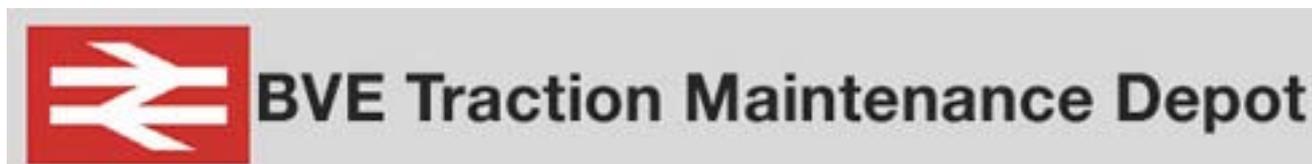# The CIE 2600 DMU (1st generation diesel multiple unit)

This CIE 2600 DMU cab is based on the 101 type dmu from **BVETMD**. Website: http://bvetmd.org.uk
The CIE2600 externals are by graymac at celtictrainsim.com

Original README for BVETMD/TSC 1st generation DMUS (British Railways class 101)
This train is built around and based on an original idea and configuration by Trainsimcentral's Steve Green. It is thanks to Steve that this add-on has been produced and he has allowed me to progress what was originally his 'test project' into something that could be used further and eventually put into the public domain.

CREDITS
Original config and setup by Steve Green (Trainsimcentral.co.uk)
OS_Ats1 plugin by Oskari Saarekas.
Testing by the TSC team.
CIE 2600 externals by graymac at celtictrainsim.com

© COPYRIGHT INFORMATION
You are free to use files contained within this add-on for other BVE related projects if you wish, though feel free to give BVETMD/TSC a plug in your project readme !!!
However, re-use of the sounds contained within this package for any commercial product or gain (eg. DCC model sound chips) is strictly prohibited.

NOTES INCLUDED
Thanks for downloading the class 101 for OPENBVE. You install this add-on at your own risk. I will not be held responsible for any damage to equipment, appertaining to the installation of this add-on. ENJOY ;-)

Driving the CIE2600 DMU

This train uses the gear change facility of the OS_Ats plugin and can be driven with manual or automatic gear change.

Controls:

Press '2' to switch between manual and automatic gear change.

Gear up = Page Up key

Gear Down = Page Down key

See in-game side menu (move across to the right in your cabview) for full list of controls and features.

Hold brake at 15" of vacuum when at a stand.

From the start position, when given the 'right-away', move the gear handle from neutral to no.1 gear (page up key).

Release brake.

Open throttle. The unit should move and increase speed in first gear.

The engine note will fade as the tacho needle reaches the 'change up' mark.Shut off the power.

Select next gear (page up key) then apply power. Repeat through the gears as you drive to the line speed.

When coasting or braking: Release throttle, wait for revs to drop and move gear handle to 4. Move gear to neutral as you come to a stand.

It may be necessary to 'change down' the gears when climbing steep hills.

Approximate gear change speeds: 1st 15-20mph, 2nd gear 20-27mph, 3rd gear 27-40mph, 4th gear over 40mph

Limitations:

