

BRAKE PNEUMATIC EQUIPMENT



DESCRIPTION:

The computerized system assures acquisition, graphic processing and operating diagram reproducing $p = f(t)$, as well as definition of possible errors components for tested brake pneumatic equipment subassemblies.

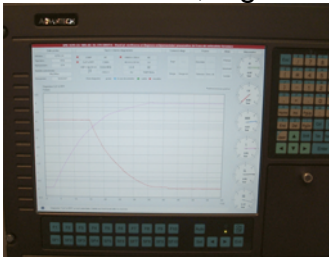
Operating diagrams are testing with computer system equipped with software and there are compared with calibration diagrams assessed by operator and memorized by computer.

Computation programme assures the testing of all parameters which characterizes the functioning of air distributor, without the interfering with human being.

Information regarding the evolution of pressures in different pneumatic chambers is taking up by pressure sensors with digital displays.

Automation of the testing process for air distributors is making by replacement of KD2 valve functions with a pneumatic control unit made by electronic electro valves.

The main components of stand: compressed air storage unit, industrial computer, printer, data acquisition unit, DC sources for supplying and command, electro-pneumatic execution unit, digital measurement device, transducers.

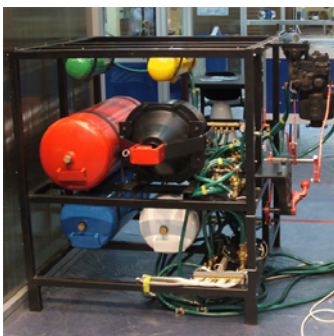


CONSTRUCTION TECHNICAL CHARACTERISTICS:

- Supplying voltage: 230 Vca; 50 Hz;
- Consumed power: max 2.5 kW;
- Effective pressure: 10 Bar;
- Cue voltage: 24 Vcc;
- Overall dimensions:
 - electronic command unit: 600 x 600 x 1650 mm;
 - electro-pneumatic unit: 1300 x 1500 x 1350 mm.

ORIGINALITY:

- Automation of all testing process of air distributors;
- Conception of a pneumatic command unit with KD2 valve functions;
- Obtaining of software for testing and diagnosis.



ADVANTAGES:

- Records are independently of attention and skill of operator;
- Facility to read and to analyze the curves in a Cartesian axis system;
- Obtaining of a data base having a history with values of pressures, times, admitted errors;
- Synthesis and diagnosis of measured phenomenon.



USERS:

Companies which have as activity field the repair / revision of the railway equipment.