# General

## Introduction and Intended Use (Informative)

This Standard defines a multi-pole interface for locomotives and cars. It is suitable for non-sound decoders in most scales. These interface connectors are not recommended for new designs. An extensive population exists in older equipment. The Small (6 pin) connector provides connections for power pickup from two rails, motor control and two lighting outputs (usually forward and rear headlights). The Medium (8 pin) interface provides one additional output that can be used for additional lighting or other accessories so long as the current capacity is not exceeded.

Two interface designs (Small and Medium) are specified for different size and power applications. Their mechanical characteristics are specified in Table 2.1, while the assignment of their connections is given in Table 3.1 and Table 3.2. Figures 3.1 and 3.2 illustrate the Medium interface socket and the Small interface socket, and the numbering of the connections on each.

## References

This standard should be interpreted in the context of the following NMRA Standards, Technical Notes, and Technical Information.

### Normative

* S-9.1.1 DCC Interfaces, which specifies general DCC interface requirements

### Informative

* TI-9.1.1 Sources for Connectors for DCC, which provides a list of manufacturer part numbers for DCC interface connectors

## Terminology

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| **Term** | **Definition** |
| Vehicle | Mobile model railroad device. This includes locomotives and other rolling stock. |
| Decoder | DCC receiver for controlling vehicle animation. |

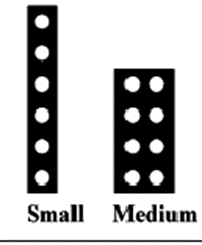
## Requirements

To meet this Standard all mechanical and electrical values mentioned must be met and respected, unless otherwise noted. It is not necessary to implement all connections of the interface. The pins with unimplemented features must remain unconnected. This applies to vehicles as well as for other devices that use this interface.

# Mechanical Properties

**Table 2.1 Interface Dimensions Fig 2.1 Pictograms**

|  | **Small** | **Medium** |
| --- | --- | --- |
| Connections (layout) | 6 (1x6) | 8 (2x4) |
| Part in Locomotive/car | female | female |
| Pitch | 0.050″ | 0.100″ |
| Pin Section | circular(1) | circular(1) |
| Pin Length  Tolerance | 0.118″  0.001″ | 0.155″  0.010″ |
| Pin Diameter  Tolerance | 0.017″  0.002″ | 0.022″  0.002″ |
| Current Rating | 0.50A | 1.50A |
| Peak Current Rating | 0.75A | 3.00A |
| Suitable for Scales | N or larger | HO or larger |



(1) Pins with a square or rectangular section are an acceptable alternative provided they offer similar power rating and physical contact quality as pins with a circular section.

Locomotives or cars that have a built-in interface (socket or plug) shall be identified as having one of the specified designs by using the appropriate pictogram as shown in Figure 2.1. The same pictograms shall be used to identify the interface plug or socket design that is on the controller. These pictograms shall be clearly visible on the locomotive, car or controller packaging.

For Medium Interface designs, a minimum distance of 0.180″ (is required for decoder clearance above the socket.

# Electrical Properties

## Pin Assignment

For the Small and Medium designs, connection pin 1 shall be identified clearly on both parts of the interface. In Figures 3.1 and 3.2 a small triangle is used to identify pin 1, but other symbols may be used. It is recommended that these connections be identified either with their number or their corresponding wire color.

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| --- | --- |
| Figure 3.1: Top View Medium Interface | Figure 3.2 Top View Small Interface |

**Table 3.1: Interface Six Pin Socket Table 3.2: Interface Eight Pin Socket**

| **Pin** | **Small** | **Color** |
| --- | --- | --- |
| **1** | Motor (+) | Orange |
| **2** | Motor (-) | Gray |
| **3** | Right Rail | Red |
| **4** | Left Rail | Black |
| **5** | Front Headlight | White |
| **6** | Rear Headlight | Yellow |

| **Pin** | **Medium** | **Color** |
| --- | --- | --- |
| **1** | Motor (+) | Orange |
| **2** | Rear Headlight | Yellow |
| **3** | Output 3 (Aux 1) (1) | Green |
| **4** | Left Rail | Black |
| **5** | Motor (-) | Gray |
| **6** | Front Headlight | White |
| **7** | Common (V+) | Blue |
| **8** | Right Rail | Red |

1. This connection on the socket (in the locomotive) may be left unconnected or may be connected to an accessory. If connected to an accessory, the accessory must be protected by a diode, if it is polarity sensitive, to avoid any damage in case the plug is inserted the wrong way into the socket. On the plug, this connection may be left unconnected or may be connected to connection 7 or may be connected to a decoder’s function output. In all cases, the use of this connection must be documented by the manufacturer.

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| **Note: There must be no electrical connection on the locomotive side of the interface between either of the motor leads and either of the track leads or vehicle frame. In addition, a direct connection must not be made between pins 3 and 7 on the locomotive side of the interface for the medium plug. Either type of connection can lead to decoder damage.** |

## Color Code of Wiring

Wiring of this interface must conform to the color code for wiring in S-9.1.1.

# Document History

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| --- | --- |
| **Date** | **Description** |
| Sep 10, 2020 | Six & Eight pin decoder interface connectors split out from S-9.1.1 as a separate Standard. Recommended neither be used in new designs. Changed to new template. Corrected various errors. |
| Oct 19, 2020 | Added missing labels Table 2.1 & Fig 2.1, changed line 5 exists, cleaned up language about plugs and sockets lines 10-13. |
| Nov 13, 2020 | Removed reference to TN-9.1.1 as it has not been created. Added label to identify Table 3.2 as well as Table 3.1. Paragraph on extender service interface removed as no one knew what it was and apparently was never implemented. Other shifts of order of paragraphs and Tables in section 3 to fit within fewer pages, no change to the content. |
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