Use the Trak-DTT (Track-DeTector Timer) block detector to switch on or off anything around your layout for a duration of 1-45 seconds. Trak-DTT current detector activates its on-board relay when current is detected. The relay relaxes after an adjustable time between 0-45 seconds. The timer functionality is selectable, beginning either immediately when current is sensed or after the current is removed. The detector waits until current is removed for a few seconds before allowing detection once again. Current is detected by passing a wire through the sense coil on the board.

Add a station stop easily to your model train layout with the Trak-DTT and a ballast lamp (item #538) or use the Trak-DTT as a "short block" detector with fixed timed occupancy. Simply create an isolated section of track to trigger the Trak-DTT, change a few wires, and you have it. Use the Trak-DTT to operate your solenoid type switches or semaphores. You can also use the TrakDTT as a momentary power supply for all your solenoid switch machines on your layout. The TrakDTT combines two functions in one unit.

The small block detector circuit board contains a jumper for dual functionality (see below) and a time frame adjustment dial.

**Dual Functionality - Jumper Settings**

With the jumper selector installed, the timed block detector will activate upon sensing current but the timer will only start when current is no longer sensed.

Current Sensed -> Relay Activated -> Current Removed -> Timer Started -> Timer Ended -> Relay Deactivated -> Reset

With the jumper selector removed, the timed block detector will activate upon sensing current and start the timer immediately.

Current Sensed -> Relay Activated -> Timer Started -> Timer Ended -> Relay Deactivated -> Current Removed -> Reset

**Power Requirements**

**All Dallee current detectors require a regulated 12-volt DC power supply, such as the 12VPS. We recommend the 12VPS to power up to five detectors. A 12-volt regulated DC source must be used as other unregulated power supplies can destroy the electronics on board.**
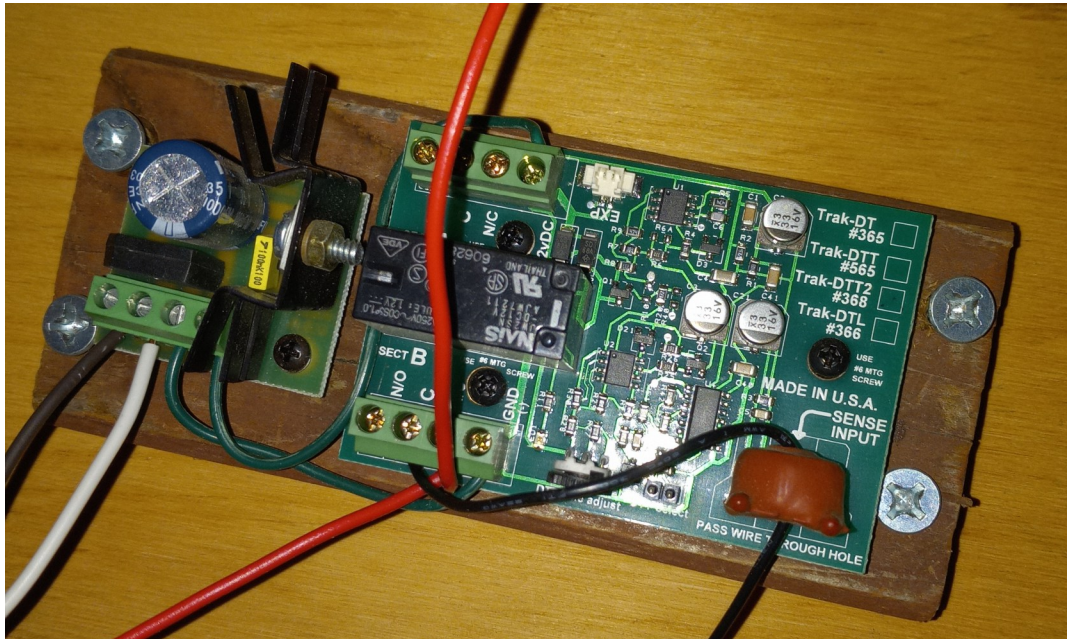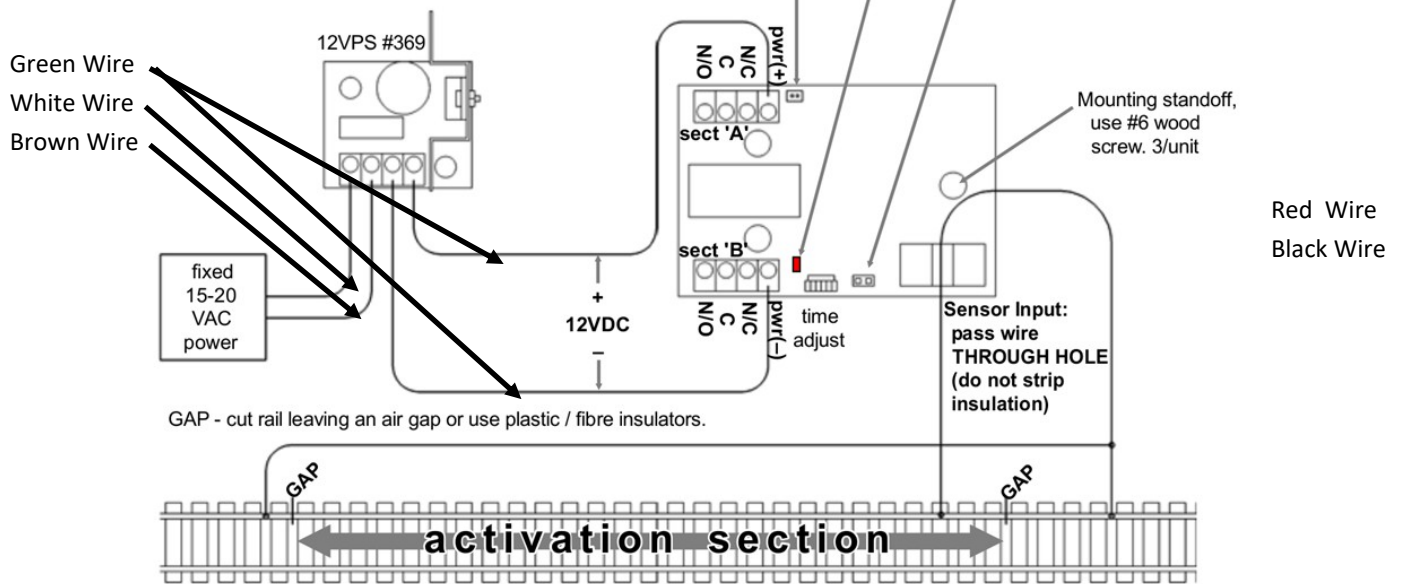
**Basic Wiring**

