

TRAK-DTT2

The TRAK-DTT2 is equipped with a Double Pole Double Throw (DPDT) relay capable of carrying 5 amperes of current on each pole. One pole is located with the "+" DC input power strip, the other is with the "-" DC input power strip. The TRAK-DTT2 is equipped with two time functions:

DTT2 / TIMER mode (jumper "OFF"). When current flow is sensed in the detection coil, the relay is activated for a time period (user adjustable) and then relaxes. Once current flow has ceased for a few seconds the current needs to flow again and then stop flowing, which completes the cycle. Then the TRAK-DTT2 can then be reactivated. The TRAK-DTT2 will not reset the output until current ceases to flow and then starts again! This means for station stops, merely pull the jumper and connect as shown. Current flows when the stop occurs, stops during the stop time, restarts when power is re-applied to the track, and stops after the locomotive has left the stop zone, thus completing a full cycle. This unit can replace the TRAK-DTT with ballast lamp operation circuitry. This setting is useful when doing timed station stops, automatic time zone operation, etc.

DTA / TIME ADJUSTABLE mode (jumper "ON"). As with the TRAK-DT, when current flow is sensed in the detection coil, the relay is activated. However, with the TRAK-DTT2 in this mode, the relay is held activated for the entire duration until current ceases to flow and then starts again. Then after the second on/off of current flow cycle, the adjustable time period is activated and the output relay will relax according to the time setting.

The EXPANSION CONNECTOR is designed to take the expansion board (Item #555). By connecting the expansion board you double the number of contacts available for block occupancy indications.

- N/O - NORMALLY OPEN.....connects to the COMMON ("C") when current is flowing in the sense coil.
- C - COMMON.....connects to either the NORMALLY CLOSED or NORMALLY OPEN, depending on the sense coil current.
- N/C - NORMALLY CLOSED.....connects to the COMMON ("C") when current is not flowing in the sense coil.

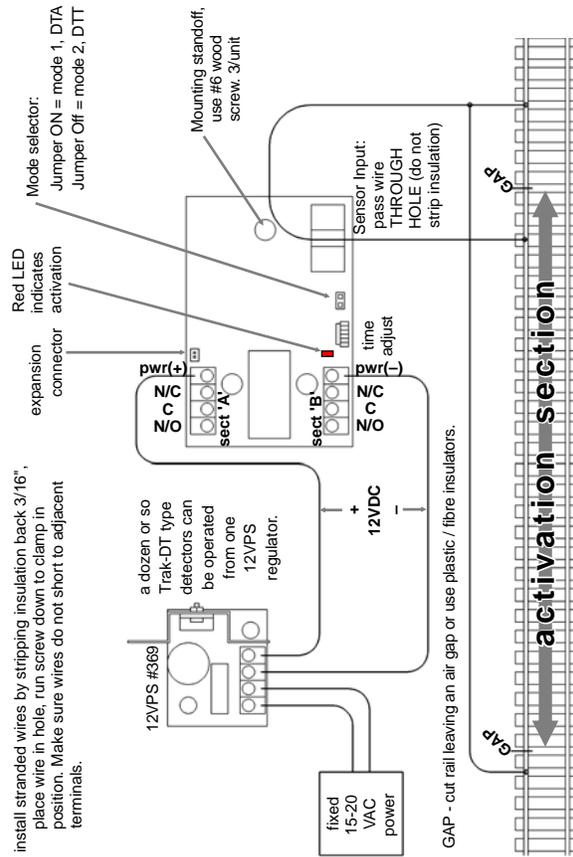
DC input power must come from a regulated 12 volt DC power source (such as our 12VPS #369), any other input can damage the TRAK-DTT2. You MUST connect the "+" and "-" terminals correctly. It is best advised to do your connections before applying any power to either your track or accessories. Improper connections or power source voids any warranty expressed or implied at our discretion.

Each Trak-DTL consumes approximately 5 milliamps at idle, 45 milliamps activated (RED LED on).



