ProtoThrottle

Realistic Control Stand Throttle

MANUAL

IOWA SCALED ENGINEERING – ELECTRONICS MADE EASY!

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Thank you for purchasing the ProtoThrottle.

Our goal was to design and develop a wireless throttle that provides the diesel modeler with the most realistic experience operating their model locomotives.

The ProtoThrottle mimics a standard EMD control stand including full detent throttle and reverser handles, a spring-loaded horn handle, a push-on/push-off bell button, and fully programmable front and rear headlights with a setting for ditch lights. In addition, the ProtoThrottle comes with a robust faceplate machined from aluminum, including prototype bezels, and anodized to give the look and feel of a real control stand.

The ProtoThrottle comes with our commitment to your satisfaction. We warranty the throttle from manufacturing defects for one year, and if you should have any questions or issues with the ProtoThrottle, please contact us.

Scott Thornton **Michael Petersen** **Nathan Holmes**

Notes

ProtoThrottle
Model: MRBW-CST, HW Version: 1.2
Iowa Scaled Engineering, LLC
support@iascaled.com
This product is not a toy. For ages 14 and over.

Contains FCC ID: MCQ-XBEE3
This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modification to the device could void the user's authority to operate the equipment.

Contains Model XBEE3, IC: 1846A-XBEE3
This device complies with Industry Canada's licence-exempt RSSs. Operation is subject to the following two conditions:
(1) This device may not cause interference; and
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:
(1) l'appareil ne doit pas produire de brouillage, et (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Changes or modification to the device could void the user's authority to operate the equipment. Des changements ou des modifications à l'appareil pourraient annuler l'autorité de l'utilisateur à utiliser l'équipement.

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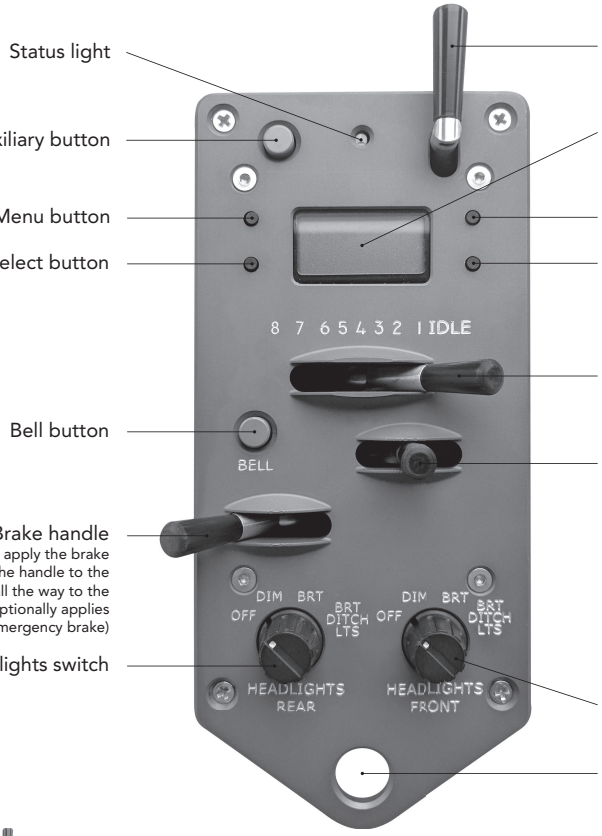
ProtoThrottle Controls & Battery Install



Status light

Auxiliary button

Menu button

Select button

Bell button

Brake handle
(**Note:** to apply the brake move the handle to the right; all the way to the right optionally applies the emergency brake)

Rear lights switch

Horn handle

LCD screen

Up button

Down button

Throttle handle

Reverser handle
(**Note:** centered position allows no directional movement; to the right is forward; to the left is reverse. You can remember the prototypical directions by referencing the lights below. e.g.: "front" is forward, "rear" is reverse. The directions can be reversed, e.g. for consists, see page 16 under Reverser Swap.)

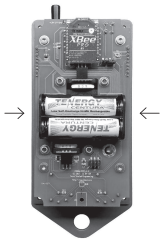
Front lights switch

Lanyard attachment

The ProtoThrottle is powered by 2 AA batteries (not included). The batteries can be alkaline or rechargeable NiMH.