**Relay Not Activated**

When the relay is activated, the left and middle contacts are connected and the right contact is connected to nothing.

**Terminal Overview**

1. Decide on a section of track which will trigger the detector. Isolate one rail (either rail on two rail, center for three rail) for the length of the section of track by adding a small gap in the rail.

2. Route a new power lead for that section of track, passing it through the sense coil on the Trak-DTT board.

3. Con-                                                                                                               nect the power

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.

expansion connector

Red LED indicates activation

Mode selector:
Jumper ON = mode 1, DTA
Jumper Off = mode 2, DTT

Green Wire

White Wire

Brown Wire

12VPS #369

Mounting standoff, use #6 wood screw. 3/unit

Red Wire

Black Wire

N/O  C  N/C   pwr(+)

sect 'A'

sect 'B'

fixed 15-20 VAC power

12VDC

N/O  C  N/C   pwr(-)

time adjust

Sensor Input: pass wire THROUGH HOLE (do not strip insulation)

GAP - cut rail leaving an air gap or use plastic / fibre insulators.

GAP

GAP

**activation section**



Red and Black are the 16 V AC power supply Should be changed to White and Brown for our new wire color listing

Red wires are going to the 2 ends of the bumper track

Black  I do not remember I think it is the Ground for the track

## Dalle Timer for Bumper Track on L-3

**Timed STATION STOP**

**within a section of track**

STOP sections have power removed during timed stops. This section must contain the locomotive when coasting to a stop.

If using with sequence reverse units, the E-Unit must be locked in forward. For MU operation (more than one locomotive), either jumper power between all units or use an expansion relay (#555) and wire it to make the stop section grow to encompass all of the locomotives when the first locomotive enters the STOP section of track. If operating the stop from either direction,

this must be done to cover the MU for either direction.

3-Rail operators. use the center rail as the upper sense rail or both outer rails.

All operators: If using an illuminated caboose (3-rail operators if using the center rail). a re-trip of the Trak-DTT2 will occur making for improper operation since the Trak-DTT2 will most likely re-trip when the caboose enters the stop section and not remain there for the sequence to complete.

This will result in the train stopping at the station every other pass. If this is

not desired and you are running in the same direction, make the stop section

**Loos Wire Colors**

**See Junctions**

1 Brown

2 White

3 Green to 8

4 Green to 12

5 Not in use

6 Black to Center
  Section of Track
  and
  to the Pink Buss

7 Red (2 Wires)

**The Black wire passes through the hole in the sensor.**

**(DO NOT STRIP the insulation!)**

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!

Make sure wires are connected as shown. improper power connections may result in permanent damage to the units. For Individual unit description and full terminal details, please refer to our catalog or individual instructions found on our web site.

**External Power Source**

**Blk and Grn**

13

14

**Remove Jumper (if present) for**

9 10 11 12

5 6 7 8

**TROLLY**

**HOT SECTION**

**TROLLY**

**16 V AC Accessory Buss Power**

1 2 3 4