



ET44

PRODUCT MANUAL



SCALE TRAINS

www.ScaleTrains.com



INTRODUCTION

Thank you for your purchase of our Rivet Counter ET-44 locomotive. In this booklet you will find information in regards to maintenance, lubrication, body removal, storage and basic DCC instructions. For additional information, part numbers, and exploded drawings, please see our website: www.scaletrains.com.

If you have purchased a Sound and DCC Equipped model, then you will have access to all the features of this outstanding locomotive. For those that have purchased the DCC and Sound Ready version, the DCC information contained in this manual will not be applicable to your model. All of our models are equipped with a 21 pin MTC receptacle should you decide to install DCC at a later date. Our ET-44 should accept any 21 pin DCC decoder.

One new and exciting feature of your new Rivet Counter ET-44 is that it has the latest version of ESU software installed which includes the **"Full Throttle"** feature. This allows even more realistic locomotive operation. We recommend that you download the **"Full Throttle" Quick Start Guide** and the full decoder manual from the ESU website to learn all about this new feature and other features of ESU decoders. Visit www.LokSound.com for more information.

Our DCC and Sound Equipped ET-44 locomotive model is fitted with the **ESU LokSound™ V5 DCC decoder** (ESU #58429) full-function decoder. For more information and to download the decoder technical manual, visit the ESU website listed above. The manual document number is 51989.

For those purchasing a DCC and Sound Ready locomotive and wishing to install sound at a later time, the same decoder may be used. If you wish to install a non-sound decoder, ScaleTrains.com™ recommends the **ESU LokPilot™ # 59629**. When choosing a decoder for a DCC and Sound Ready unit it is important to remember that ONLY ESU decoders will have access to all of the advanced lighting features of our **Rivet Counter™** locomotives and the **Power Pack™** circuit. Please contact our sales department for assistance in selecting the proper decoder and programming for your operation. The manual for the non-sound, LokPilot decoder is document number 51986. Either choice will allow you to get the most out of the sound or lighting functions designed for your locomotive. Please see the section "Something New" for more information on installing decoders.

Your state-of-the-art locomotive model is designed to utilize either two sugar cube type speakers, 11mm x 15mm, in the included custom enclosure and wired in parallel back to the main board or a 16 mm x 35 oval speaker mounted directly into the die-cast frame in place of the enclosure for the smaller speaker pair.

IMPORTANT NOTE: Other brand 21-pin decoders may fit, however, they will not have access to certain electronic components on the main board that control some lighting functions and the Power Pack circuit.

THE PROTOTYPE

Designed by EMD with the help of General Motors' Automotive Styling Center, 948 total ET-44 locomotives were built between 1961 and 1963. The 2250hp turbocharged locomotives competed directly with General Electric's U25 Series. They featured numerous upgrades including a centralized air system with an inertial air intake and filtration system that provided clean pressurized air to the locomotive. The taller electrical cabinet, combined with the styling input from GM, created a "humpback" that was instantly recognizable. Later in their careers, many ET-44s were rebuilt by their owners which extended the lives of the remaining units for decades to come.

THE MODEL

Your ScaleTrains ET-44 model is a meticulously designed and crafted model to match the prototype. DCC and Sound equipped ET-44 models include an on-board sound system, featuring speakers designed to replicate the roar of the prototype. Also included are sounds for the horn, bell, and various auxiliary systems.

HANDLING

Due to the delicate nature of the model, it is advised that care should be taken when removing the model from its packaging and when placing it on the track to operate or test.

REMOVAL FROM PACKAGING

To remove the locomotive, carefully slide off the outer sleeve from the “clamshell” plastic holder cradling the model and set it aside.

Next, unsnap the plastic clamshell holder; note that one end is hinged and designed to snap into the top half of the holder. Do this on a flat surface to reduce the risk of the clamshell, or the model, from slipping from your grip and falling to the floor. Once the clamshell is fully open, carefully remove the model; reverse the procedure for storing the locomotive.

STORING YOUR MODEL

If you choose to store your model in its box, pay close attention to the model's orientation as you place it in the clamshell container. The model will only fit correctly one way (the nose toward the clamshell hinge). Improper placement may result in damage to small detail parts or railings on the model. Damage due to improper storage is not covered under the manufacturer's warranty. When handling the model, it is recommended to grip the model firmly at its mid-section and around the fuel tank while avoiding the fine details on the model that may be present.

