

RSSLO

SZ 363

Electro locomotive



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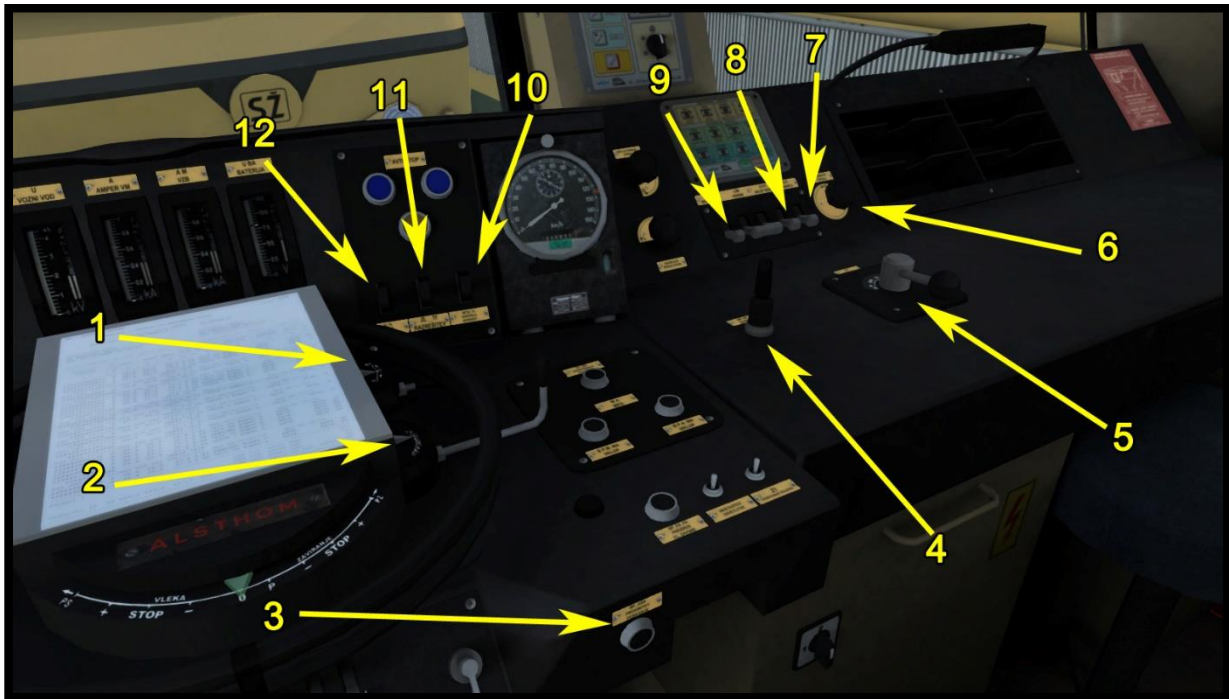
1. Rolling stock



