

Piko DB V60 en

Retrofit of a "Piko V60" with an eMotion XLS Sound decoder. (Picture-1)
The loco has 3 headlamps (LED's) front and rear.



Picture-1: Piko-V60

Needed parts:

1x 8220530 XLS-Decoder "DB V60"

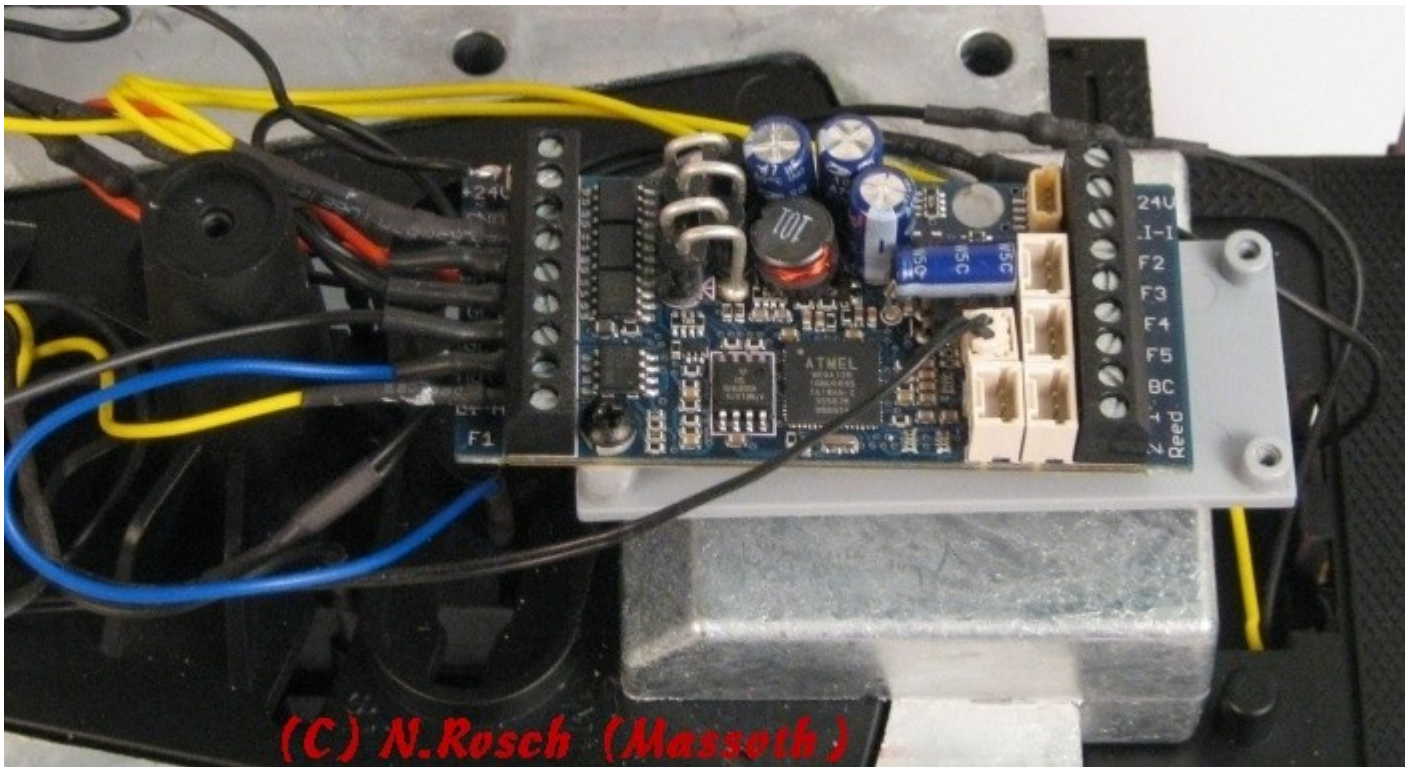
Retrofit:

- Disassemble loco: 2 screws each in front + rear bumper, 3 screws each from bottom side in the left and right running board + and 6 screws in the bottom side.

Remove the middle cover from the long bonnet and unscrew the underlying screw in front of the exhaust.