DISASSEMBLY

When disassembling the locomotive, it is recommended that it be placed upside-down into a foam cradle to protect it from damage. In order to remove the body, simply remove the coupler box screws, couplers and coupler boxes. Once the screws and coupler boxes are removed, the body shell can now be removed from the mechanism. Pay particular attention to the possibility of wires or other connections between the body and chassis. Gently lifting up on the body, while paying close attention to small details, should allow the body to be easily removed as only friction is holding it in place. To install crew figures in the cab, gently disconnect any handrails connected to the cab. There is a tab at the top rear of the cab where it connects to the long hood. Once the handrails are detached, the cab can lift up vertically. This will take a small amount of force to pop the tab loose to allow the cab to come up. Reassemble the model in the reverse order.

NOTE: If there are conduit pipes or other details that cross the separation between the cab and engine hood, the cab may not be removed without damage to these details.

CLEANING

If kept out of its protective packaging for extended periods, it is likely your ET-44 may accumulate dust or other debris. While unsightly, it can also potentially damage the finish of the model if allowed to accumulate. To remove light dust, it is recommended that a fine paint brush be used to gently knock off dust particles. For heavier accumulations, canned air dusters (commonly used for cleaning electronics), or air from an airbrush, can be used. Use care with compressed air so as to not dislodge small detail parts.

LUBRICATION

The ScaleTrains ES44 locomotive represents hours of careful research and design work, and we are proud to present it to you. With the right care, it should provide years and years of model railroading enjoyment. Out of the box, the model should be ready for service, no lubrication should be necessary; it has been carefully lubricated at the factory for optimum performance. If the need to lubricate should arise, please follow these guidelines:

- Be sure to use a plastic-compatible lubricant! Most household lubricants, such as "3-in-1" type oils, may damage the slippery engineering plastic found in the driveline of the model. Wherever possible, use lubricants designed specifically for model railroad or similar hobby uses, and if in doubt, check the label for any compatibility warnings.
- Use the right type of lubricant in the right location! For metal-to-metal bearing surfaces, the use of light or medium oils is recommended. For plastic-to-plastic applications, such as gears, light greases are recommended.
- Always use lubricant sparingly! As the saying goes, a little goes a long way. When applying lubricant to bearing surfaces, a tiny drop or dab applied with a fine point, such as a toothpick, should be more than sufficient. Any excess lubricant oozing from a bearing surface should be carefully wiped away with a paper towel. Excess lubricant that migrates onto electrical pickups can impede power and DCC signal pickup and lead to erratic operation.

Lubrication points will be the same as would be expected in most any model locomotive. On the locomotive power trucks, the bearing is behind the wheel so a small drop of light plastic compatible oil can be used behind each wheel as necessary.

The interior of the model is filled with circuit boards and wiring for the many features of your ES44 locomotive, so great care must be taken when applying lubrication to areas that may require it inside the locomotive. Refer to the disassembly instructions and exploded diagrams to understand how to remove the body to access the inner workings of the locomotive. This information may be included with the model or available on our website.

Lubrication points inside the locomotive would be the motor bearings, where a small drop of oil between the motor ends and brass flywheels, on the motor shaft, will be sufficient. The other location would be at the worm shafts on the top of the gearboxes. These too can use a small drop of oil at both ends of the shaft. One end being where the driveshafts are attached to the metal worm shaft and the other being the opposite end where the shaft slightly protrudes out of the outermost bearing. Grease can be applied to the gear box by removing the worm cover and then the worm and shaft. Once the worm and shaft are removed, a small amount of grease can be applied to the top gear box gear: the one that contacts the worm gear, then the worm and worm cover can be reinstalled. As the locomotive runs, the grease will be distributed inside the gearbox to all the gears.

Whenever possible, avoid contact of the lubricant to the model's exterior finish. Oils and greases can harm the factory paint and lettering. Any excess that may make contact should be gently wiped away with a paper towel or other fine cloth.

Due to the delicate nature of the interior components inside the locomotives, if there is any concern, it may be best to contact your local dealer or contact us directly to help guide you through the lubrication process. Our support team is available by email at: Support@ScaleTrains.com.

OPERATING ON DC

DCC & SOUND READY MODELS

DCC & Sound Ready models are equipped with a blind plug (dummy plug) that allows the model to operate on a DC powered track right out of the box. No modification is necessary.