To access the battery holder, unscrew the 4 phillips head screws on the corners of the throttle's faceplate; remove the box; **IMPORTANT:** when removing the batteries from the holder, use one hand to hold **both** sides of the holder to prevent it from bending away from the printed circuit board; insert batteries and reattach the box. **Do not over tighten the screws.**

To conserve battery life: make sure the throttle handle is in "idle" position and the reverser handle is in "centered" position when not in use. This will cause the throttle to go to sleep after 5 minutes. **To power down manually, see the instructions on page 6.**



Open Design
Iowa Scaled Engineering is committed to creating open designs that users are free to build, modify, adapt, improve, and share with others.

Hardware
The design of the ProtoThrottle hardware is open source hardware, and is made available under the terms of the Creative Commons Attribution-Share Alike v3.0 license, a copy of which is available from:
http://creativecommons.org/licenses/by-sa/3.0/

Design files can be found on the Iowa Scaled Engineering's Github site:
https://github.com/IowaScaledEngineering/mrbw-cst

Firmware
The official Iowa Scaled Engineering firmware for the ProtoThrottle is free software: you can redistribute it and/or modify it under the terms of the GNU General Public License as published by the Free Software Foundation, either version 3 of the License, or (at your option) any later version. A copy of the GNU GPL can be found at:
http://www.gnu.org/licenses/gpl.html

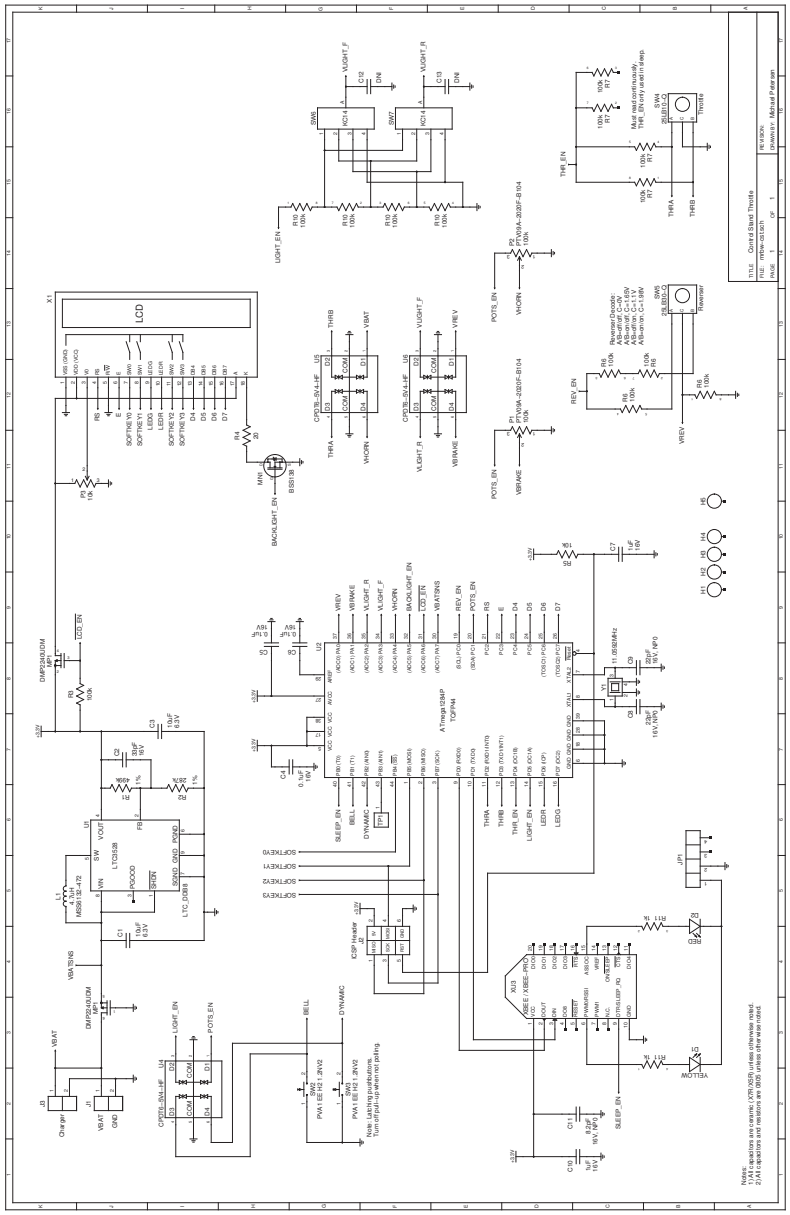
New firmware can be flashed into the ProtoThrottle through J2.
The six pins are a standard AVR 6-pin ISCP programmer connection.

