

Digital coupling types for N and TT with coupling pocket NEM 355

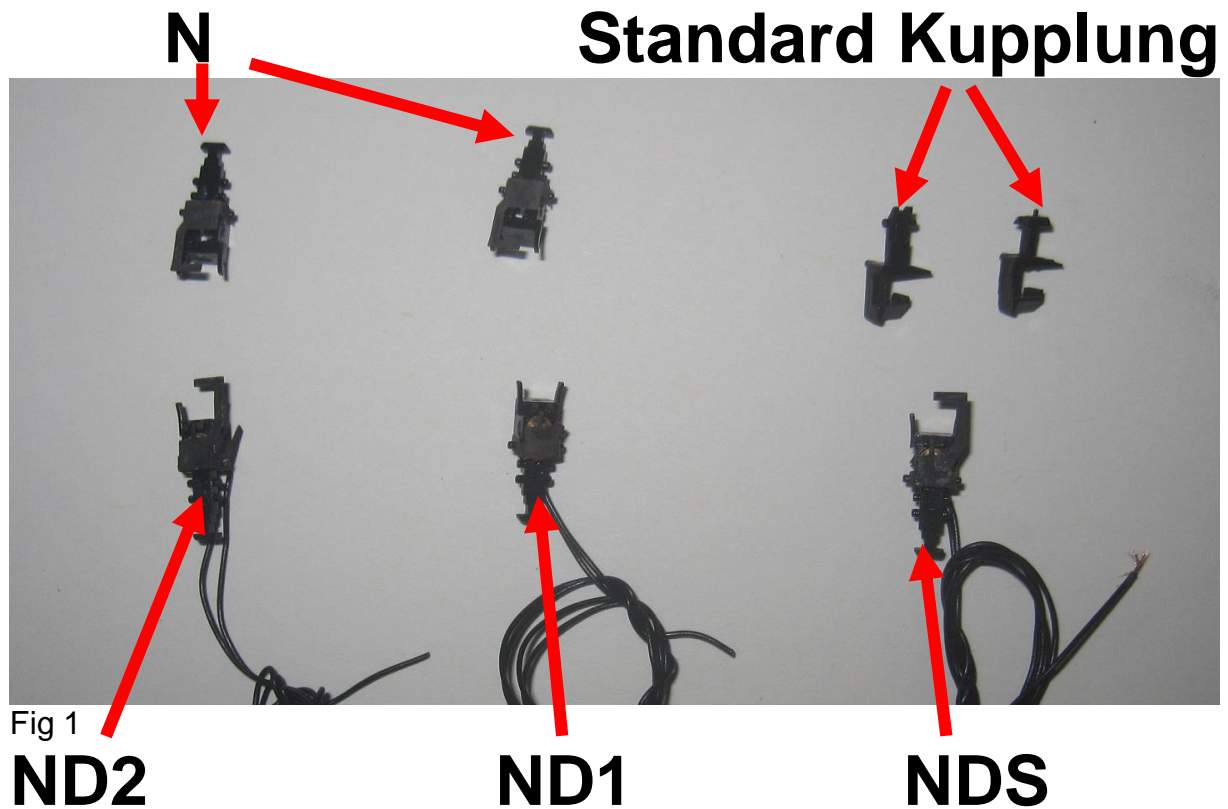


Fig 1

ND1 without bracket: Is used on locomotives when no double traction is used, with counterpart N. In Figure 2 you can see how an ND2 with bracket becomes an ND1 without bracket. The bracket is simply cut off at the red line. The green nose in Fig. 2 is the part that lifts the bracket of the N from Fig. 1 and thereby separates the wagon from the locomotive.

ND2 with bracket: Used on locomotives when a double traction is driven, in connection with N, ND1 or ND2

NDS: Is used on locomotives that are to couple and drive with wagons without NEM mount. The N standard coupling picture 1 The N can also be coupled with the NDS, with a buffer distance of approx. 2mm.

H0eD1 and H0eD2 have the same function as ND1 and ND2, the only difference being the square coupling pocket for H0e.

