



Bulletin: Euro 9000

Decoder type	LokSound 5
Address	3
Manufacturer	Sudexpress
Project number	14454
Project version	V5-R1



For heavy freight transport, the Swiss company Stadler offers a modular system of six-axle dual-power and multi-system locomotives called Euro 9000, which are manufactured by Stadler Rail Valencia in Spain. Units for two direct and two alternating voltages each can be optionally combined with two additional Caterpillar diesel engines. The Euro 9000 achieves a maximum output of 9000 kW when operating at 25 kV/16.7 Hz. At 1,5 kV direct current, another 4000 kW is delivered to the six electric traction motors. The two diesel engines together produce 1900 kW and can later be replaced by battery packs that are still under development. Regardless of the type of drive, the top speed is 120 km/h. Since its launch in 2019, Stadler has already delivered more than 30 examples of its huge all-rounders to customers.

Different starting processes can be selected with F1/F7: 1x press button = warm start / press button 2x = false start / press button 3x = cold start

F5 enables the heavy load mode: The diesel notch is always one up compared with normal operation. If you want to jump two notches, simply set CV 104 to 170 (instead of 150).

F19 Drive Hold: This function makes it possible to regulate the speed of the diesel engine independently of the speed of the model. Drive Hold offers many options for controlling diesel locomotives with high or low speeds regardless of the speed. However, this is no longer possible with modern electronically controlled locomotives as it was with old US diesel locomotives, for example. We would like to offer this function anyway, to give model railroaders the option of being able to switch all speed levels up and down on a Euro 9000, for example in a depot or in a workshop. Example: If you activate the F19 (Drive Hold) key when the locomotive is stationary, the locomotive will stop and you can switch the individual speed levels up and down with the speed controller without the locomotive moving. This is how you simulate a test run in a workshop, for example. Attention - if you deactivate F19 and do not have the speed controller set to 0, the locomotive will start moving. As per the prototype, this function on the Euro 9000 can only be used when stationary.

F17 will bring the locomotive to full stop.

F28 emergency brake: The train is quickly braked to a standstill.

Key	Function	Sound slots	Volume CVs	Volume values
F0	front light			
F1	diesel mode (prime mover #1)	1, 28	259, 475	160, 120
F2	double air horn signal (high + low)	3, 4	275, 283	255, 255
F3	short air horn signal (low-high-low)	14	363	255
F4	sound on/off (electric locomotive mode)	23, 28	435, 475	60, 120
F5	heavy load	32	507	110
F6	acceleration/brake time, shunting mode/shunting speed			
F7	diesel mode (prime mover #2)	2, 28	267, 475	180, 120
F8	High beam (depending on direction of travel)			
F9	Panto front	20	411	150
F10	Panto rear	21	419	150
F11	Activate driver's cab (during commissioning or when changing)	30	491	30
F12	diesel traction radiator fan	10	331	120
F13	Cab light (directional)			
F14	rear red light			
F15	coupler clank	8	315	90
F16	release/set train brake (automatically)	16	379	115
F17	brake function 1 (Train is slowly braked to a standstill)	25	451	125
F18	coast mode			
F19	Drive Hold - here, prime mover (engine speed) and speed are decoupled from each other.			
F20	air horn signal (high)	3	275	255
F21	compressed air let off	9	323	100
F22	compressor	6	299	110
F23	curve squeal	15	371	115
F24	rail clank	17	387	95
F25	sanding valve	11	339	65
F26	sound fader			
F27	sifa	29	483	255
F28	emergency brake (The train is quickly braked to a standstill)	19	403	140
F29	empty the main air tank	31	499	85
F30	open/close cab door	12	347	150
F31	disable brake squeal sound			