

Documentation - DBAG BR 218 traffic red - DB Fernverkehr AG, DB Regio AG, DB AutoZug
(Order No./ reference: V15NAG30040)

Description:

The class 218 - the classic diesel locomotive

The class 218 is probably the most famous representative of the entire V160 family of diesel locomotives.

With 410 units built, it is also the most built locomotive in this family of locomotives.

Overall, the V160 family includes the 210, 215, 216, 217, 218, 219 series
the conversion series 225, 226 and 753.

To date, the four-axle mainline diesel locomotives have been built with over 800 copies
in use in numerous train services in passenger and freight train operations.

The era of the 218 series began with the commissioning of the BR 218-001-6 on May 17th, 1968.

The companies Krupp, Henschel, Krauss-Maffei and MaK were involved in the construction of these diesel locomotives.

The machines were with their introduction with the 12-cylinder diesel engine 12V 956 TB 10 with two turbochargers from MAN / MTU. This has a displacement of

114.7 liters with an output of 2500 hp, which is hydraulically transferred to the

Driving wheel sets is transferred. The maximum permissible speed is 140 km / h.

Only in the pre-series was the maximum speed limited to 130 km / h.

The locomotives are used in local and long-distance transport as well as freight transport.

Paintwork:

All model series received the old red paintwork ex works until 1975. With completion after 1975 changed the color scheme of the locomotives to the ocean blue / beige paint. For the

City-Bahn project, some machines were given a pebble gray-orange color scheme in 1984.

In the years 1987 to 1997 the diesel locomotives of the series 210, 215 ff got the new red paintwork with the typical "bib". In the 2nd half of 1997 the color variant traffic red introduced. The 218-217-8 was the only locomotive in the BR 218 series 1973 production of a red / beige test painting in TEE colors.

Details about the set / locomotives included

This set contains 2 machines from DB-Fernverkehr (DB long-distance traffic), 2 from DB Regio and 1 from DB AutoZug. All locomotives are designed in the "traffic red" color scheme, which was introduced by DBAG in 1996.

The locomotives each have type Krupp or type MaK bogies with MEG1 suspension. All versions have a switchable "Engine sound when stationary", animated speed indicators and brake pressure indicators in the driver's cab, animated windshield wipers and engine drivers.

The machines from DB-Fernverkehr are also equipped with attachment Scharfenberg couplings (attachment SBKs). With this, as with the original, broken-down trains (ICEs, etc.) can be towed. The add-on SBKs can be switched on or hidden via sliders, so that the locomotives can be configured depending on the application and can therefore also be used in normal regular service.

The DB-Regio version 218 399-4 is additionally equipped with a add-on snow plow, which can also be switched via slider.

The setting of the add-on SBK as well as setting the add-on snow plow is highlighted in the models with an "assembly sound".

The 218 379 is included in the set in the version of the DB AutoZug and is primarily intended for long-distance traffic for the Hamburg - Sylt route as a "Sylt shuttle".

Model features:

- Detailed driver's cabs with animated speed indicators and brake pressure indicators
- switchable attachment snow plow (218 399-4)
- The locomotive driver switches automatically depending on the direction of travel; can be hidden manually for the parking situation
- animated windshield wipers
- detailed modeled bogies
- switchable Scharfenberg couplings (218 825-8 and 218 838-1)
- Locomotive headlights, locomotive tail lights and illuminated instruments in the driver's cab at night
- realistic vehicle-specific sounds
- realistic driving characteristics
- switchable "Engine sound when stationary" with exhaust gas display (for waiting situations at the signal stop, train station, etc.)
- Locomotive numbers can be edited via text/ inscription function for locomotive front, locomotive side and in the driver's cab

The driver's cab can be called up using key 8 in EEP, so that there is a possibility of a ride.

important NOTE:

All models have the inscription function from EEP 15. The font "DIN 1451 Mittelschrift DB" is used for this. For a correct display on the model it is necessary that this font is installed under Windows \ Fonts.

For example, the font can be downloaded free of charge here:

<https://www.wfonts.com/font/din-1451-mittelschrift-db>

Instructions for installing fonts can be found here:

<https://support.microsoft.com/de-de/office/hinzuf%C3%BCgen-einer-schriftart-b7c5f17c-4426-4b53-967f-455339c564c1>

Technical specifications:

Locomotive designation: BR 218 (V164)

Manufacturers: Krupp, Krauss-Maffei, MaK, Henschel

Axis formula: B`B`

Length over coupling: 16.4m

Bogie axle base: 2800 mm

Pivot spacing: 8600 mm

Total wheelbase: 11400 mm

Wheel diameter: 1200 mm

Operating weight: 78 t

Engine type: MTU 12V 956 TB10

Engine power: 2,500 hp

permissible maximum speed: 140 km / h

Tank volume: 3,150 liters

Starting tractive effort: 235 kN

Years of construction: 1968/69 (pre-series), 1971 - 1979

Scope of delivery:

Rollmaterial\Schiene\Lokomotiven:

- DBAG-218-838-1-vr-AG3 (DB long-distance traffic, MaK bogie,

Add-on Scharfenberg couplings)

- DBAG-218-825-8-vr-AG3 (DB long-distance traffic, bogie type Krupp, attachment Scharfenberg couplings)
- DBAG-218-399-4-vr-AG3 (DB-Regio, bogie type Krupp, add-on snow plow)
- DBAG-218-379-6-vr-AG3 (DB AutoZug "SyltShuttle", MaK bogie)
- DBAG-218-372-1-vr-AG3 (DB-Regio, MaK bogie)

Sounds\EEXP:

BR218-coupling.wav

BR218-Start1.wav

BR218-Stand.wav

BR218-SignalHorn1.wav

BR218-Run1.wav

BR218-Roll.wav

BR218-Druckluftb.wav

BR218-Bremsen.wav

Hints:

The models have 5 levels of detail (LOD0 to LOD4)

Support - for questions about the models

<https://www.eepforum.de/forum/board/456-ag3-alexander-geist/>