When operating a DCC & Sound Ready model, you will have directional headlights, White only classification lights (if equipped) and either number board or front ditch lights, but not both. Rear ditch lights (if equipped) will not operate on DC power unless the rear of the locomotive is designated as front by railroad practice.

DCC & SOUND EQUIPPED MODELS

DCC & Sound Equipped models are equipped with an ESU LokSound V5 DCC decoder that will allow operation on a DC powered track once sufficient electrical power is supplied. The **Start Up Cycle** will begin with the turnover of the engine prime mover sound. Once the Start Up Cycle has completed, the throttle may be advanced to move the locomotive.

DC OPERATION NOTE: Small train set power packs and some low output DC power packs may be able to supply enough voltage/current to activate the start up sound but lack the output capacity to cause the model to move. If this condition occurs, there is no cause for alarm, however, a different, higher output power supply should be used that does not exceed the input capacity of the decoder. See ESU decoder manual for details on power requirements.

Sound equipped models operating on DC will only have the **prime mover sound** that will increase through the notches as power is applied with the DC supply. DCC functions that are autonomically controlled on DC and that will be on are the front and rear headlights (directional), number boards, walkway lights (if equipped) and front ditch lights. Rear ditch lights will not operate nor will other sounds like the horn, bell, air compressor, etc. These sounds may only be user controlled when operating on DCC.

OPERATING ON DCC

DCC & SOUND READY MODELS

DCC & Sound Ready models contain sensitive electronics and should not be operated on a DCC controlled track even, if the DCC system is capable of doing so. DCC isn't A/C or DC, it is both! Confusing, to some degree, but it is a bi-polar, square wave, DC signal or alternating DC. Operating a DCC Ready model without a decoder install on DCC causes the motor to buzz because it is alternating direction at the frequency of the DCC signal. This isn't good for the motor as it will heat up rapidly and could cause damage over time.

DCC & SOUND EQUIPPED MODELS

Operating your new model on DCC is the best way to get the most enjoyment out of all the state-of-the-art features that are built into the model whether yours is factory sound equipped or you have chosen to install a non-sound decoder. The first question in either case is: "How do I get started?" In this manual, we will be providing DCC instructions for factory sound equipped models.

GETTING STARTED

ScaleTrains.com models begin with the sound off when you first put the locomotive on the track and may be addressed initially using DCC address: 3.

On DCC, pressing F8 will initiate the Start Up cycle. The Start Up cycle for your new ES44 locomotive is one of the most realistic in the hobby to date! During Start Up, the locomotive may not be moved until the cycle completes and the locomotive's prime mover sound settles down to an idling state. This can take from 40 seconds to one minute depending on the length of the recorded start cycle. Start Delay can be disabled by setting CV124 = 0 (default = 4). If you wish for the Start-Up cycle to begin when track power is applied, change the following CV settings in order:

CV31 = 16, CV32 = 3

CV419 = 32
CV435 = 32
CV451 = 32
CV467 = 32

CV31 = 16, CV32 = 4

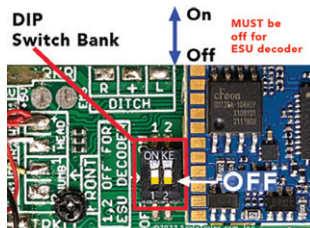
CV307 = 32
CV339 = 16

ADDING A DECODER

There is no better way to get the most from your model than to operate using DCC. An ESU DCC decoder allows you to access all of the lighting outputs built into your model. If you are installing a sound decoder, you will have the most realistic model available today!

Due to the many lighting features that our Rivet Counter ES44 is equipped with, we have employed two DIP switches on the main circuit board. These help with the DCC functionality of the lighting features. If your Rivet Counter model has factory sound, or you are installing an ESU sound or non-sound decoder, these DIP switches are to be turned OFF (see Fig.1) to help with the lighting effects and only when using an ESU brand decoder (DCC & Sound Ready units come with the DIP switches in the on position). If you choose to use a different brand decoder, the DIP switches should be in the ON position. **Important Note:** non-ESU decoders will only have partial access to the advanced lighting effects and will not be able to control the Power Pack that is part of the main board. When using non-ESU decoders, you will have directional headlights, lighted number boards and white class lights (if equipped). Red and green class lights will not function with non-ESU decoders the same as when operating on DC power.

Fig.1



Note: For non-sound Lokpilot installs: Units equipped with class lights (if equipped) will not be able to cycle through the various colors using F5 as you can with a Loksound decoder. When using a Lokpilot decoder, three functions buttons are used to control the class lights. Check the Function Map Chart to see how F5 is used on your model.