We encourage you to join the ProtoThrottle group forum:
https://groups.io/g/ProtoThrottle
The forum will help with general and technical questions regarding the ProtoThrottle.

Visit the Iowa Scaled Engineering website to learn more about our full line of model railroad electronics.

www.iascaled.com
support@iascaled.com

Manual Version 1.2



Quick Start Guide

The ProtoThrottle will work with any scale and with sound- or non-sound decoders (though using sound enhances the control stand experience significantly). Any DCC decoder compatible with the NMRA standards will work with the ProtoThrottle because it uses standard DCC commands and functions via your command station.. The ProtoThrottle is not a DCC system and will not replace the system you use.

Check the Iowa Scaled Engineering website for the most current list of supported DCC command stations: **www.iascaled.com**

NOTE: if the ProtoThrottle is in "sleep" mode the LCD screen will be dark, click any of the LCD buttons to wake the throttle.

1

1. Configure your ProtoThrottle receiver using the instructions provided with the receiver.

2. Make sure the base address of the ProtoThrottle matches that of the receiver. (See page 18.)

3. If using multiple ProtoThrottles, set each throttle to a unique ID. (See page 18.)

2

Using your DCC system, **set acceleration momentum (CV3) mid-range to moderately high** so that the ProtoThrottle will need to "notch up" to get the train moving.

Set deceleration momentum (CV4) high or maximum. This will allow the train to "coast" when the throttle is in the idle position requiring the use of the brake to slow or stop the train.

3

Input the locomotive number into the ProtoThrottle:

1. Click the Menu button 5 times

2. Click the Select button once

3. Use the Up and Down buttons to change numbers

4. Use the Menu button to move cursor right

5. After number is input, click Select button to save

NOTE: see page 10 for how to set a short (primary) address.

NOTE: the ProtoThrottle function settings are set to standard DCC function numbers by default. If you need to change any function number, the steps are explained below:

4

To check or set the horn, bell, and brake function numbers:

1. Click the Menu button 7 times

2. Click the Select button once

3. Click the Up or Down button to change the function number

4. Click Menu button to toggle through the other function choices. Repeat step 3 to change additional function numbers.

5. Click the Select button to save all changes

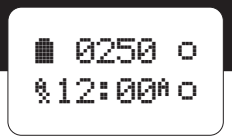
5

Enjoy operating your locomotive!

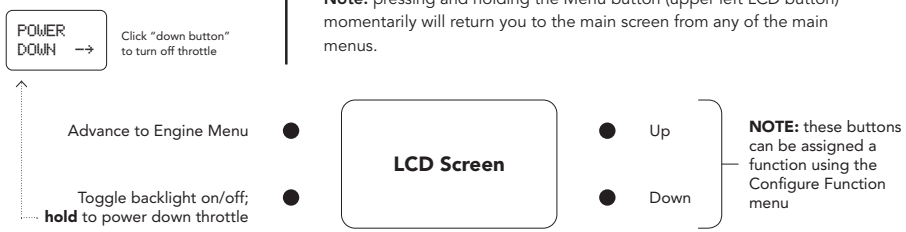
Please read the entire manual to familiarize yourself with all the features of the ProtoThrottle. See our website for more specific instructions on programming.

In addition, our website has detailed operational scenarios developed by professional locomotive engineer, Tim Garland. If you are not familiar with prototype operation from a engineer's perspective, Tim's scenarios will give you insight on how to operate more realistically using the ProtoThrottle.