1.1. SZ363

Model name in Train simulator is: **SZ 363**

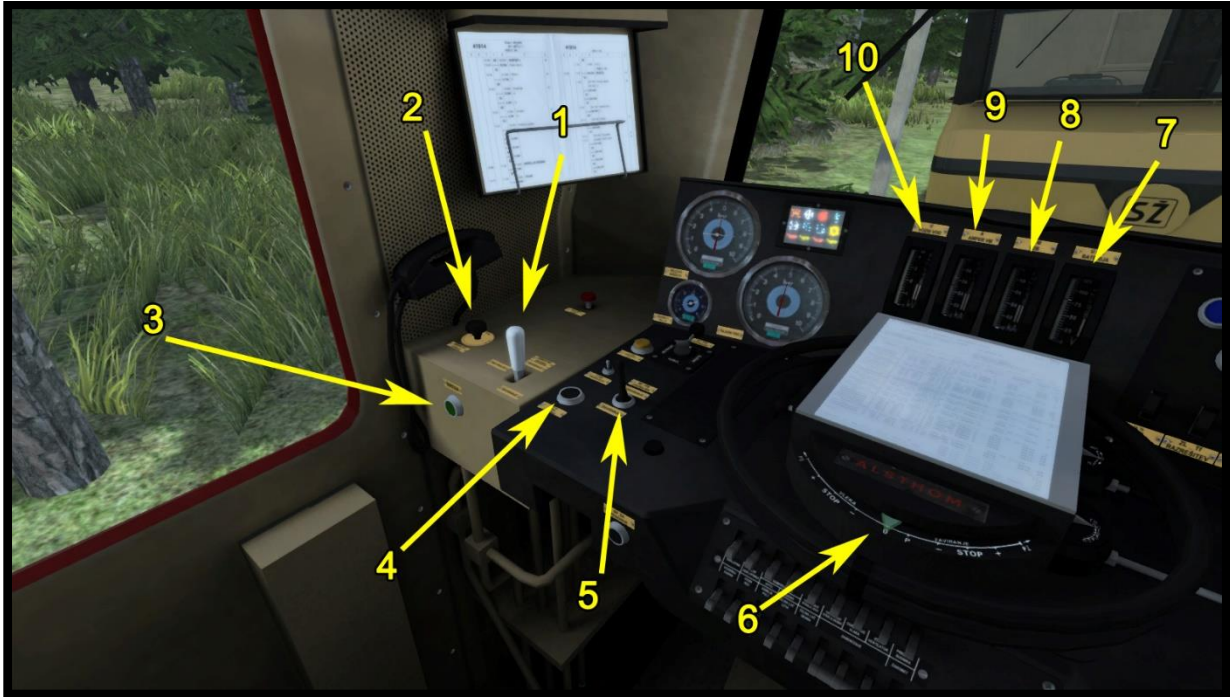
2. Cab controls



Picture 1: Right side

2.1. Picture 1: Right side

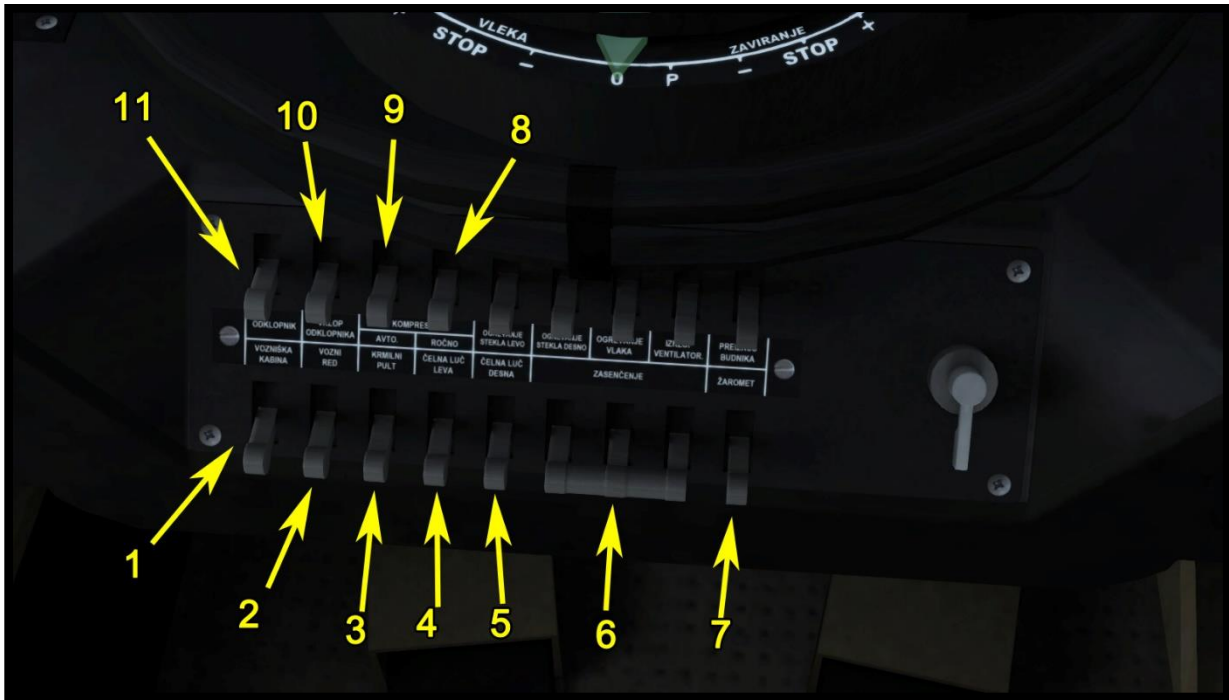
- Reverser (1)
- Motor shunting / Parallel (2)
- Sander (3)
- Horn (4)
- Pantograph control (5)
- Right wiper control (6)
- Right Desk light (7)
- Right front red light (8)
- Left front red light (9)
- PZB Acknowledge (10)
- PZB Release (11)
- PZB Override (12)



