Newsletter - December 2012

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The Price

The new MX10 Command Station

delivery is now fixed as starting in 2013.

The new ZIMO command station, the MX10 is not a cheap device, nor are the matching cabs MX32/MX32FU cheap. The cost of the command station itself, or the entire solution (command station and cab/controller) comes to approximately - depending on your perspective - two to three times the price of the usual products for digital systems in the area of "small scales“ (00/H0, N, TT,. .). For "large scales" (0, 1, G, ...) or for large installations of "small scales" the cost does indeed look different: since the MX10 high output (400 watts or more) costs at least as much elsewhere.

But the high power of the MX10

- first ouput up to 12 A, second output up to 8 A, with adjustable voltage of each ouput from10 to 24 V -

is only one of several outstanding features. MX10 thus has much which can be expensive elsewhere or cannot be obtained.

A ZigBee radio module for communication with radio cabs/controllers,
two RailCom detectors (in elaborate design for the suppression of disturbances on the transmission path),
the function of a decoder updater and sound loader,
the function of the "CANKey" (to communicate with software programs with the full functionality of the system bus)
a LAN interface (for such as the wireless router for use of mobile phone and tablet apps),
a socket for USB sticks (for the self-update and for the offline version of the decoder updates and sound loading).

Also compared with the ZIMO predecessors of the command stations - the basic units model 2000 MX1, MX1HS, ... – the MX10 provide the above additional features which represent real value, at a price equal to the previous MX1HS (MX1 high performance version), when adjusted for inflation, so it looks even cheaper.

MX10 is "state-of-the-art" electronics for model railways: the power density, the storage and computing capacity would not yet have been possible a few years ago. The production of the MX1 line was discontinued several years ago - which, unfortunately, because of the development effort has led to a "supply gap" - because ZIMO was not willing to sell "in the middle of the 21st Century " technical solutions that dated back to the 90s of the last century.

RRP PRICE for the MX10 EUR 1290.00

Included with the MX10 is a "small" power supply with 150 to 200 watts, which can generate a power at the rail of about 8 to 12 A in total (depending on the driving voltage). If you require full use of the power capacity (12A + 8 A for the outputs) at full voltage (i.e. up to 24 V) then the power supply may be replaced by one with 500 watts, which is available from ZIMO or any electronic trading (approx. EUR 200, -). Find out more: soon on www.zimo.at (under menu "System").

MXULF(A) in drive mode: the smallest "digital system"

The MXULF - or rather the MXULFA variant, with a screen – is the ZIMO decoder update and sound loading device, and, from software version 0.22, also suitable for driving (ie, with its own control commands, without a computer) ; from software version0.32, the sound loading via SUSI is also active .

The functionality in drive mode includes the following:-

- Introduction of drvie mode by pressing the R button (next to the wheel) press again to end the drive mode.
- Identify and display the address of the vehicle on the track in service mode, also the decoder manufacturer and software version (and subversion in the event of a ZIMO decoder)

NOTE: Only one decoder may be located on the track: the MXULF is in the software development stage, an **"One Loco Digital System"**, only in future software development versions (4, 5) is the possibility of mutliple loco control planned (mainly via computer)..

Speed control with the scroll wheel
Switch direction with the R button (when stopped),
Quick stop with the R button (while driving),
Functions F0 .. F8 switch (all 3 functions are assigned to the buttons 1, 2, 3, switchable between F0-F2, F3, F5, F6, F8)
Expansion up to F28 in a later SW version.

In the software version of December 2012 (ie 0.32), the MXULF can

already do quite a lot, but not nearly everything that the construction supports. The software development for the MXULF continues to implement the currently outstanding features, in particular, it covers the following points:

CV # 144 and CV # 29 are now already processed automatically (possible update lock is released and analog mode disabled) to allow the software update or sound loading, but this is done in service mode, so only with the help of a load on the decoder (motor or headlights). After commissioning of the built in MXULF RailCom detector this restriction will be eliminated.

Currently only functions F0... F8 are switchable; Expansion to F0... F28 is foreseen.

The rail voltage is currently in use does not appear (only after power-on), this is also currently set to be fixed about 12 V (when the power supply is sufficient for that (or higher).

The decoder type is not displayed, only the manufacturer, of course software update and sound loading is possible with suitable ZIMO decoders.

Choosing between multiple files is not yet possible on the USB flash drive (provisionally), therefore, in the root, there should only a single software collection file, and/or a single sound project , and possibly a single software file (bin file) for the device update.

Free choice of CVs to read and write, in particular it is not possible to write the loading code.

Sound download (for project existing on the decoder) is still not possible, but only complete projects upload.

Complete CV lists (corresponding to a portion of a. zpp file) read and write not yet possible.

USB client interface (control MXULF from your computer) is not yet in operation.

Price (with ZIMO USB Stick included):

MXULF: RRP 148.00
MXULFA (with Display): RRP 188.00 (new price!)

To be ordered separately, if required, is the SUSI cable for fast sound loading (about 1 min instead of 10 min.)

ZCS – The "Zoffi-Tool" to Configure Decoders

A complete "final" solution for all configuration tasks (known as the "ZIMO Rail Centre" ZIRC) wil be provided. To cover such a software, "everything" will be included, such as

- Mode "online" (directly connected to the decoder in order to modify these in real time), and "offline" (editing configuration files, which can later be downloaded to decoder),
- all types of programming (Service mode, Operations mode, including RailCom CV reading, and Read/Write CV Files)
- Transfer of configurations or parts of configurations between locomotives and between locos and configuration files,
- Working with the ZIMO Sound Database, create and manage their own locomotive databases involving GUI data for ZIMO and other operating units (MX32 controllers and smartphone apps),

and in addition to the functional diversity, it is also intended to provide a high-quality and user-friendly graphical interface, but ths requires an extensive development process and this can bring setbacks with in the case of ZIRCis what has unfortunately happened.

But even without ZIRC, the user has enough options to configure CVs, with the help of tools that were actually developed for the creation of sound projects and have been expanded. Already existing for a long time, the

"ZIMO Soundprogrammer" *ZSP*

to create and manipulate ZIMO sound projects, and for changing sound projects in the "full-featured" format. This contains all the sound files (. wav) and, indeed, the configuration data. ZSP is NOT suitable for the modification of "ready-to-use" - projects, especially not for the "coded" projects from ZIMO Sound Providers (Däppen, Henning, etc.). Because of the need for copy protection, the "full-featured " version is not made available.

ZSP can be downloaded from the ZIMO website free: http://www.zimo.at/web2010/products/zspdownload.htm

"ZIMO Sound Programmer" ZSP

DOWNLOAD von ZSP incl. Standard Sound Projekt, ca. 16 Mb: die aktuelle Version am Ende der folgenden Liste !
(Download the latest version, including standard Sound Projects, about 16 MB): end of the following list

Bedienungsanleitung / English User Manual

ZSP Versionen			
V1.3.9	2008 03 07	Letzte Version nur für MX690	Last version just for MX690
V1.4.0	2008 04 04	Erste Version für MX690 und MX640	First version for MX690 and MX640
V1.10	2011 07 14	- Zusammenarbeit mit ZCS verbessert	- cooperation with ZCS optimized
V1.10.3	2011 07 14	- Anpassung an MX695 RevB	- adaptations for MX695 RevB
V1.10.5	2012 01 01	- Neue CVs hinzugefügt	- new CV
V1.10.6	2012 04 12	- Anpassung an neue Decoder-SW 30.27	- adaption for Dec.Sw. 30.27
V1.11.4	2012 12 08	- Anpassung an neue Decoder-SW 32.0 - Debugmode für CV-Lesen/Schreiben - Decodertyp aktualisiert	- adaption for Dec.Sw. 32.0 - Debugmode for CV read/write - Decodertyp updated

Oliver Zoffi (as a private initiative), as a supplement to ZSP, and executed from a menu in ZSP, has developed the tool

"ZIMO CV Setting" *ZCS*

which, unlike ZSP, provides a graphical user interface for configuration tasks.