SOUND VOLUME ADJUSTMENTS

MASTER VOLUME CONTROL CV63

When operating your model it may be desirable to adjust the sound volume differently than programmed at the factory. Only one CV is necessary to adjust the Master Volume Control. CV63 moves all sound up or down depending on the setting. The ESU V5 DCC decoder will allow adjustments from 0 to 150%. The factory setting will vary depending on the model. You can read CV63 with your DCC system's program track to learn the default value for your model before making any adjustments. Volume settings from 0 to 128 are 0 to 100%. Settings from 129 to 192 are 101 to 150%.

Important Note: Settings between 129 and 160 (125%) are generally safe. Settings above 160 should be used with caution especially with single or small speaker installations to keep from over driving and damaging your speakers.

INDIVIDUAL SOUNDS / VOLUME CONTROL

The advanced functions of the ESU Loksound V5 decoder allows you to control the volume on each sound loaded in the decoder separately in addition to the master volume. Confusing? Not really. Think of your decoder like the mixing board of an event hall or concert venue. In these setups, you can control the input of each microphone, instrument, etc. to mix them and come up with the composition you want. Your ESU decoder does the same with the individual input volumes for each sound and then the master volume to move all sound up or down at the same percentage while keeping the sound mix the same.

To control so many sounds on a single decoder, ESU has utilized CVs above the normal cap of 255 by indexing the CV. Indexing can be a complicated subject but to simplify it, you must use three CVs to set the volume of an individual sound CV. We will use CV31, CV32 and the CV for the sound slot's volume (see Sound CV chart).

Important Note: The following CVs MUST be set first before adjusting the sound slot volume: CV31 = 16 and CV32 = 1.

SOUND SLOT VOLUME CHART

Below are the individual sounds for your locomotive and the CVs that control the volumes. Remember, before adjusting these CVs, you MUST set CV31 = 16 and CV32 = 1. Failure to set these first will result in the decoder ignoring your command or you will program something unintentionally.

MUST first set CV31 = 16 and CV32 = 1 to adjust slot volumes 1 to 32

Sound Slot	Sound	Volume CV	Default Setting
1	Prime Mover	259	192
2	Empty	267	
3	Horn	275	192
4	Bell	283	80
5	Coupler	291	60
6	Dyn Brake Fan	299	75
7	Air Compressor	307	100
8	Radiator Fan	315	40
9	Emerg. Brake Snd	323	30
10	Automatic Brake	331	30
11	Independent Brake	339	30
12	Indep. Bail Off	347	30
13	Sanding valve	355	20
14	Electric Hand Brake	363	40
15	Cab Door	371	30
16	Engine Hood Door	379	30
17	Air Dryer	387	80
18	Dryer on Shutdown	395	80
19	Reverser lever	403	30
20	Reverser Center	411	30
21	Isolation Switch	419	30
22	Alarm Bell 1	427	30
23	Flange Squeal	435	30
24	Short Air Let Off	443	80
25	Traction Motor	451	30
26	Start Delay	459	60
27	Manual Notch Logic	467	20
28	Smart Start Beep	475	30
29	ET-44 Brake Set/Rel.	483	30
30	Alerter 1	491	30
31	Empty	499	
32	Cooling Shutters	507	20
	Gear Shift Sound	267	128

MUST set
CV32 = 1
MUST set
CV32 = 2

FUNCTION CHART

Function	Description	Notes:
F0	Headlight	Directional
F1	Bell	Choose Bell sound via CV164
F2	Horn	Choose Horn sound via CV163
F3	Coupler Clank	
F4	Dynamic Brakes	Models without D/B go to idle when F4 is on while moving
F5	DPU Lights	Toggles head/ditch lights off in the leading direction and on at reduced brightness on trailing end.
F6	Ditch Lights (Directional)	OFF if F12 active
F7		
F8	Startup	Number Boards, Walkway and Ground lights come on.
F9	Drive Hold	OFF if F10 active.
F10	Independent Brakes	
F11	Radiator Fan	
F12	Headlight Dimmer	Turns off F6 while active.
F13	Air Dryer	
F14		
F15	Isolation Switch	Disconnects motor drive if active.
F16	Air Dryer on Shutdown	
F17	Auto Brake Set/Release	
F18	Sanding Valve	
F19	Short Air Let Off	
F20	Air Compressor	
F21	Hand Brake	
F22	Cab Door	
F23	Engine Hood Door	
F24	Reverser Center	Locks out throttle controls when ON
F25	Cooling Shutters	
F26	Manual Notch - UP	
F27	Manual Notch - DOWN	
F28	Manual Notching Logic	Toggle ON - OFF to use feature
F29	Load Simulation	Primary Load
F30	Automatic Brake	
F31	Fade Out Sound	

Information for function mapping, sound slots and more can be found in ESU technical manual #51989 for the Loksound V5 DCC decoder. The document is available for download at www.LokSound.com.