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

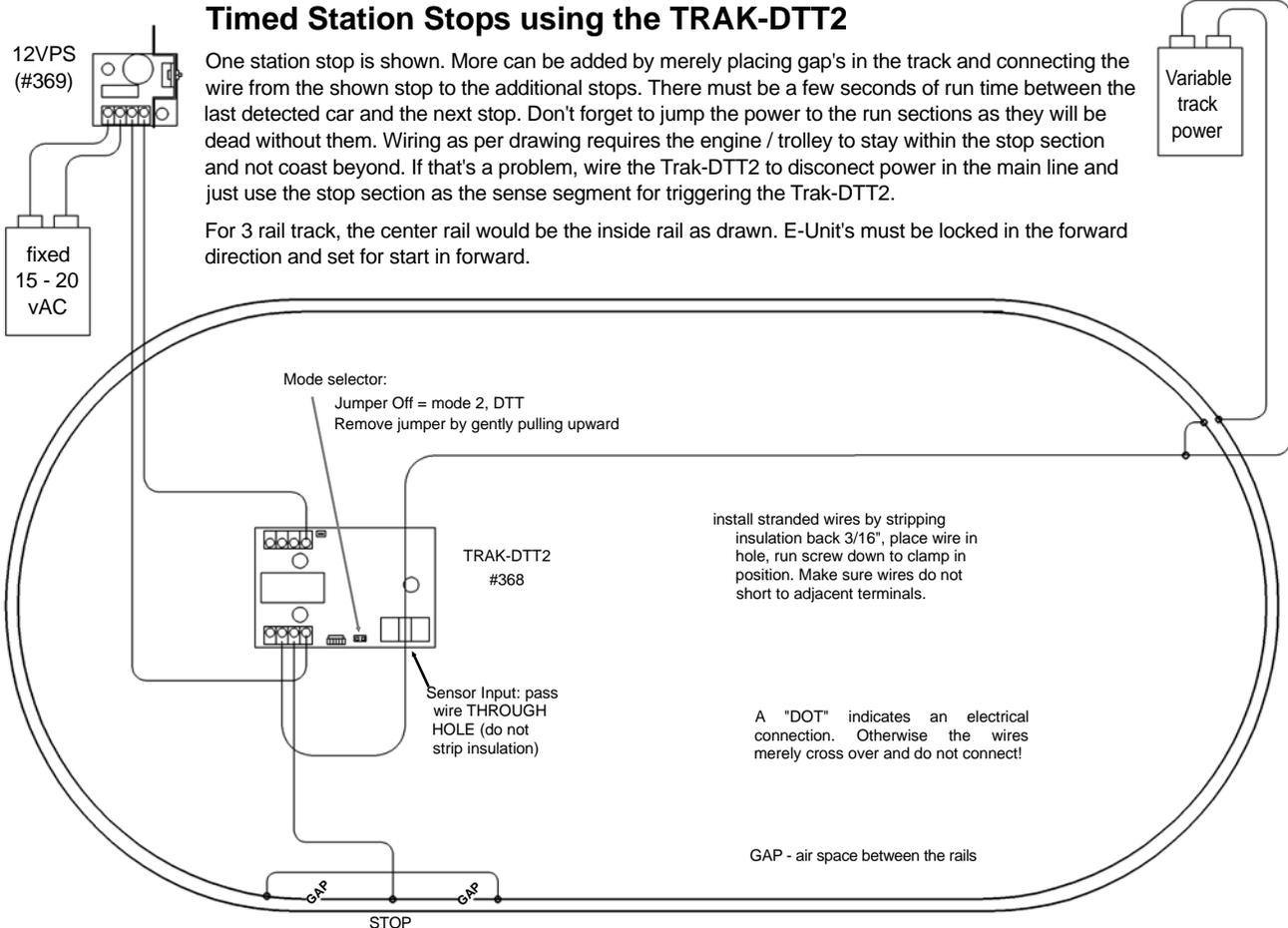
TRAK-DTT2



Timed Station Stops using the TRAK-DTT2

One station stop is shown. More can be added by merely placing gap's in the track and connecting the wire from the shown stop to the additional stops. There must be a few seconds of run time between the last detected car and the next stop. Don't forget to jump the power to the run sections as they will be dead without them. Wiring as per drawing requires the engine / trolley to stay within the stop section and not coast beyond. If that's a problem, wire the Trak-DTT2 to disconnect power in the main line and just use the stop section as the sense segment for triggering the Trak-DTT2.

For 3 rail track, the center rail would be the inside rail as drawn. E-Unit's must be locked in the forward direction and set for start in forward.



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.

A "DOT" indicates an electrical connection. Otherwise the wires merely cross over and do not connect!

GAP - air space between the rails