The ZCS tool can be downloaded from the MOBAZI website: http://mobazi.zoffi.net/tipps/zimotool/zimottol.htm
(a link to the MOBAZI website is in the top tabs of the ZIMO website)

(The website is shown on the next page, translated using Google Translate, the original source is in German)

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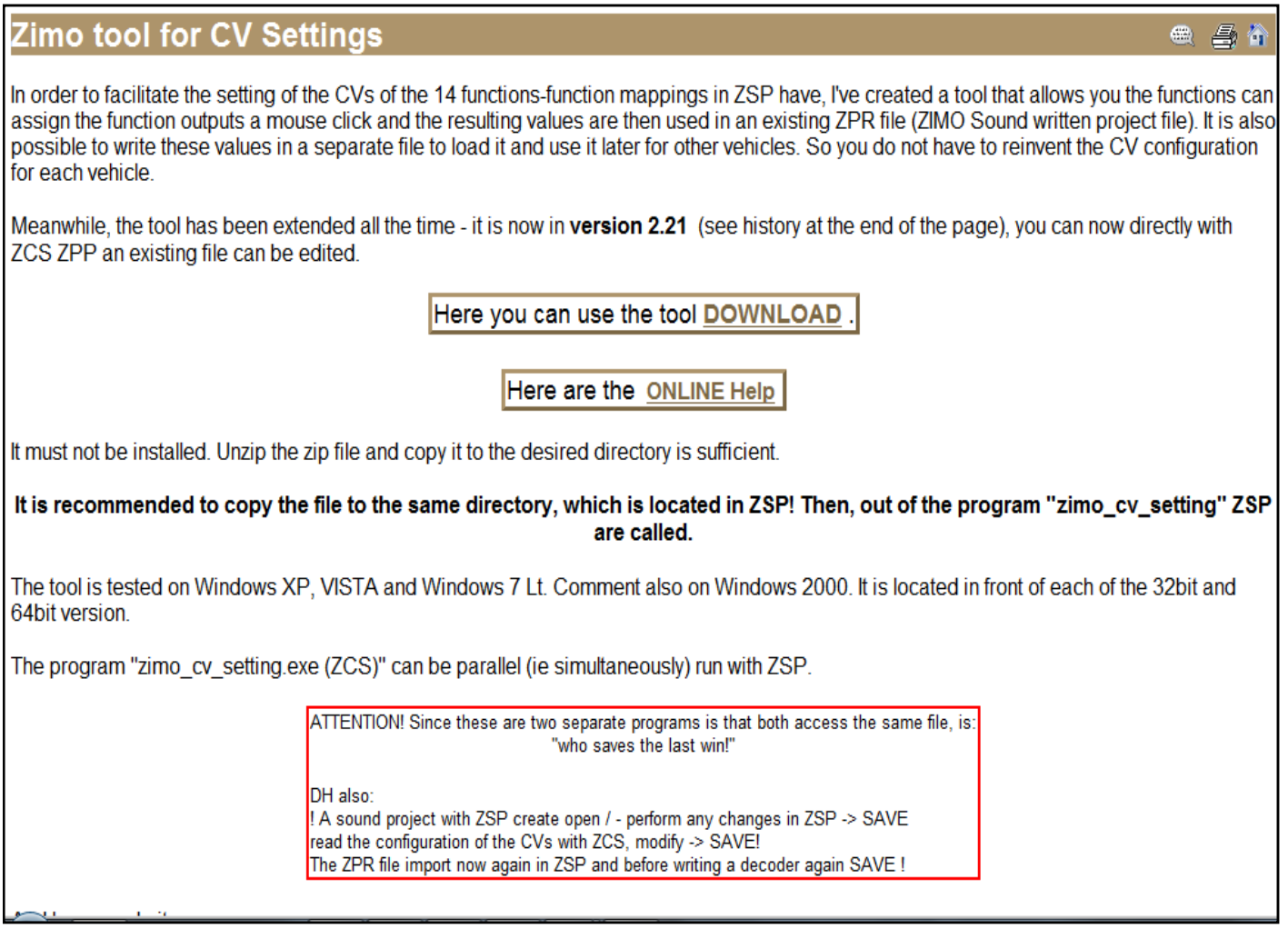


Zimo tool for CV Settings

In order to facilitate the setting of the CVs of the 14 functions-function mappings in ZSP have, I've created a tool that allows you the functions can assign the function outputs a mouse click and the resulting values are then used in an existing ZPR file (ZIMO Sound written project file). It is also possible to write these values in a separate file to load it and use it later for other vehicles. So you do not have to reinvent the CV configuration for each vehicle.

Meanwhile, the tool has been extended all the time - it is now in **version 2.21** (see history at the end of the page), you can now directly with ZCS ZPP an existing file can be edited.

Here you can use the tool DOWNLOAD .

Here are the ONLINE Help

It must not be installed. Unzip the zip file and copy it to the desired directory is sufficient.

It is recommended to copy the file to the same directory, which is located in ZSP! Then, out of the program "zimo_cv_setting" ZSP are called.

The tool is tested on Windows XP, VISTA and Windows 7 Lt. Comment also on Windows 2000. It is located in front of each of the 32bit and 64bit version.

The program "zimo_cv_setting.exe (ZCS)" can be parallel (ie simultaneously) run with ZSP.

ATTENTION! Since these are two separate programs is that both access the same file, is:
"who saves the last win!"

DH also:
! A sound project with ZSP create open / - perform any changes in ZSP -> SAVE
read the configuration of the CVs with ZCS, modify -> SAVE!
The ZPR file import now again in ZSP and before writing a decoder again SAVE !

BUT The most common requirement on the part of ZIMO users is actually NOT the creation of sound projects (for which ZSP is needed) BUT "just" the **modification of existing sound projects**: for example, mappings of sound to function, volume adjustment of the individual types of noise, setting chuff numbers, thyristor sound development over speed, and many others.

