



Class 92 Sound Pack > Class 92 Enhancement Pack

Change Log

If you own our previously available Class 92 Sound Pack, we have compiled a list of things that have changed/updated in this enhancement pack. We have tried to make this as comprehensive as possible but there are most likely other changes we have forgotten to mention.

External Visuals

- Redone and new liveries from the ground up with higher resolution visuals, 2D nameplates and many variations
- New headlight/tail light visuals (original & LED)
- Projected light from headlights fades in and out with day/night
- Updated pantograph sparks to match our Class 86 & 87 packs
- Dellner coupler option for relevant liveries

Cab Visuals

- New cab camera angles for annunciator, GSM-R/NRN and switch panel above driver. Also amended main driving angle.
- Weathering and shading/colour changes
- Higher quality gauges
- New instrument lights and subtle light from annunciator at night
- Improved visuals for 'Line Local' 'VCB Local' & ETS off/on lit indicators and Fault Acknowledge Pushbutton (FAP). No longer basic circular glows.
- Improved cab light in colour and range
- Improved data panel above driver's head which states, loco number, cab end & maximum speed
- GSM-R decal added to GSM-R phone
- MAX power controller marking added
- TPWS panel indicators illuminate during AWS self-test
- Higher quality NRN radio
- GSM-R radio added

Functionality

- Tread brake simulation
- Gradient correction
- Wheel slip Protection (WSP)
- Cold start
- Master key command changed to Shift+W
- Instrument lights key command changed to I
- Speed set selector key command changed to comma and full stop
- All cab switches are now cab specific. For example, if you turn the master key in one cab, this won't move the master key in the other cab.
- Auto-GSMR registration available upon pressing Ctrl+G
- Auto-NRN registration available upon pressing Ctrl+N
- The visible driver automatically moves to whichever cab you are in, or is leading on an AI train.
- Headlight not illuminated unless reverser is in 'Forward' or 'Reverse'
- General fault light illuminates if brake pipe pressure is below 3.35 bar which cuts power. The general fault light extinguishes and power is restored once brake pipe pressure rises above 4.6 bar.
- Traction power can't be obtained after an emergency application until brake pipe is 4.6 bar or over
- ETS can only be turned on when keyed in
- Power halved per loco when double heading to ensure power draw not too high. As per reality.
- Emergency brake application if main reservoir falls below 4.5 bar. Brake can't be created until main reservoir returns to 7 bar.
- Safety System Isol fault light shows red when Driver Vigilance Device (DVD) is disabled
- AI train windscreen wipers activate when raining
- On AI, rear panto now always raised regardless of which cab end is leading
- System selector and power enable switches now only operative when keyed in
- Apply and release rates of brake pipe and brake cylinder pressures now match reality
- Brake pipe now reduces very quickly when emergency brake applied
- 1.5 second delay when applying brake from off to brake cylinders reacting. 0.3 second delay at all other times.
- Emergency brake now applies when keying out
- 'Line Local' correctly illuminates as soon as pan raised/shoes dropped. VCB doesn't have to be closed for this to happen.
- Driver to guard buzzer added
- Dynamic brake continues to operate through neutral section as per reality
- Dynamic brake cooler group now stays on for around 40 seconds since the last time the dynamic brake was used

- All locos can now sound their horn
- Dead variant with tail lamp option
- Motor factor. Variable traction motor volume.

Audio

- The following sounds are new. Any sounds not mentioned, of which there are very few, remain unchanged or have simply had their volume altered:
 - Traction motor cooler group (outside only)
 - Dynamic brake cooler group
 - Train & loco brake
 - Compressor
 - Parking brake
 - Pantograph up/down
 - Sander
 - Ticking spirax valve
 - Transformer
 - VCB open/close
 - Brake squeal
 - Flange
 - Joints (inside and out)
 - Third rail shoe clatter
 - Bogie run (inside and out)
 - Cab buttons/switches etc. apart from a few switches which we were unable to source recordings for so remain unchanged
 - Two new horn variants as well as the original horn which has been re-edited
 - Re-edited traction converter sounds which are much more detailed
 - Traction motors
 - Pantograph arcing