Picture 2: Left side

2.2. Picture 2: Left side

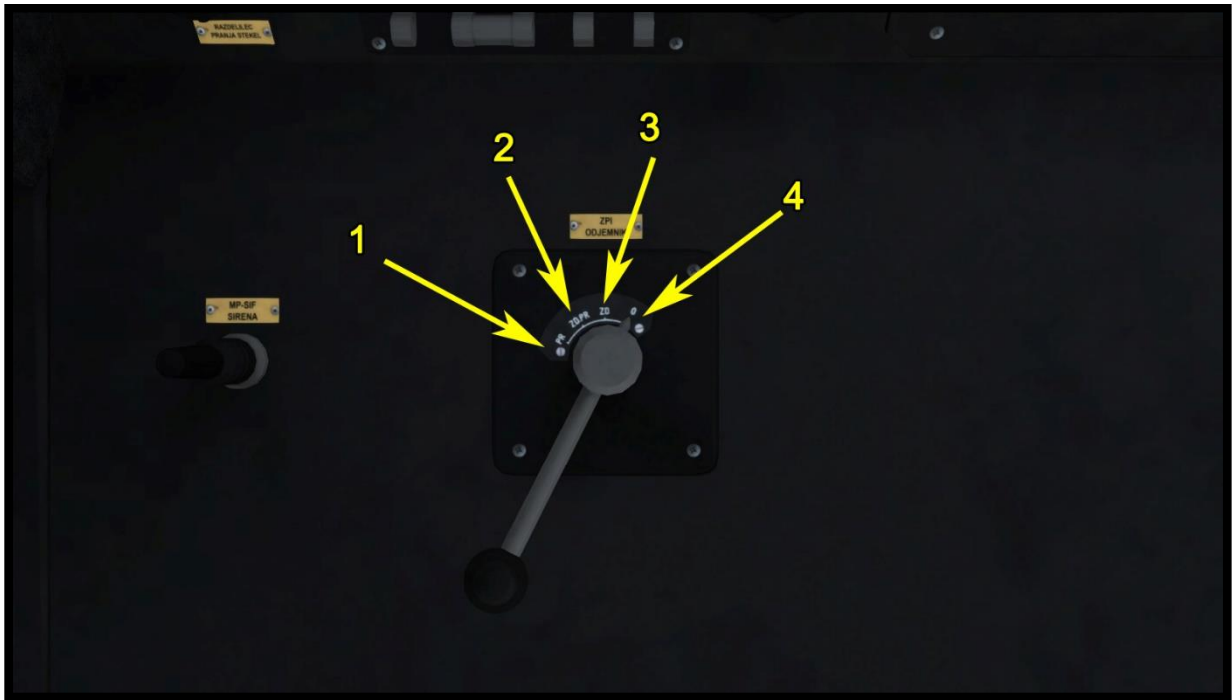
- Loco Brake (1)
- Left wiper control (2)
- Horn (3)
- Release the train brake (4)
- Train brake control (5)
- Throttle / Dynamical brake (6)
- Battery voltage (7)
- Dynamic brake indicator (8)
- Ammeter for traction (9)
- Line Voltage (10)