Main Screen

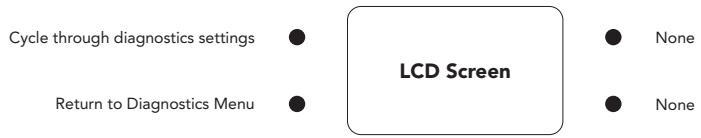


ELEMENT	DESCRIPTION
0250	Locomotive Address. Long (extended) addresses are displayed directly (e.g. 0250 0000 9999). Short (primary) addresses are displayed with an 's' prefix (e.g. s003 s000 s127). In certain situations the locomotive address may be replaced by an alert message: EMRG Emergency stop is active! **Note:** move the brake handle all the way left to deactivate. REV! Reverser was moved with the throttle not in idle
12:00A	The ProtoThrottle acts as a secondary display for Iowa Scaled Engineering's wireless fast clocks www.iascaled.com/store/MRBW-FCM or the fast time provided by the NCE Cab Bus. A 12-hour mode AM indicator P 12-hour mode PM indicator No AM or PM indicator when in 24-hour mode.
	Battery Status: Batteries good Batteries low Replace batteries Display will show LOW BATTERY when the batteries are critically low. Operation will not be possible until the batteries are replaced.
	When "AX" is on screen the auxiliary button is active
	Up/Down Button Status. On the main screen, the Up and Down buttons can be assigned to functions. The on/off status of those assigned functions are displayed on the LCD screen. Function off Function on
	Note: pressing and holding the Menu button (upper left LCD button) momentarily will return you to the main screen from any of the main menus.



Diagnostics Sub-Menu

ELEMENT	DESCRIPTION
BATTERY 2.30V	**Battery Voltage**
VERSION 1.1.0	**ProtoThrottle Firmware Version**
GIT REV 000000	**ProtoThrottle Firmware Short Git Hash**
BASE TYP CAB BUS	**Base Type.** The type of ProtoThrottle receiver to which the ProtoThrottle is connected.
BASE REV 000000	**Base Unit Short Git Hash**
FACTORY RESET 5→	**Factory Reset.** Press the Down button 5 times to reset the ProtoThrottle to factory settings. **WARNING: This will erase all configuration settings, except those in the Threshold Calibration menu, so use with caution!**



Diagnostics Menu

Return to Main Menu ●

Enter Diagnostics Sub-Menu ●

LCD Screen

● None

● None

Diagnostics Sub-Menu

ELEMENT	DESCRIPTION
o 0% I N – o –	**Controls Display.** Shows the current status of the ProtoThrottle controls and buttons. Pressing the up/down buttons will toggle through the current DCC function status.
SLEEP 300 sec	**Sleep Timeout.** Shows the number of seconds until the throttle goes to sleep.
ALERTER OFF	**Alerter.** Shows the number of seconds until the alerter expires.
ENGINE HISTORY	**Engine History.** Use the up/down buttons to scroll through the engine state history stored in the throttle. The last eight engine on/off states are automatically stored, and recalled, when changing configurations or locomotive address.
PKT TIME [▮▮▮▮▮▮]	**Packet Timeout.** Timer reset by each packet received from the ProtoThrottle receiver. Communication is considered lost when the bar reaches zero.
RSSI –43dBm	**Received Signal Strength Indicator.** Reports the strength of the wireless connection to the throttle.
FT RATIO 2.4:1	**Fast Time Ratio.** Reports the fast time ratio from the last update received.

Continued on next page

Engine Menu

Advance to Tonnage Menu ●

Return to Main Screen ●

LCD Screen

● Start or turn on prime mover

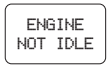
● Stop or turn off prime mover

DESCRIPTION

The behavior of the Engine menu depends on the configuration of the ENG ON and ENG STOP settings in the **Configure Function menu**. For DCC decoders that take a single function on/off to turn the prime mover on/off (such as ESU Loksound or TCS WOWSound decoders), configure ENG ON to that function number and set ENG STOP to off (F--). The Engine menu will then change between OFF and ON when pressing the Up and Down buttons.

If a decoder is edge triggered instead (requires a function on/off transition) to turn the prime mover on and off (such as Soundtraxx Tsunami2), set both ENG ON and ENG STOP to the appropriate function numbers.
In this case, the Engine menu will display STARTING and STOPPING between the ON and OFF settings as the assigned functions are sent to the locomotive decoder.

If the throttle is not in idle when attempting to turn off the prime mover, a warning will be displayed and the ENG STOP function will not be sent. Move the throttle back to idle to continue.



