Locomotive Designation

Foto Wikipedia

The prototype

These small locomotives mostly had diesel engines. They used to be designated at Kö/Köf/Köe. The third letter describes the power transmission. If the third letter is missing, the locomotive has a manual transmission. The f stands for a hydraulic transmission and the e stands for and electric motor, which was fed by a downstream generator. The HSB has Kö in service, not a Köf!

Existing locomotives of the Kö II and. Kb II type were re-gauged and redrawn for switching duties on meter gauge railways.

199 010

This locomotive was re-gauged in 1985. Before that it carried the designation *Kb 4325* and. *100 325*. It now belongs to the Harz narrow gauge railways and is based in Gernrode. In 1992 the locomotive was marked up as *399 114* for a while.

199 011

This locomotive was re-gauged in 1991, six years after its sister loco. It carried the designation *Kö 4639* and *100 639*. This locomotive is now also with the Harz narrow gauge railways, where it is used regularly for switching duties in the Wernigerode-Westerntor depot. In 1992 the locomotive was marked up as *399 115* for a while.

199 012

This locomotive was also re-gauged to meter gauge in 1991. Before that it carried the designation *Kb 4113* and *100 213.* Like its two sister locos199 010 and 199 011, this locomotive is now on the Harz narrow gauge railways. It is kept in the locomotive shed at Ilfed, together with the only DR-Type V 30 C locomotive. In 1992 the locomotive the 199 012 also carried a different number for a while, it was the *399 116.*

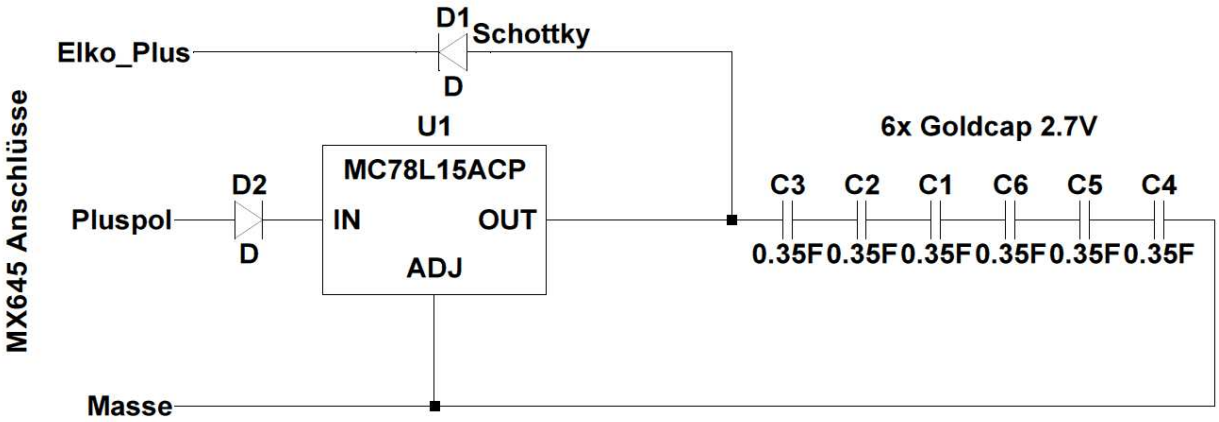
From Wikipedia

Implementation in the model

The sound project is based on the Zimo Advanced Standard, governing the array of functions, outputs and their properties.

This type of Kö sound project is equipped with the sounds of a manual transmission. The chain drive is clearly audible. You can hear even a small irregularity when the chain lock runs over the gear. The decoder must at least have the software version 33.17. This decoder software is as of June 2014 and is available on request, only directly from Zimo.

The MX 690 decoder is basically suitable. Due to the limited space, the selection of a combination of an MX 645p22 on the amplifier board ADAPLU50 is recommended for this LGB model. The adapter board increases the permitted total current of H0 decoder of 1.2 Amp to 1.8 Amp, which is just about sufficient. A 5 V circuit is integrated, but you can connect a capacitor with up to 10 mF. To connect GoldCaps, use the circuit is recommended below



The FA 6 regulates the heating of the smoke generator depending on the movement of the loco. The smoke fan is controlled according to how the loco is operating, and is fed either to the ventilator output, if using a large-scale decoder, or to the FA4

Using function key 1, the FA1 and FA2 are activated for forward or backward. Function Key F12 initiates an uncoupling movement of the loco, and activates FA7 and the electric un-coupler servo outputs 1 and 2.