Picture 3: Bottom panel

2.3. Picture 3: Bottom panel

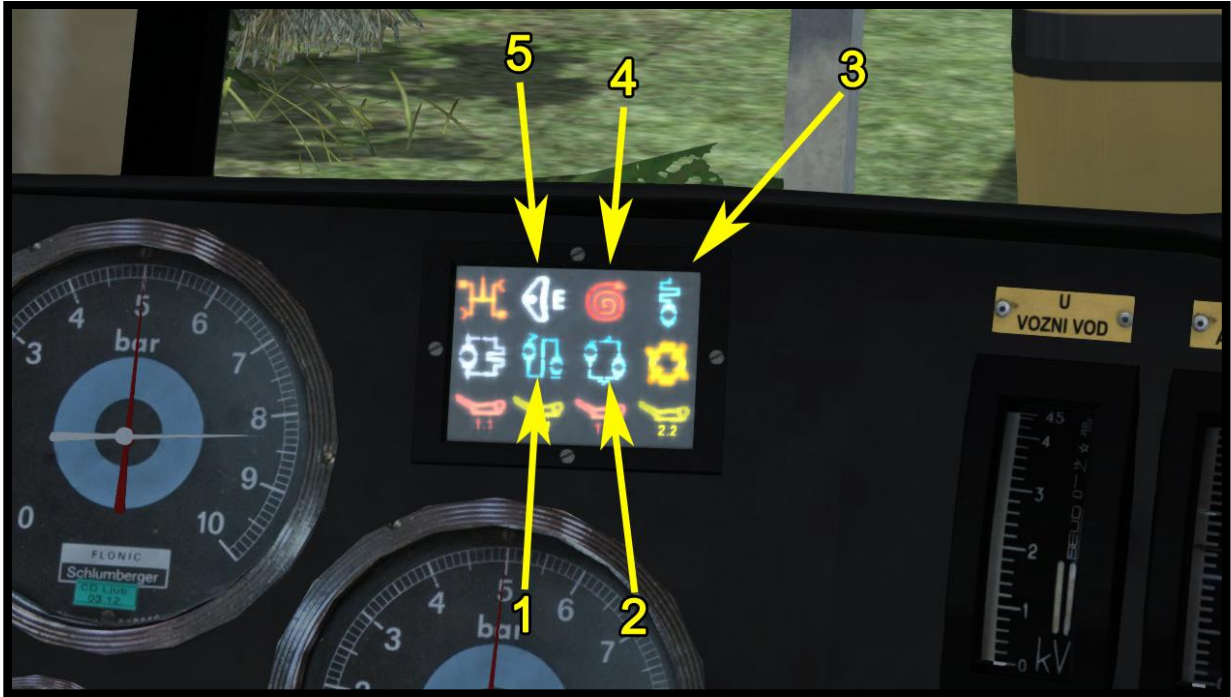
- Cab light (1)
- Timetable light (2)
- Instrument light (3)
- Left front light (4)
- Right front light (5)
- High beam light (6)
- Front reflector light (7)
- Manual Compressor (8)
- Automatic Compressor (9)
- Main switch on (10)
- Main switch - prepare / off (11)



Picture 4: Pantograph

2.4. Picture 4: Pantograph

- First pantograph up (1)
- Both pantographs up (2)
- Second pantograph up (3)
- Both pantographs down (4)



Picture 5: Indicators

2.5. Picture 5: Indicators

- Motors connected in Serial (1)
- Motors connected in parallel (2)
- Driving with resistor (3)
- Wheels slipping (4)
- Dynamical braking (5)

2.6. Start-Up procedure

1. Raise the pantograph.
2. Switch the “Main switch - prepare / off” to the prepare position (Picture 3 - number 11)
3. Turn on the main switch with “Main switch on” (Picture 3 - number 10)
4. Turn on the compressor use the Automatic one (Picture 3 - number 9)
5. Select the direction of driving.
6. Turn on the lights
7. The SZ 363 is now ready.

2.7. SIFA

The SIFA is disabled on start up, but can be activated with »SHIFT + NUM ENTER«. You can choose between basic SIFA and advance SIFA (Shift + S).