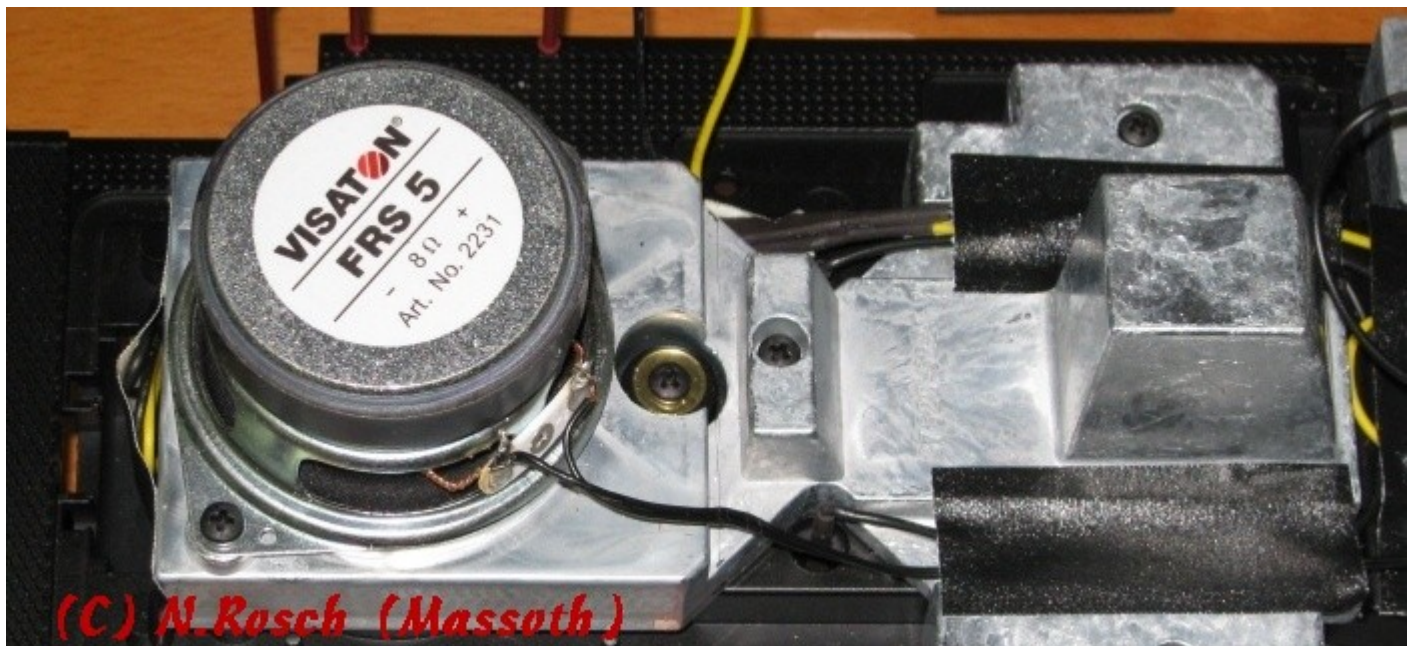
Remove the bumper, move the long bonnet to the top and remove the structure to the front side.

- Remove the Analog PCB and mount the Decoder on the pastic plate (Picture-2)



Picture-2: Retrofit and connection of the Sound decoder.

- Remove the cable from the analog adapter and connect it to the decoder:
- Red motor cable to "Motor+".
- Black cable from left track (S2) to "Gleis+".
- Black cable from right track (S1) to "Gleis-".
- Blue motor cable to "Motor-".
- Both yellow light cables are connected with a black Y cable, this will be disconnected.
- Connect the "front" yellow light cable to "Light Front".
- Connect the "rear" yellow light cable to "Light-rear".
- Both black light cables are connected with a Y adapter. Connect this to "Dek+".
- Mount the speaker with 2 screws. (Picture-3)
- Connect the speaker cable in the speaker plug of the XLS.



Picture-3: Retrofit of the speaker

Check all functions now.

Assemble the loco.

Further hints:

- All CV's are preprogrammed.
- You can find in many cases on switching on both sides a special switching-light with all lamps on both sides on.

With additional cable bridges (Light-front + F3) , (Light-rear + F4) you are able to realize a switching-light with the function key 8.

Therefore you have to change CV113=8 and CV115 =8.

Conclusion:

Due to the high current consumption of the motor it is recommended to install an XLS decoder with 3A.

On longer trains, on ramps or in small R1-Radius the current consumption can already rise above 2A. An LS decoder can switch off more frequently.

Measured values for our two sample locomotives :

idling on rolling roads : 0,7A

Travel without car : 0.9A

Travel with 5 two-axle vehicles: 1.2A

Travel with 5 two-axles in R1 radius: 2.1A

Travel with 5 two-axles on 4% gradient: 1.9A



Bild: Modell trifft Original bei der Brohltalbahn