THEREFORE an important step is now set (again by Oliver Zoffi , the author of the ZCS,):

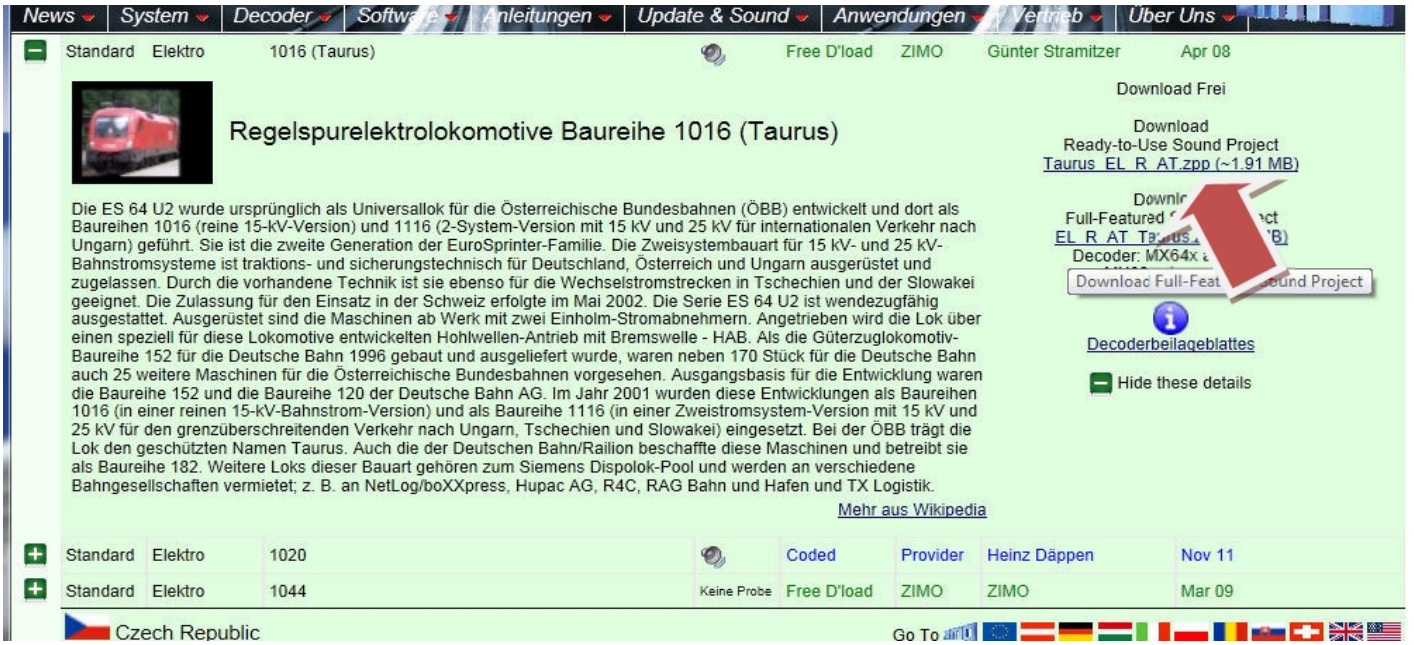
The "Zoffi Tool" ZCS can now be started independently of ZSP,
as of version 20 in November 2012 (now v21, December 2012,) and may
edit ready-to-use sound projects directly (.zpp files);
It thus represents a universal tool for processing decoders

However, even in this form ZCS is responsible for processing files, NOT as a real-time tool
i.e. after the file is "finished off" and the. zpp file is saved, it is then transferred to the decoder (with MXULF, ...)

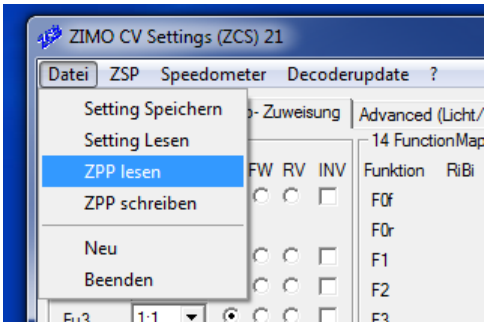
Additions in the future of decoder online programming are planned for MXULF, so the CV lists runs back and forth and transfers via a rapid process between the computer where ZCS runs and the decoder.

The first step to edit. zpp file, is to find and dowload the file from the ZIMO Sound Database (http://www.zimo.at/web2010/sound/tableindex.htm) and save the file locally on your computer.

NOTE: For the future, there will be an alternative via MXULF, that the CV list can be taken directly from the decoder, and this is similar to a zpp file which is edited by ZCS. The CV list is also, in the case of a .zpp file, that part of the project, which is actually used by ZCS. This will then allow for the modification of sound projects, which are not present on the ZIMO Sound Database. This applies particularly to sound projects that are loaded by the vehicle manufacturer in the decoder, but not available for public download.



ZCS is started and, on the File menu (In German), the desired. zpp file is loaded (= open) :-



ZCS in there for the function mapping, the allocation of effects, the motor configuration and parameters for comprehensive sound parameter setting. It is exclusively the CVs of the project which are dealt with, NOT the sound samples themselves and the schedule of the "main driving sounds". For ZIMO sound decoders, it is characteristic that - in contrast to the decoders of the competition - the sound can be influenced to a very large extent over the same three CVs, and not so much about schedules (which are not changeable via CVs).

IMPORTANT NOTICE to use ***ZCS*** :

The file to be edited is indeed opened as usual on the File menu "Read File (ZPP lesen)"), but unlike the other known Windows programs, there is no "Save As" option! There is only the "Write ZPP (ZPP schreiben)" option, i.e. writing back the modified data to the open file (which is like the "Save" option in a menu). The original file is thereby lost forever.

Therefore, it is recommended that, prior to processing by ZCS, the original file should be saved under a different name. Or: before calling the ZCS, a copy is created under a new name and the new file will be opened in ZCS.

In ZCS, the changed zpp file (with old or new name) can be stored on a USB stick, just like the original file from the ZIMO Sound Database, in order to be loaded via MXULF into a ZIMO sound decoder (or using MX10, MX31ZL, MXDECUP, ...).

On the following pages the main settings window of ***ZCS*** are shown (screenshots in German):

Driveability and motor configuration / mapping function including input mapping (CV # 400) and effect mapping
Settings and masks for flashing, dimming and other effects, servo settings
"Swiss" or "Advanced" Mapping
Basic settings for the sound (master volume, driving sound volume, load dependencies, ...)
Mappings of sound classes to functions, random number generators and switch inputs.

