

**Thomas J. Stahura**

Executive Director, Rules and Standards



**October 25, 2013**

[ C-12027 ]

Circular Letter

**Subject: Maintenance Advisory-New York Air Brake DB-10 Service Portion Leakage  
Caused by Cold Weather Operations.**

**To: ALL SUBSCRIBERS**

**File Number: BSC-03.26.13**

New York Air Brake (NYAB) has been investigating concerns from several railroads regarding low temperature leakage issues which could cause train delays in yards and terminals. Evidence of the symptom begins with increased brake pipe air flow from the controlling (lead) locomotive after a brake application has been initiated. This increased head end air flow is caused by leakage from the bottom cover exhaust port of the DB-10 service portion on the brake control valve. This condition is most prevalent during cold weather conditions. The exact location of the leak is identified in the attached photograph. Additional information from NYAB is contained in the attached General Letter.

Inspection procedures and recommended disposition of the control valves are provided below:

Inspection and Repair:

Performed during terminal, intermediate brake tests or S-486 single car test:

1. During a brake application, any DB-10 service portion found blowing from the vent identified in the previous photo should be shopped and replaced with a new or reconditioned service portion per AAR Field Manual Rule 4. This leakage will be clearly identified by an audible blow of air.
2. If the person at the controls of the locomotive notes excessive air flow during application of the train brake, pay particular attention to an audible blow of air coming from the vent of any DB-10 service portion that may be in the consist.
3. Due to the nature of this condition, a single car test per S-486 is not required prior to valve replacement, but is required after the service portion is replaced.
4. Service portions found with the condition outlined in this MA should be reconditioned per NYAB Maintenance Specification NYR-332 prior to returning to service.

Equipment:

Any car equipped with a NYAB DB-10 service portion control valve is suspect.

Disposition:

Leaking control valve should be renewed and Single Car Tested per S-486.

Reporting and Billing:

AAR is issuing this Maintenance Advisory in accordance with AAR Rule 125:

- Severity Code 06 (AAR Defined)
- Activity Code ME (Car inspected and moving to shop)
- Bill per Rule 4 Job Code 1293, Why Made Code 13, Responsibility Code 01.
- Upon completion of repair, report Activity Code MH (car repaired and returned to service).

Questions should be directed to Steven Belpert, — Brake Systems Committee Manager via email at Steven\_Beluort@aar.com.

**Sincerely,**  
**Thomas J. Stahura**  
**Executive Director, Rules and Standards**

Safety and Operations  
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**Attachment(s):**

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