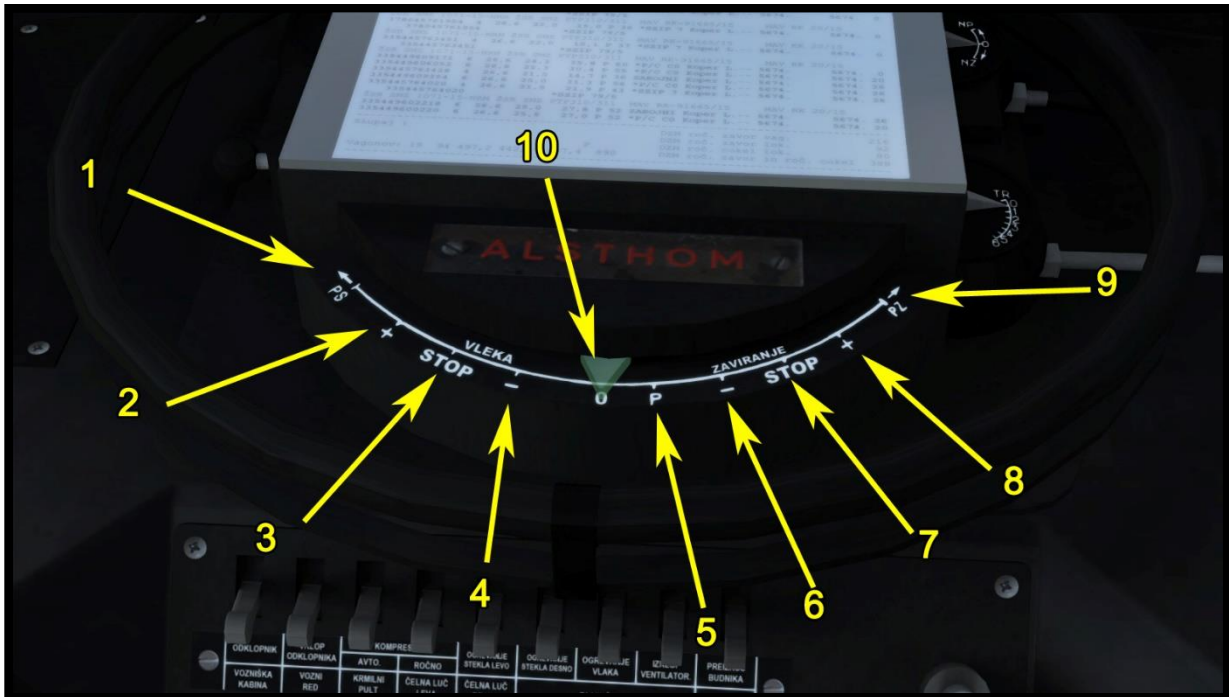
Basic SIFA

You must confirm SIFA within 30 seconds from your last confirm. If it was not confirmed in 30 seconds, then the emergency brake will be applied. Before the emergency brake will be applied the warning voice will turn on.

Advance SIFA

You can hold the SIFA button down for max. 30 seconds but if you hold it more than 30 seconds, the emergency brake will be applied, before this happens the warning voice will turn on. When the SIFA button is not hold, then the emergency brake will be applied after 5 seconds. If the emergency brake is applied, then you must press SIFA button again and release the train brake.

2.8. Drive wheel



Picture 6: Driving wheel

2.9. Picture 6: Driving wheel

- Add traction Automatically (1)
- Add traction for one stage (2)
- Neutral traction position (3)
- Take down traction for one stage (4)
- Dynamical brake prepares (5)
- Takes dynamic brake for one stage (6)
- Neutral dynamic brake position (7)
- Add dynamic brake for one stage (8)
- Automatically add dynamic brake (9)
- Neutral position of wheel (10)

Neutral position of the driving wheel (10)

If you have the driving wheel in the “Neutral position of wheel” and you have traction or the dynamic brake on the locomotive, then the stages will be automatically taken down to zero.

Important: if you have the wheel in “Neutral traction position 3” and you shunt the motors, then you cannot put the wheel in the “Neutral position of wheel”, before you don’t stop shunting with the motors.

Neutral traction position / Add traction for one stage / Taken down traction for one stage (3,2,4)

When you want to manually add the traction for one stage, you need to put the wheel in “Add traction for one stage” position and release the wheel to automatically move back to “Neutral traction position”. If you want to add more traction, then repeat the procedure. For manually taking down traction for one stage, you need to put the wheel in “Take down traction for one stage” position and released the wheel to automatically move back to the “Neutral traction position”. If you want to take down more traction, then repeat the procedure.

Automatically add traction (1)

When you want automatically add the traction to the locomotive, then you need to put the wheel in “Automatic add traction” position and the locomotive will automatically add the traction stages if the amperes will be lower than 550A.

Impotrant: If you want to put the wheel in “Automatically add traction” position, then you need to unlock the wheel with “Y” key on the keyboard.

Dynamic brake prepares (5)

On the position where the dynamic brake is preparing you can go over without any waiting on this position. If you have the wheel in “Dynamic brakes prepares” position and you have dynamic brake on, then the locomotive will automatically take the stages down to zero.

Impotrant: If you want to put the wheel in “Dynamic brake prepares” position then you need to unlock the wheel with “Y” key on the keyboard.