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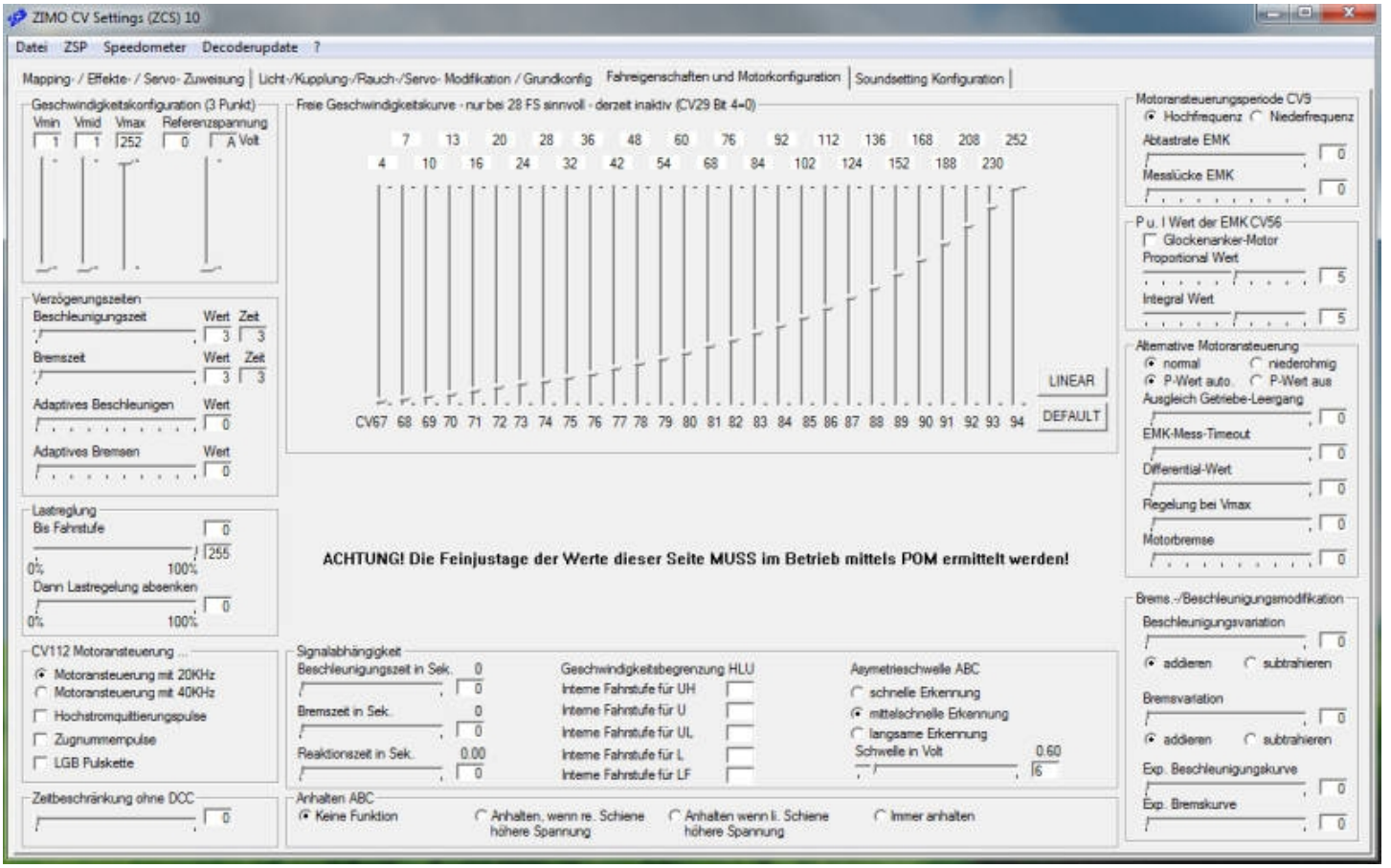
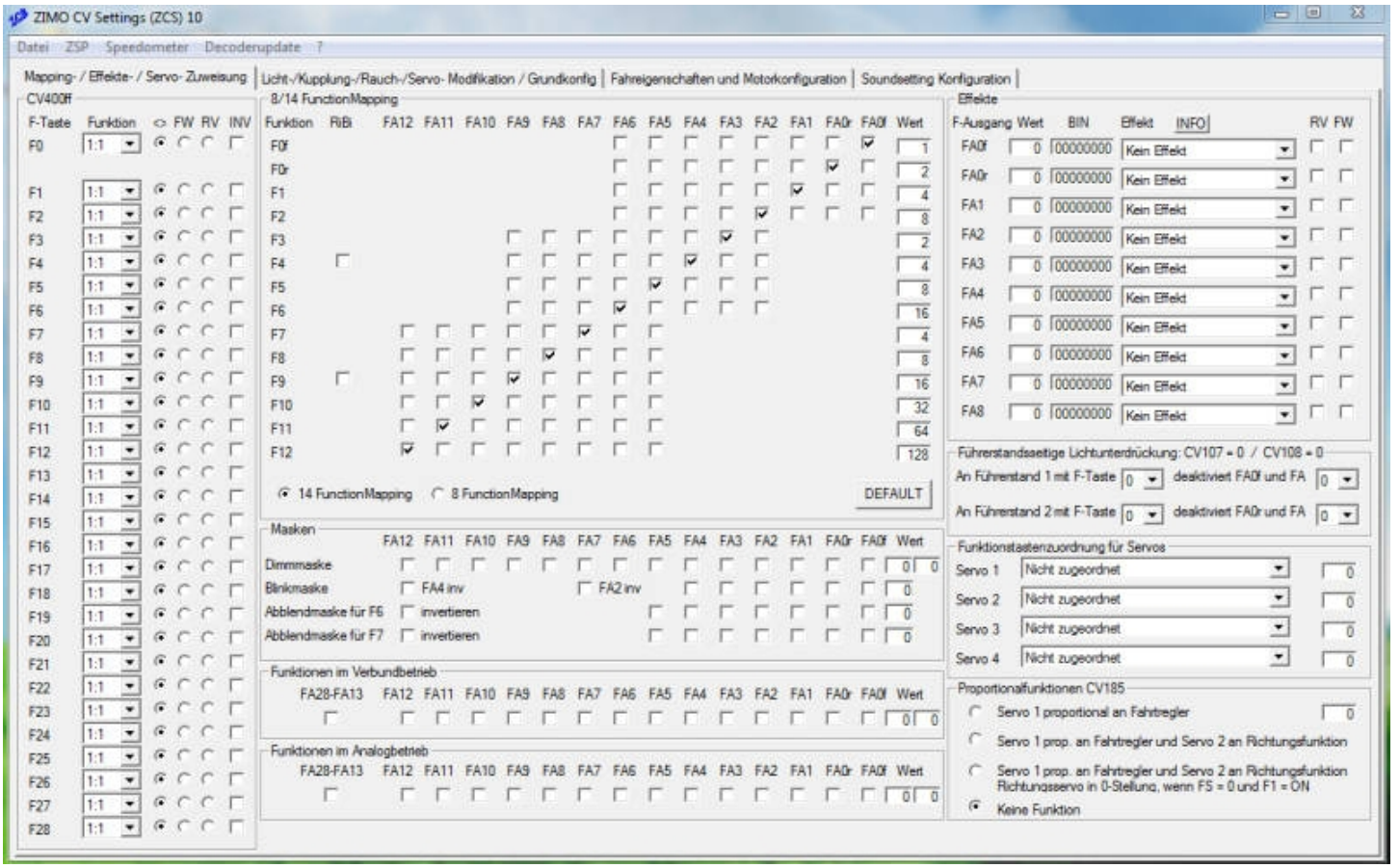