BASIC DCC FUNCTIONS

F0 HEADLIGHTS

Like most models, in DCC, F0 will illuminate the headlight in the direction of travel, forward or backward. You may dim either light by pressing F12. Please note that headlights are only illuminated in the direction of travel. In DC operation, the headlights are illuminated automatically and directionally controlled and are on all the time if sufficient power is applied to the track.

F4 DYNAMIC BRAKES

For ET-44s that have dynamic brakes, the function will be as with any other dynamic brake-equipped Scalettrains locomotive. However, some ET-44s are not equipped with dynamic brake. When a non-dynamic brake loco is consisted behind a dynamic brake-equipped loco, the non-dynamic brake loco will drop the prime mover to idle and hold. We've now implemented this realistic feature into your new ET-44 locomotives! If F4 is pressed on a dynamic brake equipped version, it will go through its normal DB cycle. If F4 is pressed on the non-dynamic brake version it will drop to Idle and hold until it is turned off.

F5 DPU LIGHTS

The ET-44 is equipped with a DPU (Distributed Power Unit) light function for operating on the rear of a train in DPU-Pusher service. As required under U.S.C. Title 49, this function (F5), when activated, will extinguish the head and ditch lights in the leading direction and illuminate the headlight in the trailing direction at reduced brightness. This feature is to mark the rear of the train. To return the lighting to normal operation, press F5 again to toggle this function off. **NOTE:** Canadian National model have a separate red light on the right rear and left front that are illuminated in addition to the rear headlight.

NOTE: DPU light function will not operate during DC operation.

F6 DITCH LIGHTS

Some ET-44s are equipped with working front and rear ditch lights (based on the prototype). Also, some will have ditch lights that flash when the horn is blown. Some modelers may prefer to change the ditch lights to their preference. The CVs below will allow you to configure them to suite your operating preference.

NOTE: Ditch lights will only function in DCC operation.

For Flashing Ditch Lights:
CV31=16, CV32=8

CV373=4, CV389=4

For Non-Flashing Ditch Lights:
CV31=16, CV32=8

CV373=0, CV389=0

F9 DRIVE HOLD

The Drive Hold feature allows one to separate the motor control from the throttle sounds. By toggling F9 on, the speed of the loco will be locked at teh current speed step. Subsequent throttle movement will either speed up or slow down the prime mover sound but will not affect the speed. To discontinue use of Drive Hold, toggle F9 off.

F10 INDEPENDENT BRAKE

Activating F10 will initiate the brake function and cause the locomotive to come to a stop in accordance with the setting endter in Brake 1 (CV179.) Once the locomotive is stopped, the prime mover may be throttled up or down but the locomotive will not move. Toggle F10 OFF to release the brakes and continue on.

F12 HEADLIGHT DIMMER

By toggling F12 to the ON position, the headlight will be reduced to approximately 50% brightness and the ditchlights in the directin of travel will be turned off. To reverse this and return the headlight to full brightness with ditchlights on, toggle F12 OFF.

BASIC DCC FUNCTIONS (continued)

GROUND LIGHTS and WALKWAY LIGHTS

The ET-44 is equipped with lighted walkway lights and ground lights to match the prototype railroad's practice. These lights are automatically controlled and come on during the **Start Up cycle** when F8 is pressed. They will go off during the **shutdown sequence** when F8 is pressed to shut the locomotive down. **NOTE:** If F8 is used to mute the sound during operation these lights will be turned off until the sound is unmuted with F8.

ESU POWER PACK

Rivet Counter models come equipped with an ESU Power Pack energy storage device built into the locomotive. These Power Pack devices will work as a backup if the model loses power for a short period of time. If your model is factory equipped with a Loksound decoder, if one is installed later, or if you install a Lokpilot decoder, you will be able to utilize the Power Pack circuit in your Rivet Counter ET-44 model. Non-ESU decoders cannot control the Power Pack and it does not function on DC power or in DCC & Sound Ready models that do not have an ESU decoder installed and properly configured. Please remember, a Power Pack is a backup, not a battery. This is not an excuse to never clean your track again! They must be charged using track power to function and need track power to stay charged.