Example #1, F8 for ESU Loksound or F12 for TCS WOWSound:
ENG ON = F08 ENG ON = F12
ENG STOP = F-- ENG STOP = F--

Example #2, F5 (on, RPM+) and F6 (off, RPM-) for Soundtraxx Tsunami 2:
ENG ON = F05
ENG STOP = F06

Special Functions Menu

Advance to Load Configuration Menu ●

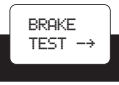
Enter Special Function Sub-Menu ●

LCD Screen

● None

● None

Special Function Sub-Menu



ELEMENT	DESCRIPTION
BRAKE TEST	Enter Brake Test mode

None ●

Return to Main Screen ●

LCD Screen

● None

● Begin Selected Special Function

What is a brake test? (Note: this is a simplified explanation of train air brakes)
After an engine couples up to a string of cars and the air hoses are connected, the engineer and conductor will usually perform a brake test to ensure there are no air leaks, the pressure drop reaches the end of the train, and the air pressure through the brake lines is adequate. Each car in the train has a reserve air tank that is pressurized to apply the brakes. When the air pressure through the train line is approximately 90 psi, a value on each car closes off the reserve air tank thus keeping the car free rolling. When the train line air pressure is ***reduced*** it causes the valve in each car to open releasing the pressurized air from the reserve tank thus applying the brakes. This process is called a "failsafe" because if the train loses it's train line pressure the train will automatically brake. A brake test is performed when the engineer reduces the train line pressure by approximately 20-26 psi thus applying the brakes and the conductor visually confirms the brakes being applied. To simulate this test with the ProtoThrottle, follow the steps below (**note:** the time is user-variable):

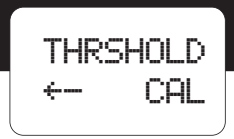
1. Release the brake handle and watch the pressure build to it's maximum of approximately ~89-91 psi (*air is simulated increasing into the train line; compressor sound is playing*).

2. Perform the brake test by moving the brake handle to the right. A 26 psi reduction will show on the gauge. (*air is simulated reduced through the train line; air letoff sound plays*).

3. Release the brake handle and let the pressure return to the maximum (*compressor sound starts; once ~90 psi is reached the compressor will silence*).

4. Press the "Return to Main Screen" key to return the throttle to normal operation and the train can now be moved.

Threshold Calibration Menu



Advance to Diagnostics Menu ●

Enter Threshold Calibration Sub-Menu ●

LCD Screen

● None

● None

NOTE: These settings are factory calibrated and do not, under most circumstances, need to be changed. Modify them at your own risk!

NOTE: Only displayed if Advanced Functions are **ON** in the **SYSTEM** menu

Threshold Calibration Sub-Menu

ELEMENT	DESCRIPTION
NAME	Control Name. The name of the ProtoThrottle control to be calibrated. Hold the control in the desired location and press the Up button to set the new calibration value. HORN Threshold for the horn function activation BRAKE Threshold for the brake function activation BRAKE LOW Left brake handle stop BRAKE HIGH Right brake handle stop; also threshold for emergency stop
○	Control Status. Shows the on/off status of the selected control. ○ OFF ● ON
240	Internal ADC value for the selected control. Can normally be ignored, unless you're developing code for the ProtoThrottle or are just a nerd.

Cycle through Control Names ●

Save threshold settings and return to Threshold Calibration Menu ●

LCD Screen

● Set new calibration value

● None

Continued from previous page

Preferences Sub-Menu

ELEMENT	DESCRIPTION
REV LOCK ON	**Reverser Lock.** When set to ON, the reverser can only change the locomotive direction when then throttle is in idle, just like the prototype (in fact, on the prototype, the reverser handle is locked and cannot be moved). If the reverser is moved when the throttle is not in idle, the direction will remain the same and the Main Screen will display REV!. When set to OFF, the reverser is allowed to change the locomotive direction regardless of the throttle setting.
STRICT SLP OFF	**Strict Sleep.** When ON, the reverser must be centered for the throttle to automatically go to sleep. When set to OFF, the reverser position does not matter and the throttle will go to sleep with the reverser in any position.