Neutral dynamic brake position / Add dynamic brake for one stage / Take dynamic brake for one stage (7,8,6)

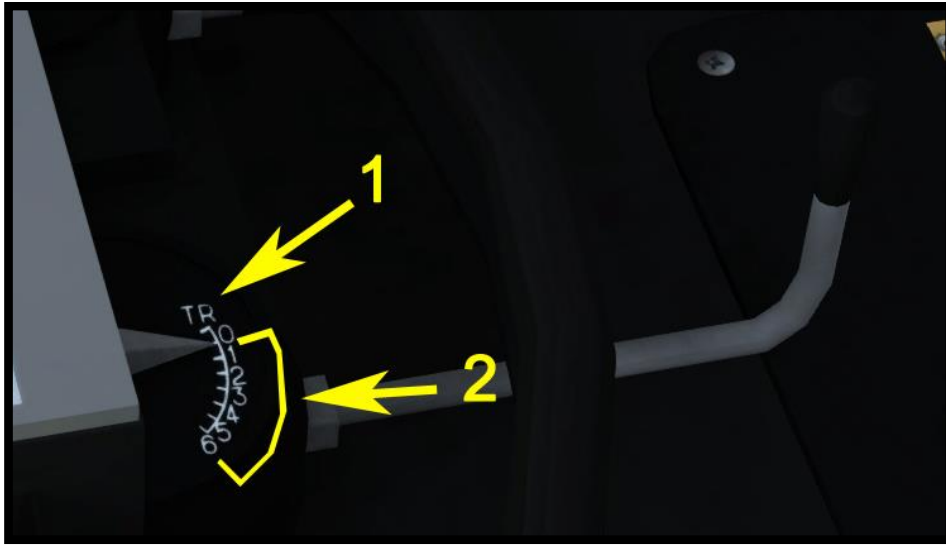
When you want to manually add the dynamical brake for one stage, you need to put the wheel in “Add dynamic brake for one stage” position and release the wheel to automatically move back to “Neutral dynamic brake position”. If you want to add more dynamical brake, then repeat the procedure. For taking down dynamical brake manually for one stage, you need to put the wheel in “Take down dynamical brake for one stage” position and release the wheel to automatically move back to “Neutral dynamic brake position”. If you want to take down more dynamical brake, then repeat the procedure.

Automatically add dynamic brake (9)

When you want the locomotive to automatically add the dynamic brake, then put the wheel in “Automatically add dynamic brake” position and the locomotive will automatically add the dynamic brake stages.

Impotrant: The main switch will be turned off if current is more than 700A!

2.10. Motor shunting and circuits



Picture 7: Lever for shunting and connecting in parallel

The motors can be connected in serial and parallel circuit. When you driving, you can see on the indicator panel (Picture 5) in which circuit you are driving.

Serial circuit

Serial circuit has 27 stages; from 1 - 26 stages you are driving with the resistor in the circuit. On the stage 27 you are driving without the resistor in the circuit. You know when you are on the stage 27, when the indicator for the resistor turns off (Picture 5).

Parallel circuit

Parallel circuit has 10 stages from 31 to 41. The stages between the serial and parallel (27- 31) are automatically added when you put in the parallel circuit. From 31 - 40 you are driving with the resistor in the circuit and on the stage 41 you are driving without the resistor in the circuit. You know when you are on stage 41, when the indicator for the resistor turns off (Picture 5).