Specialties

Warnings

CVs 3, 4, 5, 57, 154 and 158 are important values for the sound project. Changing these will cause malfunctions. Notably the CVs 3 and 5 govern how often the change of gears is heard. The terminal velocity is exclusive.

Users who do not have all 28 functions available, or who wish to lay functions onto other keys can assign functions to other keys, using the Zimo function key mapping. Program the desired key number as your value in the CV 400+Fu number and the whole function is mapped to another key. Please take care, as it is possible to invert the function, or map multiple functions to the same key! Please read the instruction sheet At http://www.zimo.at/web2010/documents/Zimo%20Eingangsmapping.pdf

Function	Installation	Function output	Sound effect
F0	Light on	FA 0 v + 0 r	
F1	On / off	FA 1v +2r	
F2	Can be used as you wish	FA 8	
F3	Loud blast of the horn		Playable Tyfon
F4	Soft blast of the horn (distant)		Playable Tyfon
F5	Train conductor's whistle		Mundpfeife
F6	Smoke generator heater on, load controlled	FA 6 controlled according the performance of the loco. Valve output or FA 4 or FA10	
F7			
F8	Sound on / off		
F9	Wheels screeching on curves		Sound of Wheels screeching on curves
F10			
F11			
F12	Servo coupler opens and loco moved back and forth	FA7 for electric coupler	Uncoupling sound
F13	Coupling		Coupling sound
F14			
F15			
F16	Tunnel fader (muting)		Sound fades in or out
F17			
F18			
F19			
F20			

Random effect	sound	
Z1		
Z2		
Z3		

Random effect	sound	
S1	Tyfon horn	
S2		
S3		

Changed CVs

CV# 3 = 13
CV# 4 = 14
CV# 13 = 0
CV# 14 = 64
CV# 29 = ---
CV# 35 = 12
CV# 36 = 0
CV# 37 = 0
CV# 38 = 0
CV# 39 = 0
CV# 41 = 0
CV# 42 = 0
CV# 43 = 0
CV# 44 = 0
CV# 45 = 0
CV# 46 = 4
CV# 57 = 80
CV# 58 = 90
CV# 60 = 60
CV# 67 = 37
CV# 68 = 50
CV# 69 = 50
CV# 70 = 50
CV# 71 = 50
CV# 72 = 50
CV# 73 = 50
CV# 74 = 50
CV# 75 = 50
CV# 76 = 100
CV# 77 = 120
CV# 78 = 120
CV# 79 = 120
CV# 80 = 120
CV# 81 = 120
CV# 82 = 120
CV# 83 = 120
CV# 84 = 200
CV# 85 = 220
CV# 86 = 220
CV# 87 = 220
CV# 88 = 220
CV# 89 = 220
CV# 90 = 220
CV# 91 = 220
CV# 92 = 220
CV# 93 = 220
CV# 94 = 220
CV# 114 = 240
CV# 115 = 77
CV# 116 = 167
CV# 127 = 2
CV# 128 = 1
CV# 132 = 80
CV# 133 = 20
CV# 137 = 153
CV# 138 = 204
CV# 139 = 255
CV# 152 = 63
CV# 154 = 2
CV# 158 = 2
CV# 159 = 48
CV# 160 = 8
CV# 181 = 9
CV# 182 = 9
CV# 266 = 65
CV# 275 = 255
CV# 276 = 255
CV# 286 = 255
CV# 312 = 0
CV# 313 = 116
CV# 314 = 25
CV# 351 = 204
CV# 352 = 255
CV# 353 = 32
CV# 355 = 104
CV# 376 = 200
CV# 430 = 3
CV# 432 = 8
CV# 434 = 8