ZIMO CV Settings (ZCS) 10
Datei ZSP Speedometer Decoderupdate ?
Mapping- / Effekte- / Servo- Zuweisung | Licht-/Kupplung-/Rauch-/Servo- Modifikation / Grundkonfig | Fahreigenschaften und Motorkonfiguration | Soundsetting Konfiguration
Geschwindigkeitskonfiguration (3 Punkt)
Vmin Vmid Vmax Referenzspannung
Freie Geschwindigkeitskurve - nur bei 28 FS sinnvoll - derzeit inaktiv (CV29 Bit 4=0)
LINEAR
DEFAULT
Verzögerungszeiten
Beschleunigungszeit
Bremszeit
Adaptives Beschleunigen
Adaptives Bremsen
Lastreglung
Bis Fahrstufe
Dann Lastregelung absenken
ACHTUNG! Die Feinjustage der Werte dieser Seite MUSS im Betrieb mittels POM ermittelt werden!
Motoransteuerungsperiode CV9
Hochfrequenz Niederfrequenz
Abtastrate EMK
Messlücke EMK
P u. I Wert der EMK CV56
Glockenanker-Motor
Proportional Wert
Integral Wert
Alternative Motoransteuerung
normal niederohmig
P-Wert auto. P-Wert aus
Ausgleich Getriebe-Leergang
EMK-Mess-Timeout
Differential-Wert
Regelung bei Vmax
Motorbremse
Brems-/Beschleunigungsmodifikation
Beschleunigungsvariation
addieren subtrahieren
Bremsvariation
Exp. Beschleunigungskurve
Exp. Bremskurve
CV112 Motoransteuerung
Motoransteuerung mit 20KHz
Motoransteuerung mit 40KHz
Hochstromquittierungspulse
Zugnummernpulse
LGB Pulskette
Signalabhängigkeit
Beschleunigungszeit in Sek.
Bremszeit in Sek.
Reaktionszeit in Sek.
Geschwindigkeitsbegrenzung HLU
Interne Fahrstufe für UH
Interne Fahrstufe für U
