

Conducting couplers, 2 to 8 poles, what do you need for what.

MKS/2, MKS/2h = model coupling with power supply 2-pole: The function of the coupling is 2-pole current carrying. Use in wagons if there is a decoder in the first wagon or control car and the wagons are illuminated by a decoder. Plus (blue cable and decoder function output (green or brown cable)).

MKS/3, MKS/3h = model coupling with 3-pole power supply: The function of the coupling is 3-pole current carrying. Use in 4-axle wagons, for example. Through wagon with red tail lights on both sides. The decoder for the red rear lighting (white or yellow cable) is located in one of the two end cars. Then the 3-pole coupling is used, one decoder plus (blue cable), the second pole is for the interior lighting (green or brown) and the third is for the red rear lighting in the other final car (can be yellow or white).

MKS/4, MKS/4h = model coupling with 4-pole power supply: The function of the coupling is 4-pole current-carrying. Use in 2-axle wagons, 2-axle vehicles have a poor power take-off, so one of 2 wagons should share the power consumption of the wheels with each other. To connect, you need a 4-pin coupling. Connect the two right power take-offs of the first car with the right power take-offs of the second car via the coupling. The same with the left side, so 2 poles of the coupling are occupied. The decoder comes to the power take-off of the first wagon, then it is illuminated and via the third and fourth pole of the coupling we put Decoder Plus (blue cable and function output green or brown cable) to the second wagon, you are satisfied with the result without that. If the two wagons flicker, you can use the 2-pin coupling to direct the train to the next wagon, etc.

MKS/5, MKS/5h = model coupling with power supply 5-pin: The function of the coupling is 5-pole current carrying. Use in 2-axle wagons, if these have a tail light, a 5-pin is required on the other end wagon to switch the red tail light. Otherwise the same structure as with the 4-pin coupling.

MKS/6, MKS/6h = model coupling with 6-pin power supply: The function of the coupling is 6-pole current carrying. This coupling is used on the VT98 or similar 2-axle railcars with control cars. As with the 2-axle passenger car, the power consumption of the motor car and the control car are connected to one another by 2 poles of the coupling. The third pole is led through the set for the decoder plus (blue cable). The fourth as well as the fifth pole is red / white for the front lighting. The sixth pole for interior lighting.

MKS/7, MKS/7h = model coupling with power supply 7-pin: The function of the coupling is 7-pole current-carrying. This coupling is used between 2 locomotives if they always stay together, but the second locomotive has a motor, light and a digital coupling. The power consumption of the two locomotives is connected to the first two poles of the coupling. The third pole is for the decoder plus (blue cable) of the second locomotive. The fourth and fifth pole is the red / white headlight. The sixth and seventh poles are for the motor of the second locomotive, both locomotives should be of the same type and manufacturer.

MKS/8, MKS/8h = model coupling with 8-pin power supply: The function of the coupling is 8-pole current-carrying. This coupling is actually used for the same locomotive combination as in the description of the 7-pin coupling, only if the locomotives have a digital coupling you need the eighth pole on the second locomotive.

Of course, the user can also use the coupling differently, the variants we have described are only one way of showing the user what one can do with what kind of coupling.

The decoders in the wagons are function decoders, check beforehand what you want to switch so that the decoder has enough outputs.