When using automatic gears, behaviour may be somewhat idiosyncratic and the sounds will not necessarily coincide with the relevant gear changes.
It is not possible to rev the engine in neutral as per prototype.
Sounds are driven by road speed and not the throttle notches. Hence sounds may occasionally loop between gear changes dependant on road conditions etc.
The quicker each gearchange is made the less chance the sounds will loop. This is not prototypical but gives the best effect with the sound setup.
Decreasing throttle position has no effect on engine revs.
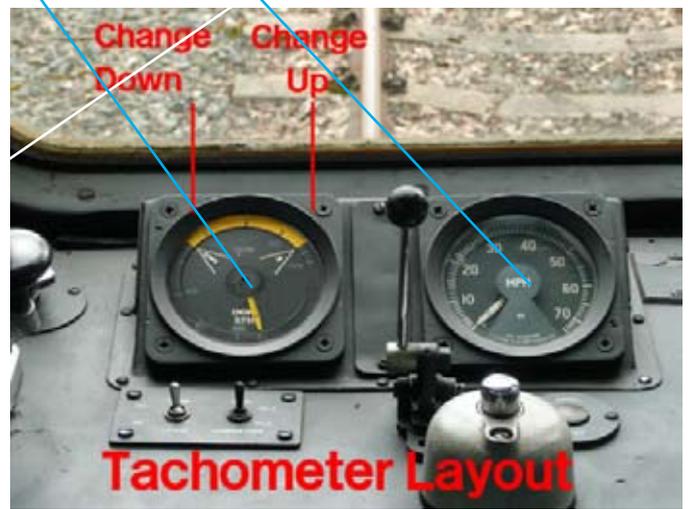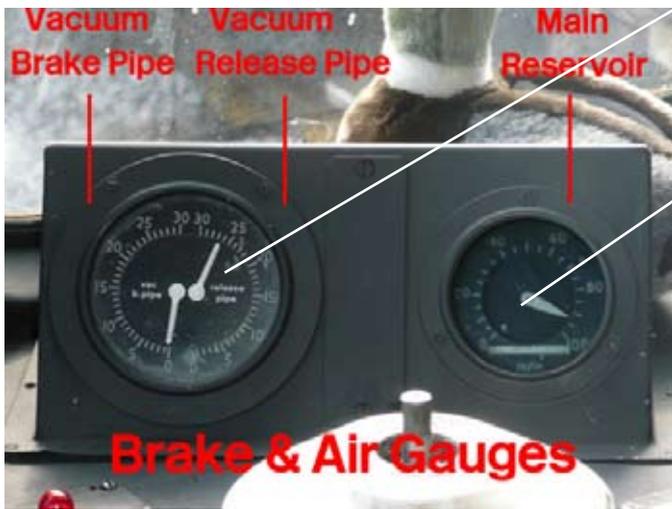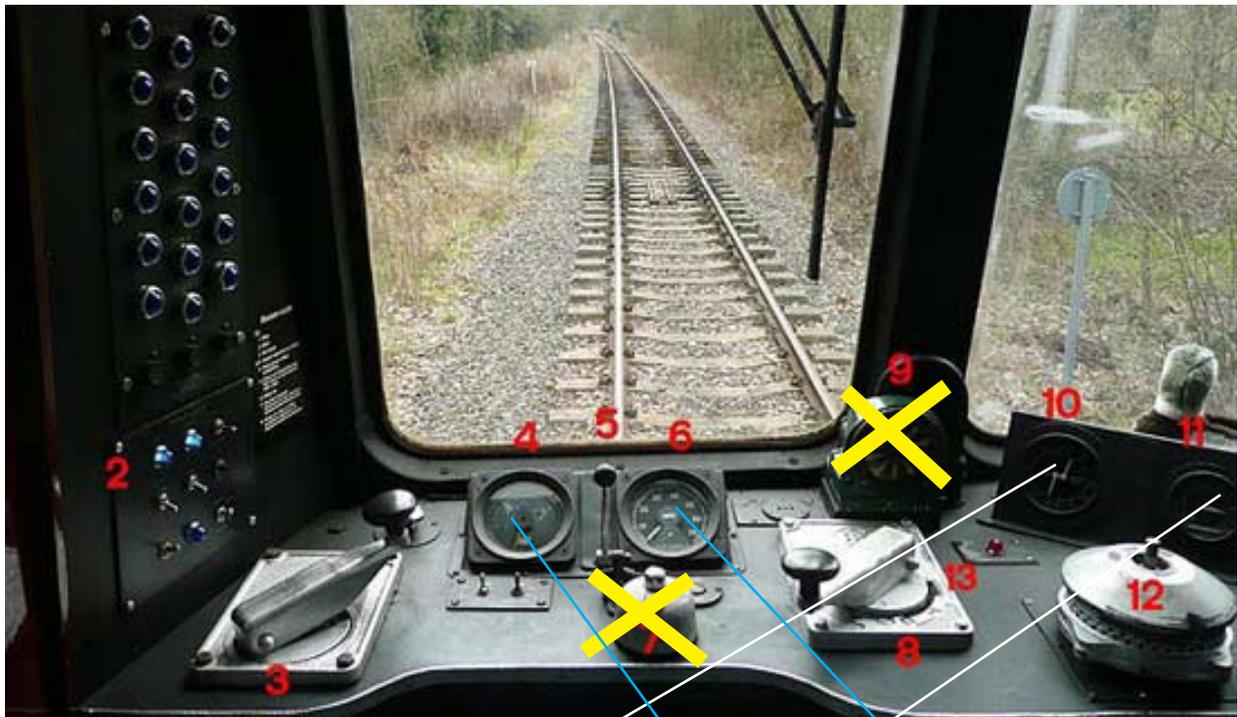
Note by graymac:

The AWS components have been removed for use on celtictrainsim's Irish routes. AWS was not implemented in the Republic. This particular dmu type was withdrawn before the more advanced CAWS system was introduced, so was never fitted with it at any stage. Many of the class ended their days having been converted for use as driving trailers for use with push-pull working.

It is recommended . . . .

. . . . that only the **7zip** freeware programme is used to extract files downloaded from celtictrainsim. There have been some (fortunately few) instances of files being corrupted when other programmes have been used instead. This has caused the users a lot of frustration and wasted time. So, start off on the right foot and ensure you heed this advice.

use this link to get **7zip** FREE right now: http://7-zip.org/

Page over

Brake & Air Gauges

Vacuum Brake Pipe · Vacuum Release Pipe · Main Reservoir

Tachometer Layout

Change Down · Change Up

BVE Traction Maintenance Depot

3 Throttle Handle
4 Tachometer
5 Horn valve
6 Speedometer
8 Gear selector
10, 11 Vacuum gauges
12 Brake Handle

gray at celtictrainsim wishes to thank Martin Corbett at BVETMD for kind permission to use his dmu cab in the CIE 2600. It is recommended that you visit the BVETMD website.The celtictrainsim.com website has links to BVETMD, also to the site of the Trainsimcentral team's work, the excellent 'network west midlands' UK based route.

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