



## Transmitter

- + ..... accelerate
- ..... decelerate
- W ... Whistle / Horn
- B ..... Bell

GREEN LED

RED LED



## Receiver

Acceleration  
Response

← coiled cord to HOSTLER/AC

Deceleration  
Response

The radio interface used with the HOSTLER/AC is a standard product from Remote Control Systems with an interface board located within the black receiver box. The unit consists of a transmitter and receiver. Each transmitter / receiver pair is available in three different frequencies (indicated by the color dot, RED - 27.045 Mhz, GREEN - 27.195 Mhz, YELLOW - 27.145 Mhz) with multiple codes within each frequency. To have multiple operators with simultaneous response you must have different frequencies. If you require more than three units, you then have to set the internal dip switches of the receiver and transmitter. When doing this, two operators can transmit simultaneously on the same frequency but whoever transmitted first will lock out the other transmitter until the first transmission is finished. The range of this unit is at least 100 feet. If extra range is needed you can add a longer wire to the spare blue terminal on the receiver PC board inside the black plastic case.

### MULTIPLE SYSTEMS:

As stated previously, different DIP codes can be used within the same frequency. To change the DIP code in the transmitter merely open the battery compartment and slide the DIP switch settings on or off (just like a garage door opener). When the pattern desired is set, carefully open the receiver unit (four screws) and do the same on it's PC board. DO NOT alter switch code #10 - this is a reserved setting and will not allow any transmission or reception. Also, DO NOT TOUCH or ALTER any other setting on any of the boards. In addition to de-tuning the circuitry, making the unit non-functional, this will also void any warranty.

### INSTALLATION / OPERATION:

First make sure that the HOSTLER/AC functions normally with the tethered hand controller. Then, turn the power OFF on the HOSTLER/AC, and disconnect the hand controller coiled cord. Reconnect the coiled cord to the receiver (black box). Turn ON the HOSTLER/AC. You should see the GREEN and RED LED illuminate on the receiver as you did with the tethered hand controller. If you don't, turn off the HOSTLER/AC and inspect the coiled cord to make sure that it is connected correctly and is still in good condition. Assuming that all has gone well to this point, the GREEN LED indicates power and the RED LED indicates overload as it does with the tethered hand controller. The difference in operation with this system is that when an overload occurs the RED LED will only flash on and the output of the HOSTLER/AC will be set to zero (or close to it). The RED LED will not continue to stay lit since output power is shut down immediately. The only way that you can be sure that it was a short is to hold down the "+" button and watch the RED LED. When enough voltage to cause the overload occur is reached you will see the RED LED flash. DO NOT continue in this fashion, either remove the short or the extra lighted car / engine that is causing the overload to occur.

The receiver has two knobs located at the end of the box. The knob located on the side of the GREEN LED is the Acceleration response setting. The other knob is the Deceleration setting. If these are set full counter-clockwise you will get instantaneous response. That is to say that when you press the "+" button for increase, the output of the HOSTLER/AC will go to full virtually instantaneous. When you press the down button ("-") the output of the HOSTLER/AC will turn off again virtually instantaneous. Place a lighted car on the track connected to the HOSTLER/AC and try it (a locomotive is not suggested since this is very hard on the motor). As you adjust the Acceleration response potentiometer clockwise you increase the amount of time that it takes for each press and release of the "+" button on the transmitter. This also goes for the brake response settings. With the lighted car on the track try adjusting the brightness of the car using different settings of response. Using a quick brake response is only useful if you are using an older engine with a free coasting drive. When using the control system with a locomotive containing a reversing unit ("E-unit") you have to remember to hold down the deceleration button long enough to bring the output of the HOSTLER/AC low enough so that the "E-unit" will sequence to the next position when you press the "+" button. Remember, you have to sequence your engine just like you did before but now you have to hold down the transmitter buttons long enough in each direction to accomplish this. Also remember that there is no "EMERGENCY" kill button to press - you have to hold down the deceleration button long enough to turn off the output of the HOSTLER/AC throttle. After a bit of practice you will have mastered all operations.

### TROUBLE SPOTS:

Interference in the normal sense (i.e. unwanted, spurious control signals) is not possible. The receiver will only respond to a matching transmitter. However, in some circumstances, interruption to the control signal is possible, e.g.: Q: One (or more) operators experience interruption of control, even if no one else is transmitting. A: The carrier frequency of this system is 27 Mhz FM. It transmits at very low power (only 30 milliwatts). A normal 2 stick model car or airplane R/C on 27 Mhz transmits at about 650 - 1000 milliwatts. This can be enough to blanket this system at close range. Other frequencies such as 75 Mhz will have no effect.

### General guidelines:

- Keep the receiver away from power transformers, interference can occur.
- Keep multiple receivers a few feet apart from each other.
- When not using the transmitter for a few months it is always best to remove the battery. Although no power is required until a button is depressed, batteries do tend to leak.

**DALLEE**  
**ELECTRONICS, Inc.**

246 W. Main St.  
Leola, PA 17540  
(717) 661-7041  
www.dallee.com