Interne Fahrstufe für UL
Interne Fahrstufe für L
Interne Fahrstufe für LF
Asymetrieschwelle ABC
schnelle Erkennung
mittelschnelle Erkennung
langsame Erkennung
Schwelle in Volt
Zeitbeschränkung ohne DCC
Anhalten ABC
Keine Funktion
Anhalten, wenn re. Schiene höhere Spannung
Anhalten wenn li. Schiene höhere Spannung
Immer anhalten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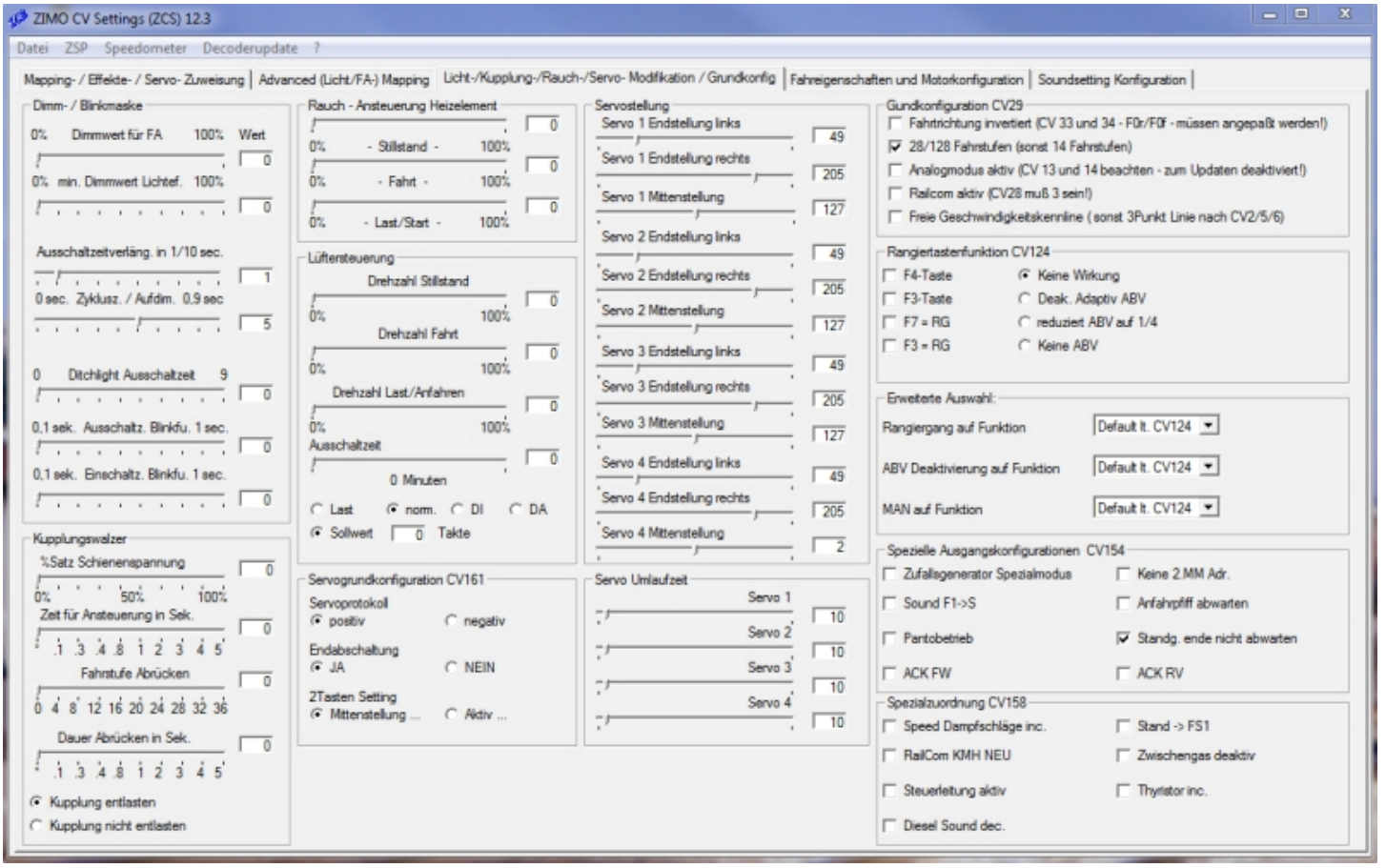
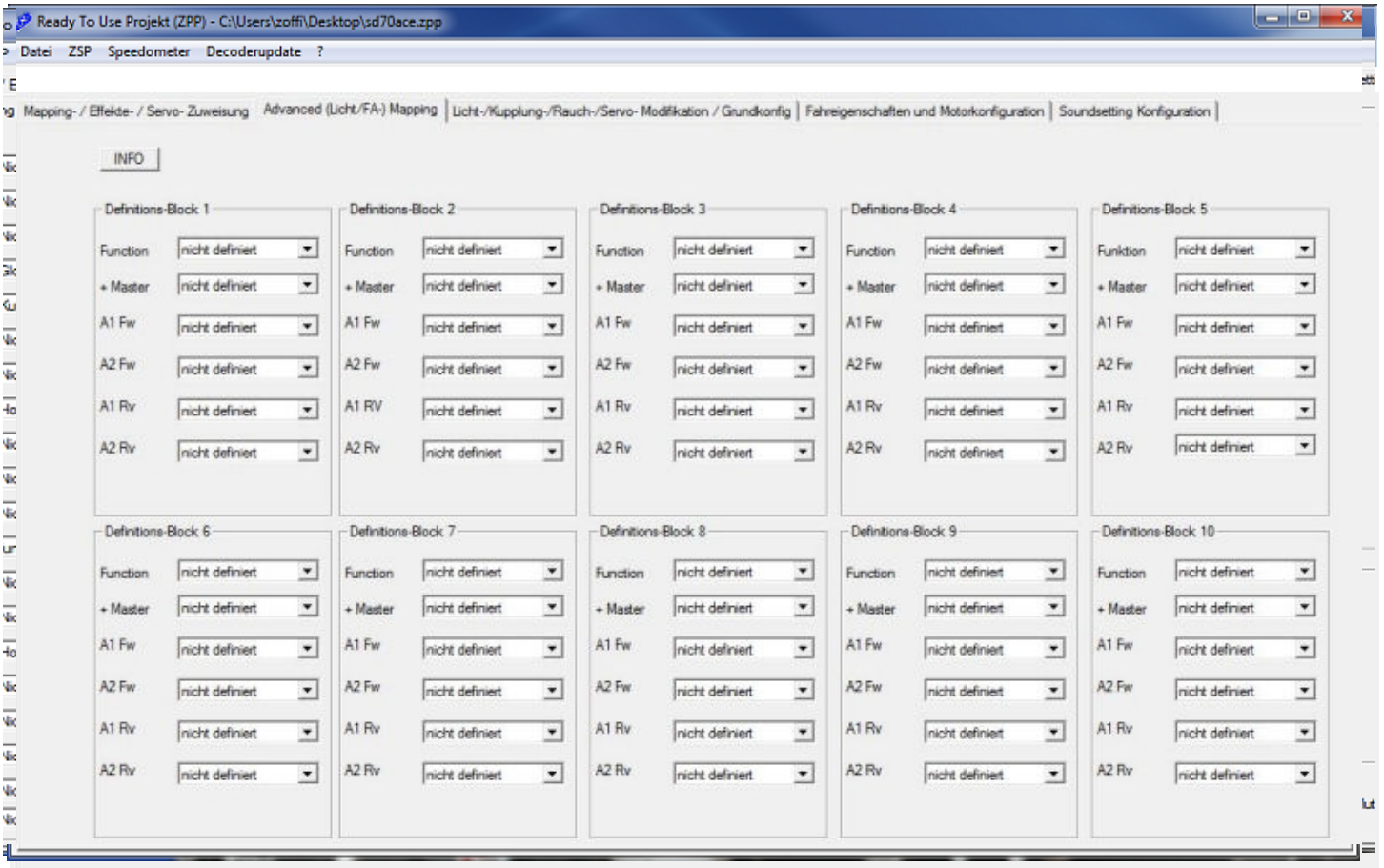
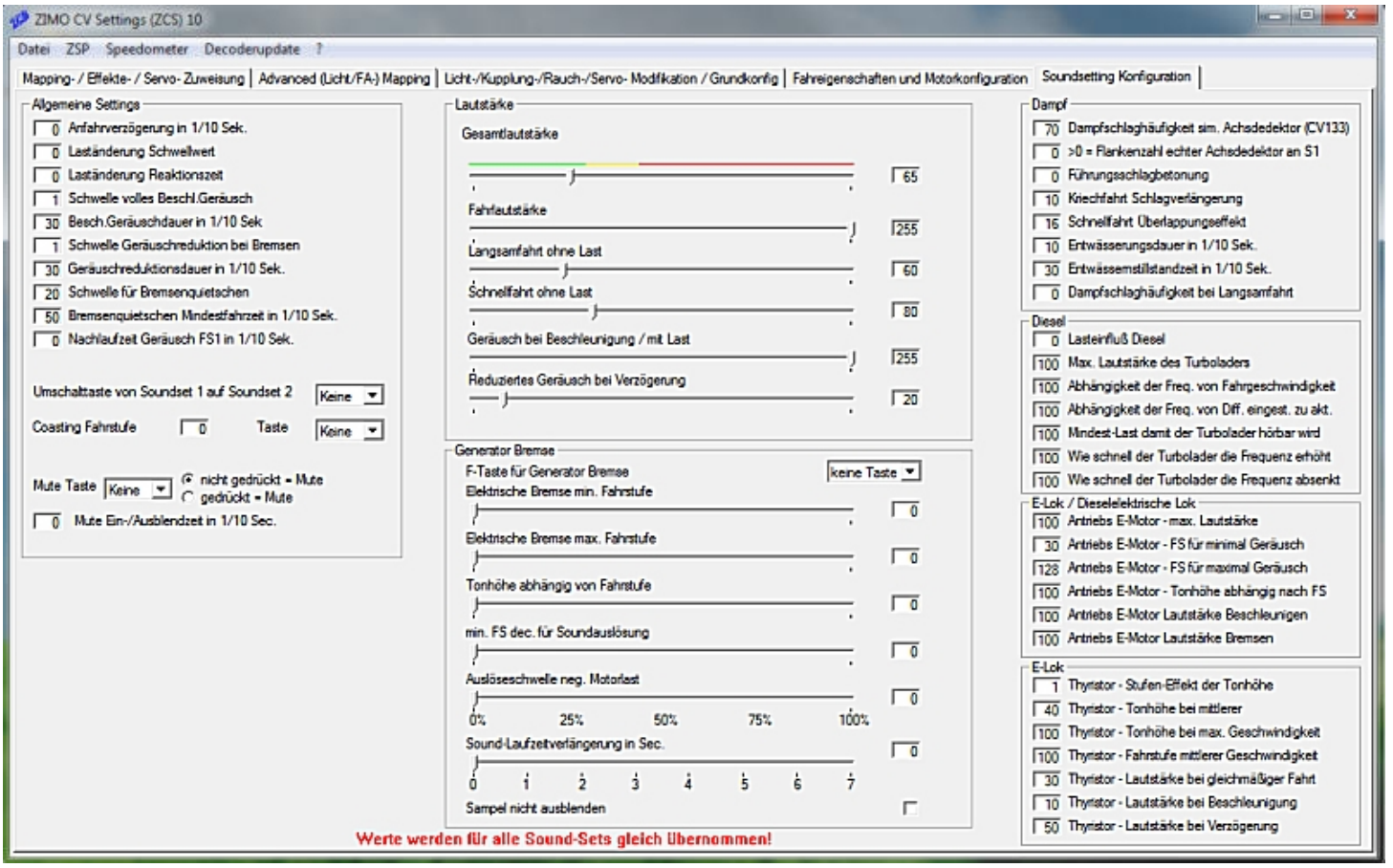
CV400ff
F-Taste Funktion FW RV INV
8/14 FunctionMapping
Funktion RiBi FA12 FA11 FA10 FA9 FA8 FA7 FA6 FA5 FA4 FA3 FA2 FA1 FA0r FA0f Wert
14 FunctionMapping
8 FunctionMapping
DEFAULT
Masken
Dimmmaske
Blinkmaske
FA4 inv
FA2 inv
Abblendmaske für F6
Abblendmaske für F7
invertieren
Funktionen im Verbundbetrieb
FA28-FA13
Funktionen im Analogbetrieb
Effekte
F-Ausgang Wert BIN Effekt INFO RV FW
Kein Effekt
Führerstandseitige Lichtunterdrückung: CV107 = 0 / CV108 = 0
An Führerstand 1 mit F-Taste deaktiviert FA0f und FA
An Führerstand 2 mit F-Taste deaktiviert FA0r und FA
Funktionstastenzuordnung für Servos
Servo 1
Servo 2
Servo 3
Servo 4
Nicht zugeordnet
Proportionalfunktionen CV185
Servo 1 proportional an Fahrtregler
Servo 1 prop. an Fahrtregler und Servo 2 an Richtungsfunktion
Servo 1 prop. an Fahrtregler und Servo 2 an Richtungsfunktion Richtungsservo in 0-Stellung, wenn F5 = 0 und F1 = ON
Keine Funktion


