



The projects for the first half of the new year:

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H0/OO sound decoder MX640.

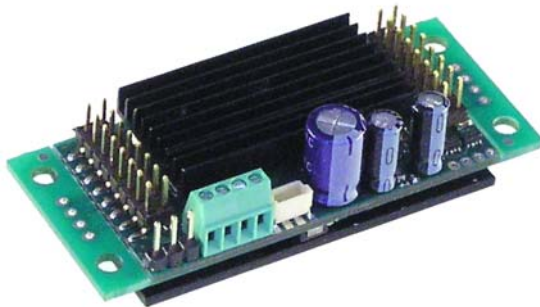
After in December 2007 (at the model exhibition in Munich) the prototype was revealed, now the final work on the layout of the production product is in progress. Once these are complete the task is finished. The sound decoder will become in few weeks as a range of variants: MX640 (with individual connecting leads), as MX640R and MX640F (with NEM plugs and additional connecting leads), or as MX640D (with 21-pin plug connector).

The most important specifications:

- Maximum current 1.2 A,
- 6 function outputs (800 mA total)
- additionally 5 LED outputs (10 mA each)
- 2 servo outputs
- SUSI
- All driving and function characteristics are as the existing MX64D
- **Sound characteristics** are as the MX690, but with even more memory.
 - 32 Mbit instead of 16!
 - 22 kHz scanning rate,
 - 4 rendition channels
 - 1,5 W amplifiers for 8 ohms loudspeakers
- Several sound projects (steam Collection, Diesel Collection) for selection on delivery, reloading of sound samples at the programming track via decoder update equipment (MXDECUP or central driving desk MX31ZL).



International Sound projects



For the ZIMO sound decoder MX640 (H0) and MX690 (MX690) we have several Diesel locos ready (for download in the ZIMO update area), and this will be continued with American and English sounds !

"PluX" - decoders. . .

The NMRA standardised interfaces of the future are to be called "PluX-8", "PluX-16" and "PluX-22". This concept is better than the current 21-pin interface, which was produced Ad-hoc. ZIMO will offer decoders (both with sound and without sound) for all these interfaces, as soon as locomotive manufacturers commence production (During the course of the year)

They will be derived from the existing types MX620 (for PluX-8), MX64D (for PluX-16) and MX640D (for PluX-22 and sound), and thereby all will work satisfactorily and have full ZIMO.

Decoder software update by USB stick . . .

ZIMO decoders have been updatable for some years, enabling the possibility of a software upgrade in an installed decoder to utilise new/future developments (RailCom, for example.) This feature is now practically indispensable; the last non updatable type, the function decoder MX68, has now been taken out of production. Currently, the procedure is to update: using the software (ZST) and must use a computer, into which the "decoder firmware file" from the Zimo Website and a serial data link to the decoder update equipment is made. This sometimes represents considerable preparation and computer knowledge, and does not always work correctly at the first attempt (due to differing operating systems, computer hardware...). Soon there will be a much easier choice: The "central driving desk" MX31ZL can have a USB stick plugged in (the adapters necessary are already provided with every MX31ZL), and the newest software-Versions for all ZIMO decoder loaded. The programming track with the locomotive to be worked on is likewise attached to the MX31ZL, and the update procedure is started from the cab menu; No computer is required. Downloading the decoder software directly onto the USB sticks will not pose any problems(as that can take place easily on an internet connected computer which is not necessarily connected to the railway).



New function and solenoid control decoders. . .

Already announced some months ago, but because of other ("easily" underestimated) work the new function decoders MX680 and MX680N were delayed. As well as new variants in the family of accessory decoders, is the new MX82W (for 4 points/signals).

Energy store modules MXSPEIK and MXSPEIG. . .

H0/OO-Locomotives will be powered by the MXSPEIK (with Goldcap) for some seconds, in case of bad contact with the rail;

Large scale locomotive will use the MXSPEIG, whereby in the latter case also re-chargeable battery technology will be used, which results in substantially longer bridging times.



"RailCom" is a registered trade mark of Lenz GmbH

For some years all ZIMO decoders have been equipped with "RailCom" - hardware, along with the "central driving desk" MX31ZL, which has the first RailCom "global detector".

The detector for the MX1, MX1HS, MX1EC base stations will follow shortly. The emphasis on "RailCom" development is appropriate, as in the future decoders will be supplied with applications that will integrate decoders, the driving desks, the base stations, the signal box/tower control programs

The "working group RailCom", consisting of the companies Lenz, Kuehn, Tams, and ZIMO works on the standardization process of RailCom features. The basic features CV-reading "on-the-main" and address recognition are ready-to-use and interoperable between these four manufacturers; next important features will be (among others) the feedback of the real speed and recognition of new locos on the layout.

