuard® plus improved resistance to brake fade on long grades. Designed for today’s heavier cars with higher net braking ratios, TreadGuard® HiCap™ maintains its cool under the most severe conditions and provides the same friction as standard brake shoes throughout the normal range of braking duty.

Features/Benefits:
- Extended wheel life through continuous “cleaning” of wheel tread
- Reduces high impact readings by removing minor tread defects before they become condemnable defects
- Advanced performance design
- Reduces wheel set inventory with fewer wheels removed for tread related defects
- Reduces out of service time for premature wheel failures
- Longer shoe life

TreadGuard® HiCap™
- Performance approved to the new AAR Specification M-997 Brake Shoe High Friction Tread Conditioning - High Capacity
- Lower wheel operating temperature offering a “cooler” operating brake
- “Fade resistant” for heavy grade application
- Higher capacity tons per operative brake

COBRA® Freight Shoe
- Advanced Performance™ Design
  - Reduces the potential of rim over-ride
  - Reduces the potential of flange contact
- Optimized fit over a range of wheel sizes
  - Dual Radius Face
  - Chamfered Ends
  - Prevents end breakage & chipping
  - Faster full face contact

COBRA® AAR Low Friction Freight Shoe
- Direct replacement for cast iron
Business Unit: Standard Car Truck
As a leader in providing stabilization systems for freight cars, Standard Car Truck offers bolster and side frame castings.

### Barber® Side Frame and Bolster Castings

- **S-2-HD 9 Coil (M-976 Approved)**
- **S-2-HD 6 Coil – Low Profile (M-976 Approved)**
- **S-2-E 917 Integral Wedge (M-976 Approved)**
- **S-2-E 945 Split Wedge (S-286 Approved)**

### Features / Benefits:
- Designed and tested by Standard Car Truck to meet or exceed AAR M-202 / 203 Standards
- Manufactured in AAR M-210 and M-1003 Approved Foundries under Standard Car Truck supervision
- Inspection / process monitoring exceeds AAR Requirements
  - 100 % Magnetic Particle inspected for cracks (no AAR Requirement)
  - 100 % Gaging (AAR requires sampling only)
  - Detailed Product Quality scoring system
- 15 year successful service history

### 110 T Trucks for M-976 / S-286 Service
- S-2-HD 9 Coil (M-976 Approved)
- S-2-HD 6 Coil – Low Profile (M-976 Approved)
- S-2-E 917 Integral Wedge (M-976 Approved)
- S-2-E 945 Split Wedge (S-286 Approved)

### Other Gross Rail Loads – Intermodal and Other Service:
- 125 T S-2-HD
- 70 T S-2-C
Truck Components

Barber S2-86® Radial Adapter

Business Unit: Standard Car Truck
The Barber S2-86® Radial Adapter primary suspension system provides passive semi-radial steering performance. A single layer of rubber bonded between two steel plates and situated above the bearing adapter allows for radial alignment of the wheelsets during curving, which reduces rolling resistance, improving rail and wheel life.

Features / Benefits:
- M-976 track tested and approved on a variety of trucks
- Tested and approved under M-924 roller bearing adapter specification
- Fits standard AAR pedestal - no special side frames required
- Utilizes standard M-924 features, like the bearing adapter roof recess
- Durable vulcanized rubber to steel bond
- Rubber Maintains properties over wider temperature range than other polymers
- Resilient rubber surface provides better load distribution across pedestal roof discontinuities
- Grounding wire provides more reliable electrical continuity than studs
- Rejection lugs prevent misapplication
Truck Components

Friction Wedges

Business Unit: Standard Car Truck
Standard Car Truck pioneered the design of variably damped, Barber suspension systems and offers friction wedges to provide optimum damping and wear performance when used in Barber type suspensions.

Barber Integral Iron Wedges
• Commonly used on all Barber designed trucks
• Solid piece cast iron wedge

Barber Iron Split Wedges
• Interchangeable to all Barber Truck designs as a replacement to the traditional single piece wedge
• Split wedges increase truck warp resistance (squaring) versus traditional single piece wedges, providing improved high speed stability and curving performance without compromising vertical damping

Barber LifeGuard™ Wedge
• Interchangeable with Barber Truck designs S-2-A, S-2-B, S-2-C, S-2-D, S-2-HD, and S-2-HD-9C as a replacement to the traditional single piece wedge
• Polymer faced wedge significantly reduces bolster pocket wear from both the slope surface and side walls to prolong pocket life
  The highest deformation temperature of any polymer material, 350°

