

AUTOMATIC REVERSE with TIMED STOP AT END. Push Button start with timed operation.

Standard wiring practices:

All wires crossing each other only connect when a DOT "*" is shown.

If "G" gauge, reverse the "+" and "-" of the TRACK POWER's DC (Not that of the 12VPS).

If you don't know the track power polarity and run off the end, reverse these two wires or your reversing switch.

all Back-N-Forth operations:

require DC (polarity reverse) track operation. require a few seconds (5 or better) of time from leaving one stop location and arriving at the next stop location!

long lengths of track between locations does not affect the operation, very short lengths that transverse in a short time are not recommended.

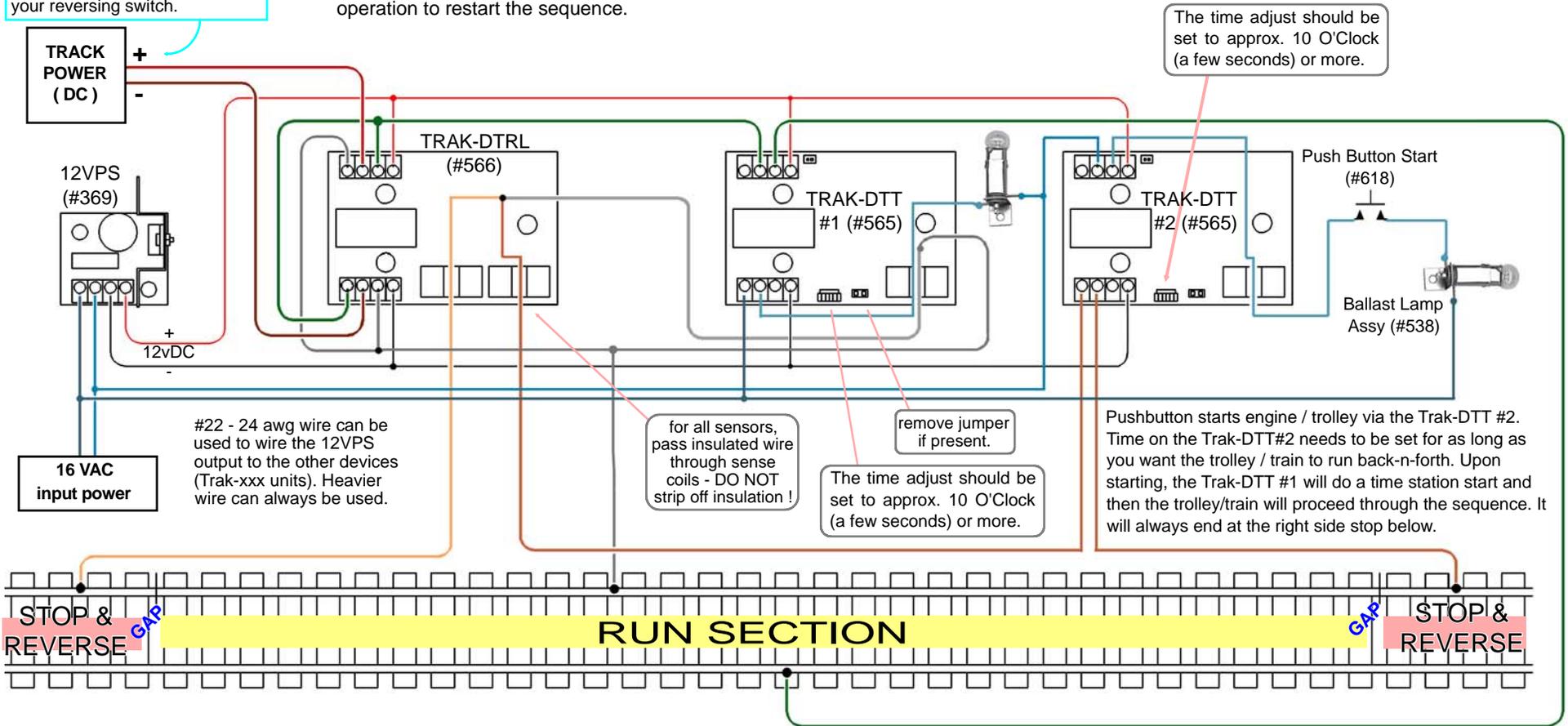
This setup traverses multiple times as set by the Trak-DTT#2 and awaits for the next push button operation to restart the sequence.

Install stranded wires by stripping insulation back 3/16", place wire in hole, run screw down to clamp in position. Make sure wires do not short to adjacent terminals!

Use #6 screws to secure boards.

Trak-DTT's are available with extra timing by special order.

GAP: a "GAP" (cut rail to provide an air "GAP" or use insulated plastic rail joiners, wood is not recommended) is placed on one rail as shown to form the "SIGNALLED SECTION". In this case the "SIGNALLED SECTION" is the section labeled "STOP & REVERSE" and also "STOP".



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Wire colors are shown for convenience. The wire color also changes to signify the passing of it through a sense coil even though it is still the same wire. This helps in troubleshooting the wiring as well as the initial wiring.

This system has memory so that whenever it is turned off and back on, it will still remember the set direction. It is not important where the trolley/engine is when powering up but it is important that the track power throttle remains in the correct direction. Otherwise the unit will travel off of the end!