



Class 66 Enhancement Pack > Class 66 Enhancement Pack 2.0

Change Log

If you own our previously available Class 66 Enhancement 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.

General

- Only DTG EWS Class 66 V2.0 now required. DTG Freightliner Class 66 V2.0 removed as a requirement.

External Visuals

- Redone and new liveries from the ground up with higher resolution visuals, 2D nameplates and many variations
- Weathered variants
- Six newly modelled headlight clusters with more accurate proportions and LED variants
- More accurate Buckeye coupling for EWS/DB loco
- Buckeye equipment/coupling now only on applicable locos
- Larger low emission cooler group grille on applicable locos
- Cab mirrors now only appear on applicable locos
- Windows now visibly open on the outside in sync with cab
- Wipers no longer move at both ends. Now cab end specific.
- Projected light from headlights fades in and out with day/night

Cab Visuals

- Improved resolution
- Higher quality gauges
- New instrument lights
- Speedometer indicates maximum speed of 65mph when using a 66/6
- Ammeter says 'ElectroMotive' on newer low emission locos
- Notch indicator added above power handle
- Master key changed to a more accurate black colour
- TPWS panel indicators illuminate during AWS self-test
- Higher quality NRN radio
- GSM-R radio added
- EM2000 buttons illuminate when EM2000 in use

Functionality

- Tread brake simulation
- Gradient correction
- Wheelslip Protection (WSP)
- Cold start
- Reworked traction physics based on real-life ammeter recordings
- Generator transition now occurs at 37mph (32mph on a 66/6) & will revert at 34mph (29mph on a 66/6).
- Power Factor & Brake Factor. Braking & traction performance now vary on a loco by loco basis.
- Driver vigilance device (DVD) self-test when moving into forward or reverse
- Power cuts at 77mph and emergency brake applies at 80mph
- Manual sand only applies up to 9mph
- Goods/pass brake timings now changed via EM2000 as per reality
- Compressor more efficient as engine speed increases, as per reality
- Various keyboard controls changed to present day AP product standards
- 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.
- Tail lights are now on by default at the start of a scenario
- Emergency brake application if main reservoir falls below 6.5 bar.
- Variable speed windscreen wipers

- AI train windscreen wipers activate when raining
- 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
- AI locos can now sound their horn
- Trail variant with tail lamp option
- Motor factor. Variable traction motor volume.
- Exhaust cam

Audio

- The majority of sounds are from new recordings taken in 2025. Where existing recordings have been used, these have been re-edited to a higher quality. Please see below for a list of tangible improvements which go beyond simply a new/better quality version of the same sound:
 - Separate engine audio for standard & low emission locos
 - Separate engine audio for cab 1 & cab 2
 - Engine audio now varies depending on whether the loco is revving up or down. More grumbly and obviously under load when revving up or steady.
 - 59 separate flange samples compared to the existing 2
 - Cab bogie run sounds are now taken from an in-cab recording rather than just a muffled version of an outside recording
 - Brakes much more sophisticated in operation. Volume of release woosh now dependent on amount of air pressure in the brake cylinder.
 - Compressor audibly changes in speed with engine rpm.
 - Fan louvres can now be heard screeching open and shut when fan activates/deactivates
 - Fan 1 & Fan 2 now separately audible rather than revving up and down together
 - Two additional variants of the original horns.
 - Soft tones on new horns
 - European horns for applicable locos
 - The frequency at which the ticking spirax valve sounds varies from locomotive to locomotive and increases when main reservoir pressure is higher.
 - Air dryer sounds when selecting notch 3 or above and keeps doing so every 57 seconds until power is returned below notch 3. This component helps keep moisture out of the air system.

- Turbo lube pump audible after shutting down
- Reverser motor audible in cab 1 when changing direction