Cycle through preference settings

Save preference settings and return to Preferences Menu

LCD Screen

Increase value or turn on setting

Decrease value or turn off setting

Load / Save Configuration Menus

LOAD CNF: Advance to SAVE CNF
SAVE CNF: Advance to Set Locomotive Menu

Load selected configuration (and return to Main Screen) or Save current configuration (and return to Main Screen)

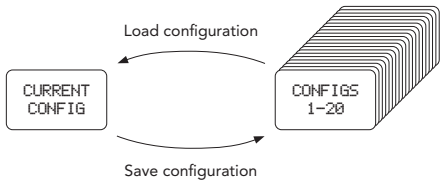
LCD Screen

Increase configuration number

Decrease configuration number

Load / Save Configuration Sub-Menu

ELEMENT	DESCRIPTION
LOAD CNF 01: 0250	01: Configuration Number. Up to 20 distinct configurations (locomotive address, function mappings, throttle notch settings, options) can be stored in the ProtoThrottle and loaded quickly using this menu. 0250 Locomotive Address. This is the locomotive address associated with the selected configuration number.
SAVE CNF 01: 0250	Save Configuration screen saves the **current loaded configuration** (with any changes you've made) into whatever configuration slot is on the screen. In order to copy an established configuration, you must load it into the throttle first before "saving" it to another slot.
CONFIRM LOAD? →	Both the Load Configuration and Save Configuration functions will ask you to confirm before executing by pressing the Down button. To cancel, click the Menu button.
CONFIRM SAVE? →	



Set Locomotive Menu

Advance to Force Function Menu

Enter Set Locomotive Sub-Menu

LCD Screen

None

None

Set Locomotive Sub-Menu

ELEMENT	DESCRIPTION
0250	Locomotive Address.
^	Digit Selector.

Move Digit Selector to the next digit

Save locomotive address and return to Set Locomotive Menu

LCD Screen

Increase selected digit.

Decrease selected digit.

NOTE: To set a short (primary) address, the first digit will need to display an "s". To do so, make sure the other three digits are first set to a valid short address value (<128). Then, cycle through the first digit until the "s" appears.

Preferences Menu

Advance to Diagnostics Menu

Enter Preferences Sub-Menu

LCD Screen

None

None

Preferences Sub-Menu

ELEMENT	DESCRIPTION
SLEEP DLY: 5M	**Sleep Delay.** Time until the throttle automatically enters low power mode. The throttle handle must be in idle, the reverser handle in centered position, and no buttons or controls actuated for this time. Range from 1 to 99 minutes.
ALERTER DLY: 60s	**Alerter Delay.** Maximum time allowed without moving any controls. Ten seconds prior to this time, the LCD screen will flash and display ALRT. The Alerter function will also be activated. To cancel the alerter, move and lever or push any button. If the time expires without any lever being moved or button pressed, the speed will be set to zero and the brake function activated. To then reset the alerter, place the throttle in idle and center the reverser.
TIMEOUT CLK: 10s	**Clock Timeout.** Maximum time between fast clock time packets. If no time information is received in this interval, the clock display will show dashes to indicate it has lost communication with the fast clock master. Range from 1 to 25 seconds.
PUMP RATE: 4	**Pump Rate.** Pumping rate in the brake test special function. Total pumping time can be varied from ~8 seconds to 2 minute 45 seconds. A setting of 4 is approximately 35 seconds.
LED BLNK ON	**LED Blink.** When set to ON, the LED on the ProtoThrottle will blink green when communication with a ProtoThrottle receiver is active. When set to OFF, the LED will remain off when communication is active. The LED will always blink red when no communication link has been established.

Continued on next page

Communication Configuration Menu

Advance to Preferences Menu

Enter Communication Configuration Sub-Menu

LCD Screen

None

None

Communication Configuration Sub-Menu

ELEMENT	DESCRIPTION
THRTL ID A	**Throttle ID.** Set each throttle to a unique ID using letters A-Z
BASE ADR 00	**Base Address.** Set to the address of the ProtoThrottle receiver – see reciever instructions.
TIME ADR BASE	**Time Source Address.** Selects the fast time source. Set to "BASE" to display time information received from the command station by the ProtoThrottle receiver. To use an Iowa Scaled Engineering Wireless Fast Clock Master, set to the Node Address of the clock (0x01 to 0xFE). Set to "ALL" to display any time information received by the ProtoThrottle. The "ALL" setting works well with a single receiver in a private setting, but may result in erratic time display when multiple ProtoThrottle receivers are in close proximity (e.g. a public train show).
TX INTVL 1s	**Transmit Interval.** Time between periodic wireless transmissions to the ProtoThrottle receiver. This setting can only be changed if Advanced Functions are ON in the SYSTEM menu.
TX HLDOF 0.15s	**Transmit Holdoff.** Minimum time between wireless transmissions to the ProtoThrottle receiver. This setting can only be changed if Advanced Functions are ON in the SYSTEM menu.