The time in which the caps bridge a power loss is adjusted by using CV113. The default setting on most models is 32. This can be adjusted up or down.



BASIC PROGRAMMING NOTES

DCC & SOUND EQUIPPED MODELS

Customizing the programming in your DCC & Sound Equipped model is yet another way to get more enjoyment from your investment. With a few basic guidelines, customizing can be easily done. You may also wish to have the manual for your DCC system handy as well in case a refresher is necessary.

It is recommended that you use **Paged Mode** programming to adjust CV settings on your DCC system's programming track. While this is the recommended mode, **Direct Mode** may also be used and in many cases, except a decoder reset, some adjustments can be made with **Programming on the Main** (i.e. address programming, master volume change, horn or bell choice, etc). An auxiliary programming track booster is not necessary to program an ESU decoder and can interfere with programming in some instances. DCC CVs cannot be adjusted if you are operating your DCC & Sound Equipped model on a DC powered track.

If you will operate your ET-44 on DCC, it is recommended that you download, read and understand the appropriate Loksound decoder manual for the decoder in use in your model. The V5 manual is document # 51989 on the ESU download webpage at www.LokSound.com and is correct for all DCC & Sound Equipped models produced after January 2019.

DIGITRAX CV PROGRAMMING FOR CVs OVER 255

Some older Digitrax DCC systems do not allow programming of CVs above 255. In order to make full programming possible, we have implemented an assistance tool. This helps to write the number of the CVs desired temporarily into two assisting CVs (so-called address registers), since the usual CVs cannot be reached. Afterwards, the value of the CV desired will be programmed into another assisting CV (value register). When the value register is written, the content will be copied to the actual desired position and the assisting CV will be set back. Consequently, 3 CVs have to be programmed to write one CV. These three CVs are described in the following text:

CV96 - Name Offset CV - Saves the CV number that should be actually programmed in hundreds. Value Range: 0 to 9.

CV97 - Address CV - Saves the CV number that should be actually programmed in units of tens. Value Range: 0 to 99.

CV99 - Value CV - Saves the value of the CV that should be actually programmed. Value Range: 0 to 255.

Example: Need to program CV317 to value of 120.

Program the value of the CV number in hundreds into CV96.

In this example: CV96 = 3

Program the value of the CV number in tens and ones into CV97.

In this example: CV97 = 17

Program the desired value of the target CV into CV99.

In this example: CV99 = 120

BASIC PROGRAMMING NOTES (continued)

As soon as you have programmed CV99, the value of CV99 will be transferred into CV317. When the programming is finished, CVs 96, 97, and 99 will be set back automatically.

This procedure is ONLY needed when programming CVs above 255 on some older Digitrax DCC systems.

NOTE: Please make sure that index CV32 is set to 1 and Index CV31 is set to 16 before you change any of the individual sound volume CVs. Please refer to the decoder manual as necessary for additional CV information. CVs 31 & 32 are not required to adjust the Master Volume, CV63.

Below are some of the basic information points about the V5 decoder and its capabilities:

From the factory the model is set to **default DCC address 03**

- The decoder can be set to a 2 or 4 digit address with normal addressing on all DCC systems.
- Supports **CV1 Short Address** 1-127
- Supports **CV17/18 Long Address** 128-9999. Please add 32 to the default value in **CV29 Configuration** for the decoder to recognize a four-digit address and other config settings.
- Supports **NMRA Consisting using CVs 19 (consist address), CV21 (consist function control F1 to F8), CV22 (FL and F9 to F12 (FL is F/R directional headlight))**.
- The decoder may be reset on the program track by setting CV8 = 8.
NOTE: See important information on decoder resets in the **CV8 Resetting the Decoder** section.
- Manufacturer's ID: CV8 = 151
- ESU has added additional function button capabilities (see Function Chart) that may be controlled in a consist using **CV109 (F15 to F22) and 110 (F23 to F30)**. CV109 programs the same as CV21, CV110 (the same as CV22 in regards to bit values).

CV2 Start Voltage (Vmin or Vstart)

Sets the minimum speed or voltage applied to the motor on throttle speed step 1. This can be customized to preference but is generally set where the locomotive will either almost move consistently at SS1 or will crawl on SS1. A setting between 1 to 3 is common.