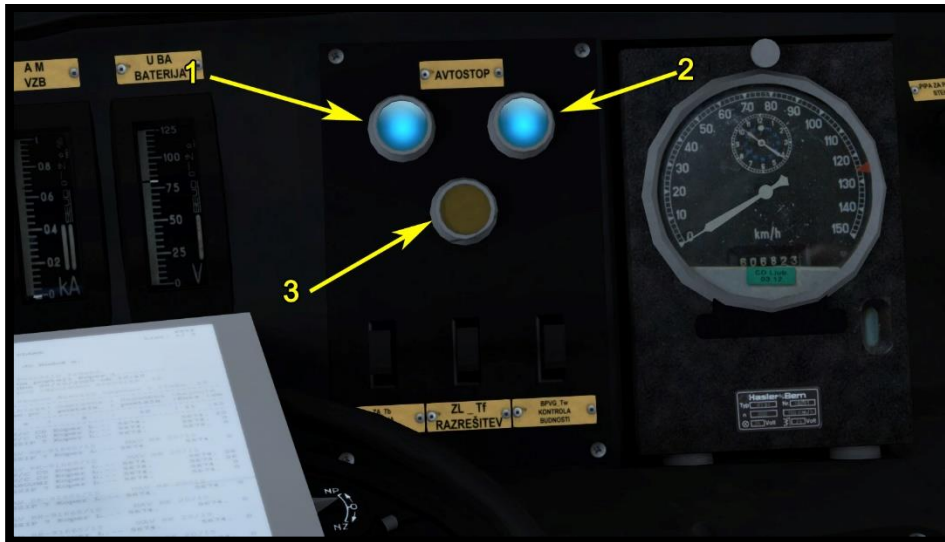
How to put in the parallel circuit and back to serial circuit

When you want to put in the parallel circuit, you need to put the lever (Picture 7) in the position TR (Picture 7, number 1) but you need to be on stage 27 (driving in serial circuit without resistors). If you aren't in the stage 27 you cannot put in the parallel circuit!

The locomotive will also automatically put in the serial circuit if you are on stage 31 (first stage in parallel circuit) and when you take down the traction for one stage (then you will be on the serial circuit and stage 27).

Shunting motors (Magnetic Field Shunting)

You can shunt motors always when you are on stage 1 or more. To shunt motors, you need to put the lever on the shunting position (Picture 7, number 2).



Picture 8: PZB system

2.11. PZB system (I 60)

This is the old PZB system, that only works on the timer. There are the same buttons like on the PZB 90 system and they are used the same way as in PZB 90 system. The only thing that is different is, that when you confirm the 1000Hz balise (PZB magnet) Hz the yellow light will be turned on. When the yellow light turns on, you need to slow down the train to the specified (look in the table 1) speed before the yellow light turns off. How long is yellow light turned on depends on the regime in which you drive. If the 500Hz balise (PZB Magnet) is active, you need to drive under the speed limit written in the table 1.

Table 1

Regime	Max train speed	Yellow light on	Speed you need to reach	500Hz
1	101> km/h	20 seconds	90< km/h	65< km/h
2	100- 81 km/h	26 seconds	65< km/h	50< km/h
3	80< km/h	34 seconds	50< km/h	40< km/h

Regime 1 - Both blue lights are on (Number 1 and 2 on picture 8)

Regime 2 - Left blue light is on (Number 1 on picture 8)

Regime 3 - Right blue light is on (Number 2 on picture 8)

To change the regime, you need to use SHIFT + 7 keys on the keyboard.

Important: If the PZB emergency brake is applied, then you need to push PZB Release (Picture 1 - number 11) until the sound of the PZB turn off. Then you can release the train brake.

3. Keyboard

Function	Keyboard
Increase / Decrease - Throttle / dynamical brake	A / D
Increase / Decrease Reverser	W / S
Increase / Decrease Train Brake	"/ ;
Horn	Space / B
PZB on/off	Ctrl + Num enter
PZB mode	Shift + 7
PZB override	Delete
PZB release	End
PZB acknowledge	Page down
SIFA on /off	Shift + Num enter
Confirm SIFA	Q
SIFA Basic / Advance	SHIFT + S
Unlock wheel	Y
Headlights	H (SHIFT + H)
Wipers	V (SHIFT + V)
Sander	X
Pantograph	P (SHIFT + P)
Motor shunt lever	U / J
Automatic Compressor	Ctrl + C
Main switch - prepare / off	Z
Main switch on	Ctrl + Z
Instrument light	I
Cab light	L

4. Scenarios

4.1. SZ 363 Intercity Train

1. Rating: **
2. Duration: 22 min.
3. Scenario type: Career scenario
4. Route: Suedbahn Bruck an der Mur - Maribor

4.2. SZ 363 Freight for Austria

1. Rating: ****
2. Duration: 35 min.
3. Scenario type: Career scenario
4. Route: Suedbahn Bruck an der Mur - Maribor

4.3. SZ 363 Morning Freight Train

1. Rating: ****
2. Duration: 25 min.
3. Scenario type: Career scenario
4. Route: Suedbahn Bruck an der Mur - Maribor