

Single Wagon, Coach & Rake Test Rigs

CAPABILITY SHEET - RAILWAY AIR-BRAKE TESTING AT VEHICLE AND TRAIN LEVEL - ENGINEERED TO ORDER

THE SYSTEM

WHAT	Railway air-brake test rigs at vehicle and train level - single wagon, single coach and full rake rigs, computerised and SCADA-based.
OUR ROLE	Neometrix engineers the rigs, air systems and reference volumes, sequencing, instrumentation, software and certificates, then installs.
STATUS	Engineered to order; quoted across single-wagon, single-coach and rake test-rig requirements. No delivered vehicle- or rake-level rig claimed.

THE MEASUREMENT

RATES, NOT READINGS	Leakage is a drop per minute over a hold; sensitivity and insensitivity are rates; application and release are times. The clock decides.
TIGHTER THAN THE STOCK	The rig's own leakage is engineered an order below the acceptance limit and leak-proved before a shift - or the rig measures itself.
REFERENCE VOLUMES	Fixed and known, so a leakage figure means the same thing on another rig and in five years' time.

THREE SCALES

SINGLE WAGON	One freight vehicle's complete brake system proven in the depot - manual, computerised or fully automatic computerised.
SINGLE COACH	Passenger stock, whose brake arrangement differs by design - its own recipes, connections and acceptance limits.
THE RAKE	The whole formed train - continuity, total leakage and end-to-end propagation, sized on air flow rather than on precision.

DISTINCT & HONEST

DEPOT-GRADE	Dust, monsoon, heat, shunting and hoses dragged across ballast - protected transducers and field-replaceable modules.
THE CERTIFICATE	Automatic pass or fail, a printed record per vehicle, a history that makes a repeat offender visible, and a path into depot systems.
ENGAGEMENT	Send the stock types, the specification and the throughput to sales@neometrixgroup.com for a compliance matrix in two working days.

DEFENCE PROGRAMMES DESK

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