Barber TwinGuard™ Wedge
• Interchangeable to all the Barber Truck designs S-2-B, S-2-C, S-2-HD, and S-2-HD-9C as a replacement to the traditional single piece wedge
• Polymer faced wedge significantly reduces bolster pocket wear from both the slope surface and side walls to prolong pocket life

Barber Steel Wedges for ASF Type Trucks

<table>
<thead>
<tr>
<th>SCT 17815</th>
<th>SCT 17803</th>
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</thead>
<tbody>
<tr>
<td>• For 100 ton ride control, pattern 17815</td>
<td>• For 70, 100, and 125 ride control, pattern 17803</td>
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</tbody>
</table>
**Truck Components**

**Snubbing**

**Business Unit: Standard Car Truck**

As the originator of variably damped snubbing, Standard Car Truck’s Barber™ products have been tested, adapted and refined through decades of lab work and field experience to ensure component durability and proper damping operation to protect cars and lading.

**Bolster Pocket Wear Plates and Inserts**

- Standard Car Truck offers a variety of M-976 approved snubbing options
- On many designs wedges can be removed from pockets without special tools and without disassembly of the truck, allowing for easy replacement of wedges and column wear plates
- Side wall wear plates and split wedge inserts are easily replaceable, avoiding the need for costly and time consuming re-welding of pocket surfaces during reconditioning
- Most older trucks may be upgraded to the Barber Split wedge system simply by adding an insert to the pocket

**Springs**

- Side Springs
- Load Springs
- Barber 976-AAR Spring Groups
Truck Components

Miscellaneous

Business Unit: Standard Car Truck
Standard Car Truck offers premium OneSteel MicroAlloy Wheels and axles for freight cars and a variety of components for suspension systems.

Wheels
- Manufactured to AAR M-107/208 standards
- Forged Wheel
- Rim Quench and temper
- Microalloyed with vanadium
- Improved wear resistance
- Improved resistance to thermal damage
- Two Grades “Micro C” and “Micro B”
  - “Micro C” used for freight cars
  - 40–60 % Wear Reduction and zero failures

Axles
- Manufactured to AAR M-101 standards
- Available in rough or finish machined

Self Locking Knuckle Pins
- Direct replacement for AAR C-10 pins
- Non-metallic with grooved shear points to reduce pin fatigue
- 88% lighter than steel alternative
- Safe for thaw sheds, can withstand temperatures from 160° F to -60°F
- Self locking tabs require no tools or cotter pin for application
- Easy to install, takes less than one minute
- Knuckle pin removal tool also offered
Telemetry Systems

End of Train Device – EOT

Business Unit: Wabtec Railway Electronics

Wabtec offers Trainlink telemetry systems providing a critical link to last car information such as brake pipe pressure, motion status, battery condition and marker light status.

**Trainlink™ 4G ATX**
- Improved reliability
  - Internal foam isolation system
  - Rubberized handle absorbs impacts without damage
  - Fewer parts and fewer electrical connections
- New long life generator
- Durable lightweight plastic enclosure with internal antennas
- Ritron radio does not require annual calibration, operates on narrow band frequencies and is capable of 8 watt output
- ATX air generator fully operates EOT and charges battery backup
- GPS tracking available without any additional external antennas needed, including based tracking tools and customized data feed availability

**Trainlink™ ATX**
- Fully synthesized radio
  - No annual calibration
  - Narrow band operation
- Field proven reliability
- Air generator fully operates EOT and charges backup battery
- Rugged antenna withstands abusive handling
- F-Coupler compliant
- GPS cellular tracking
  - Digital cellular modem with GPS capability
  - No external antennas
  - Retrofittable to all EOTs
  - Web based tracking tools

Reconditioning Service Available in:
- Columbia, SC
- Montreal, QC
- Kansas City, MO
- San Luis Potosi, Mexico
Autorack Products

Chocks

Business Unit: ZefTek & Standard Car Truck
Wabtec offers a variety of vehicle securement systems to protect against damage during transfer.

Auxiliary Vehicle Restraint

ZT-570-GRN and ZT-570-Red
• Supplemental device used in conjunction with the IEC Holden Chock System
• Reduces longitudinal movement of the vehicle
• Eliminates damaging vehicle accelerations
• Lightweight design is fast and easy to apply

Lo-Pro™ Polymer Chock

6400-R and 6400-L
• Designed for application on conventional tri-levels and other specialty bi and tri level autoracks
• Lo-profile design addresses reduced underbody clearances of existing and future vehicle designs
• New anchor chock design requires adjustment of only one chock, simplifying the loading process
• New fold over captivation strap reduces ratchet counts required during tie down for faster installation
• J-Hook and cleats integrated onto a single strap
• Easy foot lever release
• Fully reconditionable

Co-Poly™ Chock:

5635-11 and 5635-12
• Industry standard since the early 1990’s
• Easy Application
• Available with basket or single strap configuration
• Easy foot lever release
• Fully reconditional
Autorack Products

Chocks (continued)

Business Unit: ZefTek & Standard Car Truck

Sta-Put™ Chock
ZT-625-GRN and ZT-625-RED

- Designed for application bi-levels and other specialty bi and tri level autotracks
- Prevents longitudinal movement of vehicles during transit
- Lo-profile design addresses reduced underbody clearances
- Three adjustable height settings
- Supports a broad range of vehicle weights and tire sizes
- Ergonomic design that is easy to apply
- Seamless integration with current chock system infrastructure
- 100% field repairable

Sta-Put™ Chock With Strap
ZT-625-RED-FX and ZT-625-GRN-FX on conventional

- Designed for application bi-levels and other specialty bi and tri level autotracks
- Prevents longitudinal movement of vehicles during transit
- Lo-profile design addresses reduced underbody clearances
- Three adjustable height settings
- Supports a broad range of vehicle weights and tire sizes
- Ergonomic design that is easy to apply
- Seamless integration with current chock system infrastructure
- 100% field repairable
- Supplemental tether strap permanently affixed

Reconditioning Service Available in:
- Strongsville, Ohio

Capabilities:
- Co-poly Chock
- Lo-Pro Chock
- Sta-Put Chock
- Thrall / Trinity Style Chock
- Holden Grate Lock Chock
Autorack Products

Edgegard® II Door Protection System

Business Unit: ZefTek
ZefTek offers a robust door edge protection system to protect against damage to a broad range of vehicle door profiles.

Features/Benefits:
• Universal applications designed for bi and tri level autoracks regardless of car manufacturer, including articulated bi and tri levels
• Offering the widest area of post protection regardless of load configuration
• Made from an engineering grade polymer that withstands the elements
• Offering quick and simple installation with patented push-in fasteners
• Side Screen profiles require no tools for installation
• Meets or exceeds AAR requirements
• Zero moisture absorption
• Maximum amount of UV inhibitors added to material
• Fully recyclable

Side Screen Profiles
• 100” or 64” Side Screen Profile or “C” Deck Roof Profile

Post DBL Plastic Straps
• Straps available in 8, 16, 23, 30, 37, and 45 inch sizes

Adhesive Backed Foam
• Available in a variety of sizes

Roof Clips, Push-in Fasteners and Button/Fastener Removal Tool
Business Unit: ZefTek
ZefTek offers a variety of products designed to protect vehicles during rail transit or during the loading and unloading process.

**Autorack Products**

**Miscellaneous**

**Plastic Chock Tip for Trinity/ Thrall Steel Chocks**

**ZT-717-P-LH, Left Hand and ZT-717-P-RH, Right Hand**

- Prevents vehicle damage during the loading and unloading process
- Manufactured from the same durable material as the Edgegard® II Door Protection
- Fastening options including glue, glue and rivet, self-drill / tap screw, wire tie, or captive clamp
- Center boss extends into the chock end for greater securement
- Robust tip compared to rubber for extended life
- Non-marring, UV stabilized

**Bridge Plate Supports**

**ZT-679 (Barrel) and ZT-497 (Inner Nipple Support)**

- Meets AAR specifications
- All styles available upon request

**Chock Strap Hanger Assembly**

**ZT-666-AS**

- Designed for use with tri-level chocks to hang chock or strap
- Attaches to the side screen from the interior of the railcar
Autorack Products
Miscellaneous (continued)

Autorack No-Lube Door Guides
- Serves as a permanently lubricated door guide for radial end doors on bi-level and tri-level Autorack cars
- ZefTuf® material eliminates steel-on-steel wear and improves door operation

Standard J-Plates for Autoracks
ZT-692 and ZT-694
- Offering outer and inner plate types
- Direct replacement for steel J-Plate

No Lube J Plates for Autoracks
- Offering outer and inner J-plate types
- Incorporates a ZefTuf® self-lubricating bushing, created specifically for radial and SealSafe™ doors
- Eliminates underside door track lubrication and wear
- Improves door operation

No Lube Autorack Door Locks
- Self-lubricating ZefTuf®-HD material eliminates grease contamination of interiors, reduces door lock maintenance and improves door operation
- Never needs lubrication
- Eliminates worn and broken roll pins
- Lock pins, springs, washers, and roll pins interchangeable with existing lock designs
Rubber Products

Miscellaneous

Business Unit: Durox and Wabtec Rubber Products
Wabtec Rubber Products and Durox offer a variety of rubber products for freight car equipment.