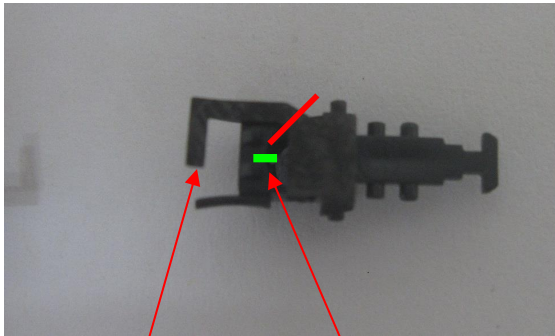


Fig 2 Bracket nose

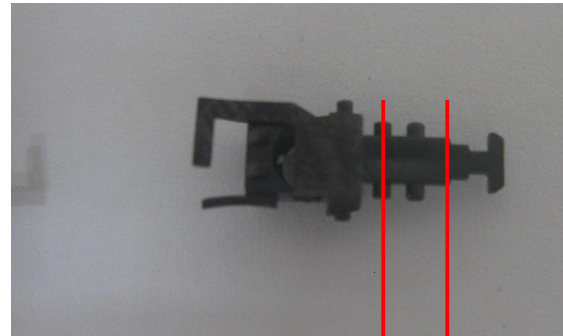


Fig 3

2 1

The length of the digital couplings ND1, ND2, NDS, N can be shortened. picture 3

Line 1 in Figure 3: Line 1 has a notch on the coupling body, simply cut through with a side cutter or knife, this type is used when the wagon has no kinematics, there is a larger buffer distance, but in tight radii this prevents back buffering.

Line 2 in Figure 3: At line 2, cut exactly in the middle of the journal, only for vehicles with kinematics on both sides (locomotive and wagon). The vehicles drive buffer to buffer.

Technical specifications:

Current consumption 20-40mA

Two connection cables: long cable plus the short minus F1õ .

Plastic body made of high quality plastic

Brass coil and bracket

Coupling function CT electronics, both couplings can be connected to one output. Normal function: The locomotive has to be driven back a little, change direction, press the F key and drive away from the wagon

CV55 =0

CV56 =35 How long the clutch should be open

CV58= 4 for F1, 8 for F2 or 12 for both

Automatic function: The locomotive always drives in the direction of travel with the F3 key on / off, the wagons are pushed, change of direction.

CV 35 = 0 so that the function output cannot be activated with the F1 key

CV 36 = 0 so that the function output cannot be activated with the F2 key

CV 147 = 20 Speed step for relieving the load (1-128)

CV 148 = 50 Drive away for driving away (1-128)

CV 149 = 8 Time when relieving, 1 corresponds 0,1 sek., (1-255)

CV 150 = 15 Time to drive away, 1 corresponds 0,1 sek., (1-255)

CV 151 = 3 is for function key 3 (1-12)

CV 152 = 8 what an F output when driving forward to the rear Clutch leads (1,2,4,8.....) Bit counting

CV 153 = 4 what an F output when driving backwards to the front Clutch leads (1,2,4,8.....) Bit counting

**Zimo coupling function, both couplings can be connected to one output.
Normal function: The locomotive has to be driven back a little, change direction, press the F key and drive away from the wagon**

CV127: 48 input F1

CV128: 48 input F2

CV115: 70 input (ca. 4 sek.)

Automatic function: When the F3 key is pressed, the locomotive always drives in the direction of travel, the wagons are pushed, change of direction. CV127: 48 eingeben F1

CV128: 48 input F2

CV115: 70 input (ca. 4 sek.)

CV116: 158 for automatic driving the 5 and 8 can be changed to drive a short or longer clutch cycle.

Coupling function ESU Automatic function: With the F1 or F2 key an automatic decoupling is activated. If the coupling is only connected to F1, both couplings can also be connected to one output.

CV275 = 28 Function type

CV277 = 28 switch off the F key

CV278 = 10 Tuning (brightness)

CV246 = 5 Speed step

CV247 = 60 Push-off time

CV248 = 20 Pressing time

The CV's from 285 - 248 are variable 0-255

If the coupling is only connected to F2, both couplings can also be connected to one output.

CV283 = 28 Function type

CV285 = 28 switch off the F key

CV286 = 10 Tuning (brightness)

CV246 = 5 Speed step

CV247 = 60 Push-off time

CV248 = 20 Pressing time

The CV's from 285 - 248 are variable 0-255

Krois-Modell wishes you a lot of fun with the installation and use.

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