

End of Train Equipment and Related Freight TCM Systems



Applications

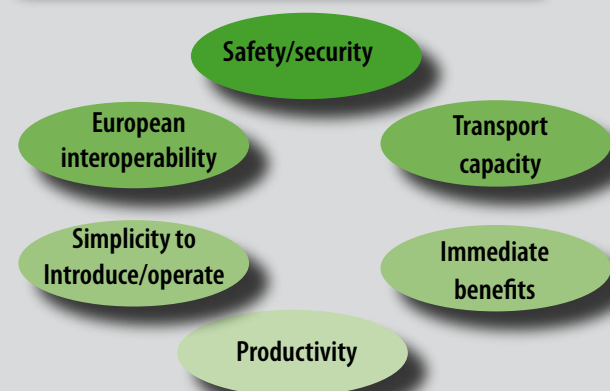
- Freight Trains
- Freight Cars
- Locomotives

Technology which can drive up the productivity of your freight train fleet whilst maintaining control and safety

The challenge to the management of your freight fleet, including maximizing its productivity, whilst at the same time controlling costs, is increasing. Throughout Europe, customers are demanding even higher levels of capacity, flexibility and error-free delivery.

To address this challenge, Knorr-Bremse has developed End of Train and TCM Systems which maximize your fleet's operational efficiency. Using technology specifically developed for rail freight applications Knorr-Bremse can help you to manage your freight fleet and achieve optimum levels of operational efficiency both within your own country's borders, or across Europe. Knorr-Bremse systems do not replace your control of your fleet. Instead they assist and enhance performance to allow you to deliver even more.

Where Knorr-Bremse meets freight operators demands



Improved productivity, safety maintained

Knorr-Bremse combines expertise in train communication, safety and braking systems and provide relevant specialized solutions for freight and mass transit operators.

Knorr-Bremse technology offers

- Safety engineered-in throughout
- Compact units such as the S-EQT which uses "smart" technology
- Flexible systems which can be configured to a wide range of applications
- Total service support



Product Range

- S-EOT for UIC braked freight trains
 - Basic, as stand alone unit
 - Extended, with locomotive monitoring and control
- Associated products and functions
 - TICC (Train Integrity Check by Radio) for trains worldwide
 - WBM (Waggon Brake Monitor) for freight cars worldwide
- S-EOT providing additional self venting of brake pipe at rear end, self adapting to brake demand

Technical Features

- S-EOT operates all basics functions as stand alone
 - Additional functions provided when locomotive also fitted with matching equipment
- A tail of train marker, installed on the UIC dedicated hanger
 - Compliant with international rules
 - Customized to meet all local regulations
- Long battery life (~1 year)
- Light weight (~10 kg) and easy handling with
- Safety not dependent on battery condition (unit provides safety related functions even in absence of battery)
- Temperature range: -40° C- +55° C for all key functions
- Compliant with CE and international railway standards relating to
 - Brake (UIC fiches)
 - Environment
- GPS/GSM positioning and communication facility for rear end tracking of trains, monitoring control and reduced risk of loss
- Brake pipe continuity test and monitoring feature facility
- Auto test and operator test
- Internal logger of brake related events (incl. brake test)
- Extremely low failure rates making it suitable for safety applications

Customer Benefits

- No matching equipment on locomotives
- Self adapting to a large array of functions and situations/ environment
- Safety built in the very concept
- More flexible train formation
- Increased train and track capacities
- 9 years of experience and work in the field
- Comfort and easy to use
- Reduced in train forces
- Facilitated brake pipe continuity test
- Interoperable across Europe

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