Cycle through Address/ID Names

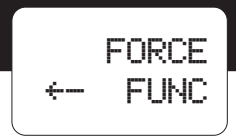
Save Address/ID settings and return to Communication Configuration Menu

LCD Screen

Increase

Decrease

Force Function Menu



Advance to Configure Function Menu

Enter Force Function Sub-Menu

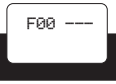
LCD Screen

None

None

NOTE: The Force Function menu allows any of the 29 standard DCC functions to be turned ON or OFF, regardless of any other ProtoThrottle lever or button. These can be used to test functions or control additional features of the decoder such as auxiliary, class, or lesser used lights.

Force Function Sub-Menu



ELEMENT	DESCRIPTION
F00	Function Number. Available range from function 0 to function 28.
--	Function Setting. --- Function can be controlled by a ProtoThrottle button or lever ON Function forced on, regardless of any other button or control OFF Function forced off, regardless of any other button or control

Cycle through Function Numbers

Save function settings and return to Force Function Menu

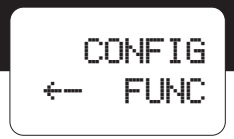
LCD Screen

Cycle through Function Settings

Cycle through Function Settings

NOTE: In the Force Function menu, the horn lever does not activate the horn function. Instead, it will activate the currently selected function number if the function setting is ---.

Configure Function Menu



Advance to Notch Configuration Menu

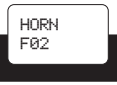
Enter Configure Function Sub-Menu

LCD Screen

Up

Down

Configure Function Sub-Menu



ELEMENT	DESCRIPTION
HORN	Control Name. The name of the ProtoThrottle button or handle to which a function can be assigned. HORN Horn lever BELL Bell button BRAKE Brake lever, when brake is activated BRK OFF Brake lever, when in the full left position AUX Aux button ENG ON Prime mover ON/start function (see Engine menu for details) ENG STOP Prime mover stop function (see Engine menu for details) THR UNLK Function which, when active due to another control, allows the throttle to send speed commands when the reverser is in centered position. (e.g. Loksound Drive Hold) REV SWAP Function which, when active due to another control, flips the direction of the reverser CENTERED Reverser center position ALERTER Function activated when the alerter timer is about to expire COMPRSR Compressor sound for the brake test mode BKR TEST Brake test (air release sound) F.HEAD Front headlight; active in the Bright and Ditch Lights settings F.DITCH Front ditch lights; active in the Ditch Lights setting F.DIM #1 Front dim headlight function #1; active in the Dim setting F.DIM #2 Front dim headlight function #2; active in the Dim setting R.HEAD Rear headlight; active in the Bright and Ditch Lights settings R.DITCH Rear ditch lights; active in the Ditch Lights setting R.DIM #1 Rear dim headlight function #1; active in the Dim setting R.DIM #2 Rear dim headlight function #2; active in the Dim setting

Continued on next page

System Menu

Advance to Communication Configuration Menu

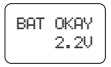
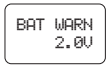
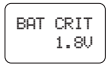
Enter System Sub-Menu

LCD Screen

None

None

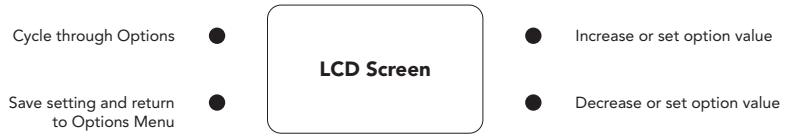
Options Sub-Menu

ELEMENT	DESCRIPTION
	When set to ON, only the following menus are available: ENGINE, TONNAGE, LOAD CNF, SET LOCO, FORCE FUNC, and SYSTEM.
	When set to ON, advanced functions in the throttle are enabled. These include the Threshold Calibration menu and the Transmit Interval and Transmit Holdoff settings in the Preferences menu.
	**Battery OK Voltage.** The voltage above which the batteries are considered good.
	**Battery Warning Voltage.** The batteries are low when the voltage is between the OK and Warning levels.
	**The batteries need to be replaced** when the voltage is between the Warning and Critical levels. **NOTE:** When the voltage falls below the Critical level, LOW BATTERY will be displayed and operation of the throttle will not be possible.