ZIMO CV Settings (ZCS) 12.3
Datei ZSP Speedometer Decoderupdate ?
Mapping- / Effekte- / Servo- Zuweisung
Advanced (Licht/FA-) Mapping
Licht-/Kupplung-/Rauch-/Servo- Modifikation / Grundkonfig
Fahreigenschaften und Motorkonfiguration
Soundsetting Konfiguration
Dimm- / Blinkmaske
0% Dimmwert für FA 100% Wert
0% min. Dimmwert Lichtef. 100%
Ausschaltzeitverläng. in 1/10 sec.
0 sec. Zyklusz. / Aufdim. 0,9 sec
0 Ditchlight Ausschaltzeit 9
0,1 sek. Ausschaltz. Blinkfu. 1 sec.
0,1 sek. Einschaltz. Blinkfu. 1 sec.
Kupplungswalzer
%Satz Schienenspannung
0% 50% 100%
Zeit für Ansteuerung in Sek.
.1 .3 .4 .8 1 2 3 4 5
Fahrstufe Abrücken
0 4 8 12 16 20 24 28 32 36
Dauer Abrücken in Sek.
.1 .3 .4 .8 1 2 3 4 5
Kupplung entlasten
Kupplung nicht entlasten
Rauch - Ansteuerung Heizelement
0% - Stillstand - 100%
0% - Fahrt - 100%
0% - Last/Start - 100%
Lüftersteuerung
Drehzahl Stillstand
Drehzahl Fahrt
Drehzahl Last/Anfahren
Ausschaltzeit
0 Minuten
Last norm. DI DA
Sollwert 0 Takte
Servogrundkonfiguration CV161
Servoprotokoll
positiv negativ
Endabschaltung
JA NEIN
2Tasten Setting
Mittenstellung ... Aktiv ...
Servostellung
Servo 1 Endstellung links 49
Servo 1 Endstellung rechts 205
Servo 1 Mittenstellung 127
Servo 2 Endstellung links 49
Servo 2 Endstellung rechts 205
Servo 2 Mittenstellung 127
Servo 3 Endstellung links 49
Servo 3 Endstellung rechts 205
Servo 3 Mittenstellung 127
Servo 4 Endstellung links 49
Servo 4 Endstellung rechts 205
Servo 4 Mittenstellung 2
Servo Umlaufzeit
Servo 1 10
Servo 2 10
Servo 3 10
Servo 4 10
Gundkonfiguration CV29
Fahrtrichtung invertiert (CV 33 und 34 - F0r/F0f - müssen angepaßt werden!)
28/128 Fahrstufen (sonst 14 Fahrstufen)
Analogmodus aktiv (CV 13 und 14 beachten - zum Updaten deaktiviert!)
Railcom aktiv (CV28 muß 3 sein!)
Freie Geschwindigkeitskennlinie (sonst 3Punkt Linie nach CV2/5/6)
Rangiertastenfunktion CV124
F4-Taste Keine Wirkung
F3-Taste Deak. Adaptiv ABV
F7 = RG reduziert ABV auf 1/4
F3 = RG Keine ABV
Erweiterte Auswahl:
Rangiergang auf Funktion Default lt. CV124
ABV Deaktivierung auf Funktion Default lt. CV124
MAN auf Funktion Default lt. CV124
Spezielle Ausgangskonfigurationen CV154
Zufallsgenerator Spezialmodus
Keine 2 MM Adr.
Sound F1->S
Anfahrpfiff abwarten
Pantobetrieb
Standg. ende nicht abwarten
ACK FW
ACK RV
Spezialzuordnung CV158
Speed Dampfschläge inc.
Stand -> FS1
RailCom KMH NEU
Zwischengas deaktiv
Steuerleitung aktiv
Thyristor inc.
Diesel Sound dec.