CV3 Acceleration Rate

Sets the amount of time it will take for the decoder to apply the max voltage set by CV5 to the motor speeding up. The setting in CV3 is multiplied by 0.896 seconds to calculate the time. The CV range is 0 to 255.

CV4 Deceleration Rate

Sets the amount of time it will take for the decoder to reduce the max voltage set by CV5 to zero when stopping. The setting in CV4 is multiplied by 0.896 seconds to calculate the time. The CV range is 0 to 255.

CV5 Maximum Voltage (Vmax, Vfull)

Sets the maximum speed that the locomotive will move. If one model runs faster than another at full throttle, reducing CV5 on the faster locomotive so that they are closer in speed will allow you to run differing locos together. The CV range is 0-255 with 255 applying the maximum voltage the decoder can supply to the motor. CV5 must always be greater than CV6 to prevent erratic operation.

CV6 Midrange Voltage (Vmid, Vhalf)

Sets the midpoint of the speed range. A lower setting in CV6 will have smaller increases in speed (voltage to motor) from Vstart to Vmid with throttle speed step advances. Once you reach the Vmid set voltage, larger increases will occur from Vmid to Vmax as you advance the throttle.

CV8 RESETTNG THE DECODER

Should it become necessary to reset the decoder to factory specs, place the unit on the programming track of your DCC system and:

- 1. Enter Paged Mode programming,
- 2. Enter/read CV8,
- 3. Set/Program the value 8 into CV8.

That’s it! You have just reset the decoder to factory CV settings. This does not affect the sounds on your decoder other than any volume settings that you may have changed. They will be returned to factory settings.

NOTES:

- After a reset, CV8 will again read 151.
- CV1 Short Address will be active again and set to 03
- CV17/18 and CV29 will return to factory defaults

DO NOT reset the decoder using POM (Programming on the Main) as the decoder requires a power cycle OFF to ON to complete the reset cycle. Failure to do so may result in the decoder not properly resetting.

CV17 Long Address (Ad4) - High Byte

The value entered in CV17 determines the higher value (first two digits) of a long address entered into the decoder. See chart on pg. 114 of ESU V5 decoder manual #51989.

CV18 Low Address (Ad4) - Low Byte

The value entered in CV18 determines the lower value (second two digits) of a long address entered into the decoder. See chart on pg. 49 of ESU V5 decoder manual #51989.

Manually Programming a Long (Ad4) Address:

The following information is the same as that found in the decoder manual for determining and programming a long address manually. Some DCC systems have automated methods for entering a long address that you may prefer to use.

To programm a long address, you need to calculate the values for **CV17** and **CV18** and enter them into the decoder. Please note that it is not possible to program addresses via the programming mode “POM” Programming on Main.

To program the long address proceed as follows:

- First you determine the desired address, for instance 4007.
- Then you look for the appropriate address range in **Fig. 2**.

The value to be entered into **CV17** can be found in the column on the right. In our example, it is 207.

The value for **CV18** is established as follows:

desired address 4007

minus first address in the address range - 3840

=====

equals value for CV18 167

- Program CV17 = 207
- Program CV18 = 167

Your decoder is now programmed to address 4007.*

*** You must still program Bit 5 of CV29 to recognize the long address. Review the CV29 Configuration Register section for more information.**

BASIC PROGRAMMING NOTES (continued)

Address Range			Address Range			Address Range		
From	To	CV17	From	To	CV17	From	To	CV17
0	255	192	3584	3839	206	7168	7423	220
256	511	193	3840	4095	207	7424	7679	221
512	767	194	4096	4351	208	7680	7935	222
768	1023	195	4352	4607	209	7936	8191	223
1024	1279	196	4608	4863	210	8192	8447	224
1280	1535	197	4864	5119	211	8448	8703	225
1536	1791	198	5120	5375	212	8704	8959	226
1792	2047	199	5376	5631	213	8960	9215	227
2048	2303	200	5632	5887	214	9216	9471	228
2304	2559	201	5888	6143	215	9472	9727	229
2560	2815	202	6144	6399	216	9728	9983	230
2816	3071	203	6400	6655	217	9984	10239	231
3072	3327	204	6656	6911	218			
3228	3583	205	6912	7167	219			

Fig. 2 CV17 Table

CV29 Configuration Register

The Configuration Register, CV29, tells the decoder how to behave in a number of ways from speed steps, to speed curves, and whether to recognize a short or long address. See Fig. 3 to learn how the default value was reached on the ET-44.