Continued from previous page

Options Sub-Menu

ELEMENT	DESCRIPTION
BRK RATE 0.5s **NOTE:** Only displayed if variable brake is **ON** and brake type is **PULSE**	**Brake Pulse Rate** This sets the rate (0.2 - 1.0 second) at which brake commands are sent during pulse braking. A smaller value results in smoother braking but can result in a less responsive DCC system due to more commands being sent on the throttle bus.
BRK ESTP ON	**E-Stop on Brake Handle.** When set to ON, the brake handle can set emergency stop for the selected locomotive when moved completely to the right. When set to OFF, the brake handle will not cause an emergency stop to be set.
REV SWAP OFF	**Reverser Swap.** When set to ON, the reverser directions are swapped. This can be used to correct for a locomotive whose direction is set incorrectly or when changing the leading end of a back-to-back consist. When set to OFF, the reverser directions are normal.



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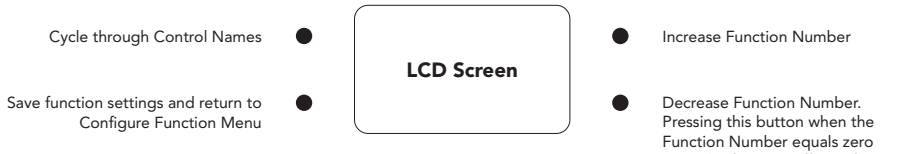
	UP BTN Main screen Up button DOWN BTN Main screen Down button
F00	Function Number. The function to be activated when the associated ProtoThrottle button is pressed or control is moved. Available settings are none (F--) and functions 0 (F00) to 28 (F28).
MOM	Momentary / Latching Function. Only appears for the Up and Down button assignments. MOM Momentary – the function is only active while the button is pressed LAT Latching – the function toggles on and off with each press of the button
EMRG BRK	Activate the emergency brake. Only appears for the Up and Down button assignments.
BRK TEST	Active the brake test special function. Only appears for the Up and Down button assignments.

Configure Function Sub-Menu

UP BTN
F00 MOM



Notch Configuration Menu

Advance to Options Menu

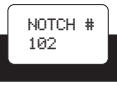
Enter Notch Configuration Sub-Menu

LCD Screen

None

None

Notch Configuration Sub-Menu



ELEMENT	DESCRIPTION
#	Notch Number.
102	Speed Step. The speed step to send when the throttle is in the selected Notch Number. Range from 1 to 126 (128 speed step mode only). Idle is always speed step zero.

Cycle through Notch Numbers

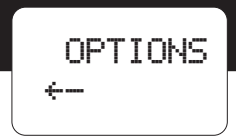
Save notch settings and return to Notch Configuration Menu

LCD Screen

Increase Speed Step

Decrease Speed Step

Options Menu



Advance to System Menu

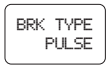
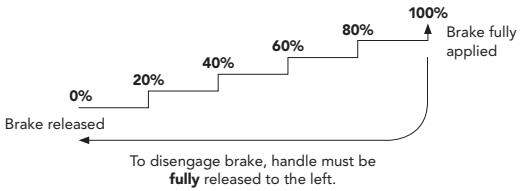
Enter Options Sub-Menu

LCD Screen

None

None

Options Sub-Menu

ELEMENT	DESCRIPTION
	**Variable Brake.** When set to ON, the brake effect will be proportional to the brake handle position. It is recommended to disable the emergency brake when variable braking is enabled. When set to OFF, the brake will be a simple on/off function.
 **NOTE:** Only displayed if variable brake is **ON**	Brake type: ● PULSE braking ○ STEP braking (works with TCS WOWSound function) **Pulse braking.** The brake function will be pulsed at a duty cycle corresponding to the brake handle position, simulating varying amounts of braking force. **Step braking.** This feature is for use with TCS WOWSound decoders only. As the brake handle is moved to the right, a greater percentage of the brake is applied.  **NOTE:** the only way to disengage the brake is to fully release the brake handle completely to the left. Also, the emergency brake feature must be disabled for step braking to work correctly.

Continued on next page