Ready To Use Projekt (ZPP) - C:\Users\zoffi\Desktop\sd70ace.zpp
Datei ZSP Speedometer Decoderupdate ?
Mapping- / Effekte- / Servo- Zuweisung
Advanced (Licht/FA-) Mapping
Licht-/Kupplung-/Rauch-/Servo- Modifikation / Grundkonfig
Fahreigenschaften und Motorkonfiguration
Soundsetting Konfiguration
INFO
Definitions-Block 1
Definitions-Block 2
Definitions-Block 3
Definitions-Block 4
Definitions-Block 5
Definitions-Block 6
Definitions-Block 7
Definitions-Block 8
Definitions-Block 9
Definitions-Block 10
Function
Funktion
+ Master
A1 Fw
A2 Fw
A1 Rv
A2 Rv
nicht definiert

: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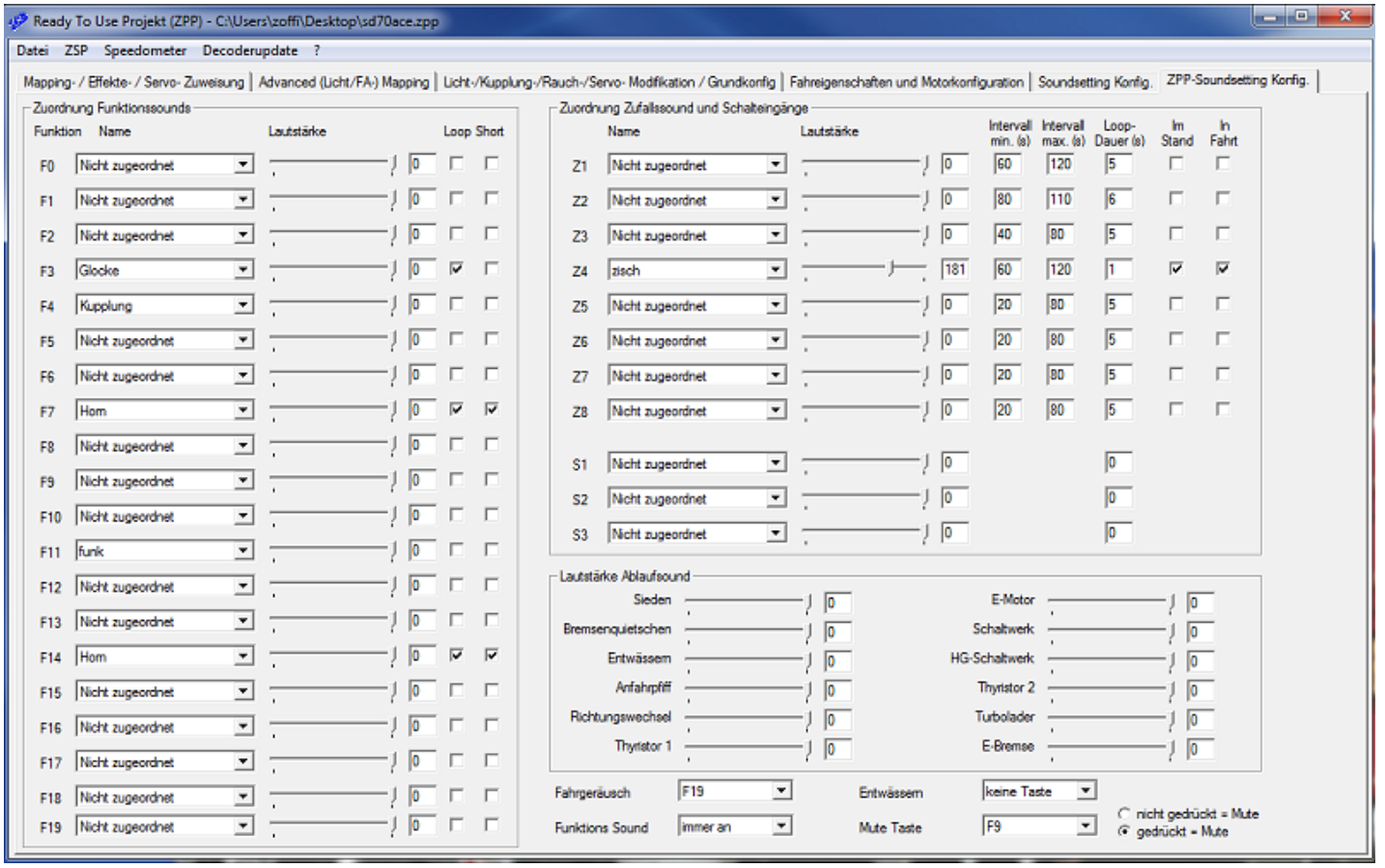
Allgemeine Settings
0 Anfahrverzögerung in 1/10 Sek.
0 Laständerung Schwellwert
0 Laständerung Reaktionszeit
1 Schwelle volles Beschl.Geräusch
30 Besch.Geräuschdauer in 1/10 Sek
1 Schwelle Geräuschreduktion bei Bremsen
30 Geräuschreduktionsdauer in 1/10 Sek.
20 Schwelle für Bremsenquietschen
50 Bremsenquietschen Mindestfahrzeit in 1/10 Sek.
0 Nachlaufzeit Geräusch FS1 in 1/10 Sek.
Umschalttaste von Soundset 1 auf Soundset 2 Keine
Coasting Fahrstufe 0 Taste Keine
Mute Taste Keine
nicht gedrückt = Mute
gedrückt = Mute
0 Mute Ein-/Ausblendzeit in 1/10 Sec.
Lautstärke
Gesamtlautstärke 65
Fahrlautstärke 255
Langsamfahrt ohne Last 60
Schnellfahrt ohne Last 80
Geräusch bei Beschleunigung / mit Last 255
Reduziertes Geräusch bei Verzögerung 20
Generator Bremse
F-Taste für Generator Bremse keine Taste
Elektrische Bremse min. Fahrstufe 0
Elektrische Bremse max. Fahrstufe 0
Tonhöhe abhängig von Fahrstufe 0
min. FS dec. für Soundauslösung 0
Auslöseschwelle neg. Motorfast 0
0% 25% 50% 75% 100%
Sound-Laufzeitverlängerung in Sec. 0
0 1 2 3 4 5 6 7
Sampel nicht ausblenden
Werte werden für alle Sound-Sets gleich übernommen!
Dampf
70 Dampfschlaghäufigkeit sim. Achsdedektor (CV133)
0 >0 = Flankenzahl echter Achsdedektor an S1
0 Führungsschlagbetonung
10 Kriechfahrt Schlagverlängerung
16 Schnellfahrt Überlappungseffekt
10 Entwässerungsdauer in 1/10 Sek.
30 Entwässerungsstillstandzeit in 1/10 Sek.
0 Dampfschlaghäufigkeit bei Langsamfahrt
Diesel
0 Lasteinfluß Diesel
100 Max. Lautstärke des Turboladers
100 Abhängigkeit der Freq. von Fahrgeschwindigkeit
100 Abhängigkeit der Freq. von Diff. eingest. zu akt.
100 Mindest-Last damit der Turbolader hörbar wird
100 Wie schnell der Turbolader die Frequenz erhöht
100 Wie schnell der Turbolader die Frequenz absenkt
E-Lok / Dieselelektrische Lok
100 Antriebs E-Motor - max. Lautstärke
30 Antriebs E-Motor - FS für minimal Geräusch
128 Antriebs E-Motor - FS für maximal Geräusch
100 Antriebs E-Motor - Tonhöhe abhängig nach FS
100 Antriebs E-Motor Lautstärke Beschleunigen
100 Antriebs E-Motor Lautstärke Bremsen
E-Lok
1 Thyristor - Stufen-Effekt der Tonhöhe
40 Thyristor - Tonhöhe bei mittlerer
100 Thyristor - Tonhöhe bei max. Geschwindigkeit
100 Thyristor - Fahrstufe mittlerer Geschwindigkeit
30 Thyristor - Lautstärke bei gleichmäßiger Fahrt
10 Thyristor - Lautstärke bei Beschleunigung
50 Thyristor - Lautstärke bei Verzögerung


Ready To Use Projekt (ZPP) - C:\Users\zoffi\Desktop\sd70ace.zpp
Datei ZSP Speedometer Decoderupdate ?
Mapping- / Effekte- / Servo- Zuweisung | Advanced (Licht/FA-) Mapping | Licht-/Kupplung-/Rauch-/Servo- Modifikation / Grundkonfig | Fahreigenschaften und Motorkonfiguration | Soundsetting Konfig. | ZPP-Soundsetting Konfig.
Zuordnung Funktionssounds
Funktion Name Lautstärke Loop Short
F0 Nicht zugeordnet
F1 Nicht zugeordnet
F2 Nicht zugeordnet
F3 Glocke
F4 Kupplung
F5 Nicht zugeordnet
F6 Nicht zugeordnet
F7 Horn
F8 Nicht zugeordnet
F9 Nicht zugeordnet
F10 Nicht zugeordnet
F11 funk
F12 Nicht zugeordnet
F13 Nicht zugeordnet
F14 Horn
F15 Nicht zugeordnet
F16 Nicht zugeordnet
F17 Nicht zugeordnet
F18 Nicht zugeordnet
F19 Nicht zugeordnet
Zuordnung Zufallssound und Schalteingänge
Name Lautstärke Intervall min. (s) Intervall max. (s) Loop-Dauer (s) Im Stand Im Fahrt
Z1 Nicht zugeordnet 60 120 5
Z2 Nicht zugeordnet 80 110 6
Z3 Nicht zugeordnet 40 80 5
Z4 zisch 181 60 120 1
Z5 Nicht zugeordnet 20 80 5
Z6 Nicht zugeordnet 20 80 5
Z7 Nicht zugeordnet 20 80 5
Z8 Nicht zugeordnet 20 80 5
S1 Nicht zugeordnet
S2 Nicht zugeordnet
S3 Nicht zugeordnet
Lautstärke Ablaufsound
Sieden
Bremsenquietschen
Entwässern
Anfahrpfiff
Richtungswechsel
Thyristor 1
E-Motor
Schaltwerk
HG-Schaltwerk
Thyristor 2
Turbolader
E-Bremse
Fahrgeräusch F19
Funktions Sound immer an
Entwässern keine Taste
Mute Taste F9
nicht gedrückt = Mute
gedrückt = Mute