KB SIGNALING™

News Release

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FOR IMMEDIATE RELEASE

KB SIGNALING'S AFTC5™ SURPASSES 800 TRACK CIRCUITS IN REVENUE SERVICE

Milestone Marks Growing In-Service Record of Digital Audio Frequency Track Circuit Across Major U.S. Passenger Rail Systems

GRAIN VALLEY, Mo. – May 5, 2026 – KB Signaling Inc. (KBS) has reached a significant deployment milestone for its AFTC5™ digital Audio Frequency Track Circuit, with more than 800 track circuits now operating in revenue service across major U.S. transit systems. The milestone reflects AFTC5's evolution to a field-proven signaling platform now supporting daily passenger operations.

That level of deployment points to the way in which many transit agencies are approaching modernization today: updating aging, analog, fixed-block systems without full shutdowns or wholesale replacement. The AFTC5 platform is being installed as part of long-term signal upgrade programs that allow agencies to move toward digital architectures while maintaining day-to-day service and operational continuity.

The approach is visible in the ongoing signal modernization of the Red and Orange Lines operated by the Massachusetts Bay Transportation Authority (MBTA). AFTC5 track circuits are being commissioned location by location, putting upgraded sections into revenue service well before the full program is complete. Phased work is continuing across both lines – 26 stations total – with full completion currently targeted for the end of 2026, according to public project timelines.

"Surpassing 800 track circuits in revenue service is a marker of trust and an important validation point," said Aric Weingartner, product director at KB Signaling. "It shows that AFTC5 is not only deployable at scale, but that it's also delivering reliable, daily performance in some of the most complex operating environments in North American transit."

Beyond the Boston area, AFTC5™ is also operating in revenue service in major metro markets including Chicago and Los Angeles, supporting multiyear fixed-block modernization

programs delivered in phases while service continues. As additional cutovers move forward, those deployments continue to build AFTC5's in-service track record.

Given that many of these upgrade programs span multiple years, a number of deployments began prior to KB Signaling becoming part of Munich, Germany-based Knorr-Bremse in Q3 2024. Today, the same conventional signaling portfolio and engineering leadership in place before the acquisition operate under KB Signaling, providing continuity for customers while continuing to invest in digital modernization platforms such as AFTC5.

Phased Cutovers Deliver Immediate Benefits

Once modernization moves into phased execution, the benefits extend beyond schedule flexibility. Incremental cutovers allow agencies to test and validate segments independently to help reduce technical risk, limit service exposure, and commission upgrades in manageable pieces rather than tying performance to a single, high-stakes activation.

The approach simplifies commissioning, shortens feedback loops, and allows lessons learned at one location to be applied to the next.

"From an execution standpoint, phased cutover is the only viable way to modernize signaling on systems of this size," said Richard Smith, project director at KB Signaling. "AFTC5 is built to support that reality. Each cutover is a contained, manageable event – and each one adds value the moment it enters service."

Over the life of a multiyear program, that structure gives agencies tighter control over cost, schedule, and operational impact – while steadily advancing modernization without disrupting daily service.

A Simpler Digital Architecture

That phased approach is possible because AFTC5 was built as a fully digital evolution of Audio Frequency Track Circuit technology – while preserving the fixed-block signaling framework most U.S. transit agencies already operate and maintain. It supports train detection and, in cab-signaling applications, transmits speed commands via the rails to onboard systems.

From a hardware standpoint, AFTC5 replaces legacy analog designs that relied on large numbers of discrete components with a streamlined configuration built around three programmable hardware elements: a transmitter/receiver, a processor, and a power supply. Earlier generations of analog systems often required 10 to 15 times more circuit boards to deliver comparable functionality.

That reduction in hardware complexity has direct operational consequences. Agencies see lower maintenance demands, simpler troubleshooting, smaller spare-parts inventories, and easier training for maintenance personnel. Digital processing also keeps operating frequencies

stable over time, eliminating the drift and seasonal recalibration common with analog track circuits.

Those gains are paired with the same safety expectations transit systems require. The AFTC5™ platform is fully compliant with AREMA and CENELEC SIL4 safety standards, ensuring these gains are achieved without compromising the safety requirements governing passenger rail operations.

"The goal is faster troubleshooting and more predictable maintenance," Weingartner said, "so the technology holds up under everyday operating conditions."

Modernization Without Full Replacement

For many transit agencies, modernization is as much about what can be preserved as what must change. KBS's AFTC5 platform is designed to support that balance – allowing agencies to upgrade signaling capability without abandoning existing infrastructure that continues to perform well.

The system integrates with installed track bonds, loops, communications equipment, and control room architectures, and can operate alongside legacy track circuits during transition periods.

This approach is especially important for agencies managing constrained capital budgets and complex asset portfolios. By targeting upgrades where they deliver the greatest benefit, AFTC5 helps align modernization efforts with available funding and long-term capital plans.

The platform's software-driven design further supports long-range planning. New capabilities and performance enhancements can be introduced through software updates rather than hardware replacement, reducing the risk of obsolescence over time. Once installed, agencies typically expect 20 or more years of service life from an AFTC5 deployment – consistent with the long investment horizons common in passenger rail signaling.

"Transit agencies judge this technology the same way riders do – by whether it performs every day," said Weingartner. "At the same time, signaling investments are measured in decades – and AFTC5 was built to hold up over that horizon, while simplifying maintenance today and giving agencies a platform they can sustain and evolve over time."

About KB Signaling

KB Signaling develops and supplies unparalleled end-to-end wayside and onboard conventional signaling Control, Command, and Signaling (CCS) platforms and solutions. A trailblazer, we are driven to provide the best solutions for improved safety, performance, and lower overall operating cost for today's transit and freight railway systems and operators in North America and beyond. Our 700 team members have a deep customer commitment that fuels us to deliver solutions for improved rail performance, safety, and overall operating cost. KB Signaling is a member of the Munich, Germany-based Knorr-Bremse Group, the global market leader in braking systems and

a leading supplier of other safety-critical rail and commercial vehicle systems. Visit us at kb-signaling.com. Follow us on LinkedIn at https://www.linkedin.com/company/kb-signaling.

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