Air Brake Valve Repair Kits
- ABD
- ABDX
- ABDX Vibration Upgrades

Brake Cylinder Packing Cups
- ABU Freight Car Brake Cylinders (New Nitrile Rubber Compound)
  - 8 1/2” and 10” sizes

TMX Brake Cylinders
- 7”, 8” and 9 1/4 ” packing cup sizes

AB Valve Mounting Gaskets
- Service Portion Gasket
- Emergency Portion Gasket

Extruded Rubber Capabilities
- Box Car Door Gaskets
- Trough Cover Gaskets

Various Pipe Fitting Flange and Hose Coupling Gaskets & Seals

Custom Rubber Solutions
- As a railway industry leader, Wabtec can custom engineer solutions to meet your needs
- Wabtec’s team has expertise in new product development, Patent Law, Computer Aided Design, and analysis
Services
Chock Reconditioning

Business Unit: Durox
Wabtec offers chock reconditioning service at our Strongsville, Ohio location.

Features/Benefits:
- Wabtec reconditions chocks by thoroughly cleaning, inspecting, and equipping them with new straps
- Wabtec replaces worn parts are replaced with new before upgrading the devices with our latest patent-pending, proprietary enhancements, assuring the best reconditioned chocks available
- Steel bodies are sand-blasted then powder-coated, creating a clean durable finish that is corrosion resistant.

Standard Car Truck and ZefTek Type Chocks
- As the OEM manufacturer, Wabtec reconditions Standard Car Truck Co-Poly chock, Lo-Pro, and Sta-Put chocks

Holden Grate Lock Type Chocks

Thrall / Trinity Type chocks
- Steel and plastic types
Services

Education

Business Unit: Wabtec Global Services
Wabtec Global Services offers training seminars and material geared toward educating railway personnel of the operation and maintenance of rail equipment.

Freight Air Brake Training Seminars
Wabtec’s Freight Air Brake Training meets AAR S-486 and FRA specifications. The 4 day training begins with the basics of air brake function and purpose. The training also includes the history and evolution of air brakes along with a detailed review of the various components that make up a typical freight car including single capacity and empty/load equipment functionality. Once the student understands the makeup of the brake system, the instructor will cover train brakes and terminal brake testing. Day 3 is spent covering Single Car Test procedures. Time will also be spent on a 150 car air brake rack demonstrating various brake applications and simulations. The last day of the class covers testing and training on an automated single car test device. Class dates are published at www.wabtec.com.

On-Site Training / Field Services
• Shoe Force Technical Service
  – Wabtec will perform shoe force testing on customer equipment

• M-214 Barber Sideframe & Bolster Technical Service & Training
  – Includes a detailed review of Barber maintenance specifications, AAR M-214 requirements, interchange rules, hands on inspection, and proper gauging.

• Automated Single Car Test Device Training & Setup

Books and Materials
• Wabtec offers a wide variety of material geared toward educating rail personnel on the operation and maintenance of rail air brake equipment. Obtain our training catalog at www.wabtec.com
Services

Badge Plates

Business Unit: Cardwell Westinghouse
Cardwell Westinghouse now offers badge plates to new car, contract, and repair shops.

AAR S-374 Type Stainless Steel Badge Plates
Cardwell Westinghouse can laser etch customer brake rigging schematics from supplied .DXF type files into AAR S-374 type stainless steel badge plates. For a one time engineering service fee Cardwell can create .DXF files to use for printing new badge plates per customer drawing, sketch, or mark up picture of the existing plate.

Features / Benefits:
• Wabtec’s laser etching machine draws the carbon in the metal plate to the surface leaving a dark brown black etched impression and does not use paint, which can wear away over time
• Ability to easily clean dirt and grit from the stainless steel plate
Reconditioning Services

Business Unit: Wabtec Global Services

Wabtec's reputation for developing advanced braking equipment for freight cars is unsurpassed. No other supplier has more experience or has made more distinguished contributions in this sensitive and complex area. As a subsidiary of Wabtec, Wabtec Global Services extends this reputation to our freight equipment reconditioning and upgrade service.

- Wabtec Global Services provides a fundamentally better COT (Clean, Oil & Test) than any other company in the business through their many years of experience, specialized tools and processes

- Reconditioning services are performed at the Wabtec service locations listed below

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<thead>
<tr>
<th>FREIGHT CAR PRODUCTS</th>
<th>Carson City, NV</th>
<th>Chicago, IL</th>
<th>Columbia, SC</th>
<th>Kansas City, MO</th>
<th>Strongsville, OH</th>
<th>Montreal, QC (CAN)</th>
<th>San Luis Potosi (MEX)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Control Valves</strong></td>
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WAB-0712-1