CV	Name	Description			Range	Default
29	Configuration Register	This CV configures the decoder for regular operation				Value
		Bit	Function	Value		14
		0	Normal direction of travel	0	0	
			Reversed direction of travel	1		
		1	14 Speed steps DCC	0		
			28/128 speed steps DCC	2	2	
		2	Disable analog operation	0		
			Enable analog operation	4	4	
		3	Disable RailCom®	0		
			Enable RailCom®	8	8	
		4	Speed curve (CV2, 5 & 6 LS5 DCC On)	0	0	
			Speed curve CV67-94	16		
		5	Short address (CV1) active in DCC	0	0	
	Fig. 3 CV29		Long address (CV17 + 18) active in D	32		

CV163 / 164 Alternate Horn And Bell Sounds

Your new Rivet Counter ET-44 will come to you with the correct horn and bell right out of the box per the specific prototype. In case you would like to use different horn or bell sounds, we have provided an assortment for you:

CV163 Horns (Sound CV9)

CV163=0 Leslie S-3T-R

CV163=1 Nathan K-5HL

CV163=2 Nathan K-5H-R24

CV163=3 Nathan K-5L

CV163=4 Nathan K-5H

CV163= 5 Nathan K-3H

CV163= 6 Nathan K-5L-LA

CV163= 7 Nathan K-5L-R24

CV163= 8 Nathan K-5LA-R24

CV163= 9 Nathan K-5H-L 2nd Gen.

CV163=10 Nathan K-3LA-R4

CV164 Bells (Sound CV10)

CV164=0 GE M 6731022A Steel Bell 001

CV164=1 GE M 6731022A Steel Bell 003

CV164=2 GE M 6731022A Steel Bell 005

CV164=3 GE M 6731022A Steel Bell 007

CV164=4 GE M 6731022A Steel Bell C035

CV164=5 Graham-White E-Bell 001

CV164=6 Graham-White E-Bell 003

CV164=7 Graham-White E-Bell 005

CV164=8 Graham-White E-Bell 007

CV164=9 Transonic E-Bell 001

BASIC PROGRAMMING NOTES (continued)

CV165 Brake Squeal (Sound CV11)

CV165=0 Composite Brake Shoe #1 **Default**

CV165=1 Composite Brake Shoe #2

CV166 Air Dryer (Sound CV12)

CV166=0 Air Dryer 1 **Default**

CV166=1 Air Dryer 2

CV166=2 Air Dryer 3

CV166=3 E4C6T Air Dryer 1

CV168 Smart Start cycle (Sound CV14)

CV168=0 No Smart Start Cycle **Default**

CV168=1 3 Minute cycle

CV168=2 6 Minute cycle

CV168=3 9 Minute cycle

Etc.....

Auto Bell:

Many Second and Third Generation locomotives have been fitted with an Automatic Bell that is triggered when the horn is blown. In MANY cases this cannot even be bypassed on modern locos. Before the FRA mandated this feature on new locomotives the bell was of course turned on and off separately. Some locomotives were delivered with a manual bell and have been converted to an automatic bell. This creates a challenge in sound file creation.

We realize that not every loco with a particular prime mover had this feature. As such we have built in an option to turn the feature on and off. We will set the default in the file to be what is most appropriate for the particular file.

To turn the Auto Bell OFF - Auto Bell **OFF**:

1. Remove the Auto bell sound slot from the function mapping chart
CV31 = 16, CV32 = 8, CV311 = 4
2. Change the sound configuration of the Auto bell sound slot
CV31 = 16, CV32 = 1, CV287 = 0

To turn the feature ON - Auto Bell **ON**:

1. ADD the Auto bell sound slot from the function mapping chart
CV31 = 16, CV32 = 8, CV311 = 12
2. Change the sound configuration of the Auto bell sound slot
CV31 = 16, CV32 = 1, CV287 = 1

Auto Bell Timer:

The Bell timer is amount of time the bell will play after the horn if the auto timer is active. The timer is broken down into 1/4 of a second increments.

CV169=4 - 1 Second

CV169=16 - 4 Seconds

CV169=8 - 2 Seconds

CV169=20 - 5 Seconds - **Default**

CV169=12 - 3 Seconds





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ScaleTrains Service Center
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