Air Suspension Coach
Air suspension in Coaches
LHB Coach with Air Suspension
Air Suspension

Vertical Shock Absorber
Levelling valve allows air to or exhausts air from Air bellows to maintain uniform level.
FIBA Device
FIBA

Failure
Indication and
Brake
Application Device
Necessity for FIBA

Supply for air spring is taken from FP

- loss of compressed air from the system not immediately noticed
- Unsafe train operation due to exhaust of compressed air
- Delay in identifying the cause

FIBA is provided in the coach to apply service brake automatically in the event of failure of air spring
Line diagram for FIBA in coach
Indication of failure by FIBA

- Automatic BP dropping through FIBA unit 8 mm choke exhaust & brake application on the train
- FIBA brake indicator on either side of coach for each bogie
- Audio sound from the FIBA device
FIBA Testing COC for individual Air Suspension of Bogie
FIBA in Double Decker Coaches
Procedure for attending

• When the train brake application is identified, Loco pilot should make service application.

• Locate the coach with ruptured bellow through FIBA Indicator and hissing sound.

• Close BP COC on branch pipeline connected to FIBA unit
FIBA Unit
Close BP COC for FIBA
Press both Buttons in FIBA Unit

FIBA Indicator – Red if FIBA acted

Close BP COC of FIBA unit

Ensure FIBA indicator turns to green.
Resetting in this type FIBA

FIBA Indicator – Red if FIBA acted

Rotate the knob in FIBA Unit

Ensure FIBA indicator turns to green.
Procedure for attending

• Isolate the Bogie isolating cock of the Air spring which is provided between the MR and the Bogie.

• Ensure both springs air is vented and coach is sitting on the emergency springs without any tilt.

• Continue the journey with speed limit of 60 Km/h.

• Inform PRC / Section Control
Close Air Suspension Isolating COC of concerned Bogie