



From Walthers

RS27 Diesel

with QSI Quantum System™ Sound
& Train Control

Operations Manual

Basic Analog Operation

We recommend that you get used to operating and having fun with your locomotive before exploring its more advanced features or programming options. Read through this section and be up and running with your new engine in less than five minutes!

Running the Locomotive

Use an HO power pack with a standard direction switch. Set the switch to run your engine forward.

- Turn the throttle up slowly until you hear the sound come on. You will hear Start Up sounds and lights will come on.
- Continue to turn up the throttle voltage until the locomotive starts to move Forward. The locomotive will start out slowly due to special Quantum inertia effects that resist rapid increases or decreases in speed¹.
- As you slow the engine down by gradually reducing the throttle, squealing brake sounds occur as the locomotive comes to a stop.

Reversing the Locomotive

This simple operation is exactly the same as with standard locomotives.

- Bring the locomotive to a stop and turn the power all the way off.
- Flip the direction switch and reapply power to go in the opposite direction.

The diesel locomotive Reverse Light turns on and the Headlight or Optional Mars light will stop pulsing and will switch to dim.

Horn

Blow the authentic diesel locomotive horn for short or long blasts - you control the duration.

- While the locomotive is **moving**, flip the direction switch to turn on the horn.
- Flip the direction switch back to shut off the horn.

The engine will not change direction when you blow the horn.

Note: If you flip the direction switch too slowly from one position to the other, you can momentarily lose track power as the switch is being moved through its center position.

Bell

You can turn the bell on and leave it on while you operate other functions on the locomotive.

- Turn the bell **on** with a **Quick** flip-and-back operation of the direction switch.
- Turn the bell **off** with a second **Quick** flip-and-back operation of the direction switch.

The bell will stay on until you do another **Quick** flip-and-back operation of the direction switch to turn it off, or if you interrupt the track power. If you do a **Slow** flip-and-back operation, you will get a short horn hoot instead of the bell. If you try to do a very short horn blast using a **Quick** operation, you will activate the bell instead. If you have trouble doing the **Quick** flip-and-back operation, try holding the power pack in place with your other hand to keep the unit from slipping.

Note: When you toggle the bell off, it will continue ringing briefly with less volume as the pneumatic clapper slows down, just like the prototype.

Advanced Analog Features

Starting the Locomotive

Most HO DC power packs with a standard reversing switch² are suitable for Analog operation. Generally, modern electronic type power packs will provide better performance.

When operated with a standard DC power pack, your Quantum equipped diesel behaves quite differently from other locomotives you may have operated. Unlike standard HO locomotives that start at very low track voltages, Quantum equipped engines require a higher minimum amount of voltage to operate the electronics. Also, the response to the throttle is much slower and more like a prototype locomotive.

- Turn the throttle up slowly until you hear the Quantum System™ come on with air let-off sounds. The Number Board Lights and Cab Lights³ will turn on. The Directional Headlight will come on dim or, if your diesel locomotive has a Mars Light, it will be dim and the Headlight will be off. See a table summary of Headlight/Backup Light operation in the DCC section of this manual. You will hear the motor in the diesel locomotive start up followed by the air pumps. If the diesel has two motors, you will hear both motors start one after the other.

¹ See *Locomotive Inertia Effects* on page 3 for further description of this feature. Inertia effects can be programmed to Standard Throttle Control for more responsive operation.

² Some electronic power packs do not have a reverse switch. Instead they have reverse button, which does not cause a rapid change in track polarity to the track and is not suitable for Quantum operation. See the list of suitable power packs in the Quantum Analog Reference Manual (Version 3) at www.walthers.com.

³ Your diesel locomotive may not have all lights depending on the model.

- Continue⁴ to turn up the throttle voltage until the locomotive starts to move Forward (this voltage is called V-Start⁵). The diesel motor(s) sounds will rev up with labored sounds proportional to the engine's acceleration and loading (see OSI Sound of Power™ on page 4) and the locomotive will slowly start to move. The Headlight will switch on bright and the optional Mars light will begin to pulse.

Your new locomotive is pre-programmed at the factory to use Regulated Throttle Control (RTC) in Analog (DC powered) operation. RTC makes your locomotive operate as though

- As you slow the engine down by gradually reducing the throttle to a little below V-start, the diesel motor(s) rev and labored sounds volume decreases, while squealing brake sounds occur as the diesel locomotive comes to a slow stop⁶.

If you need to turn your throttle up quite high to start your diesel locomotive, V-Start can be adjusted for operation with your particular DC power pack (see Analog Programming on pages 6-8). For recommended power packs, consult the *Quantum Analog Reference Manual (Version 3)* available at www.walthers.com.

Doppler Effect

This effect changes the horn pitch and engine sounds as the locomotive passes.

- While the engine is moving toward the observer, flip the direction switch to turn on the horn.
- Wait at least one second while the horn is blowing.
- Flip the direction switch back and forth quickly so the horn does not shut off. You will hear the horn and other diesel locomotive engine sounds shift in pitch as the locomotive passes by.
- Either flip the direction switch back to shut off the horn, or continue with long or short horn operations. When you are finished blowing the horn, the engine sounds will automatically return to normal after a few seconds. If the bell was on, it will shut off just before the sounds return to normal.

Note: The faster the engine is moving, the greater the Doppler shift. Below 15 smph, there is no Doppler shift.

Neutral

In Neutral, the locomotive will continue to make prototypical sounds appropriate to its resting state.

- Enter neutral by **turning the throttle down below V-Start but not off and wait for the locomotive to stop**⁷. The Headlight or Mars light switches to a steady dim and the Reverse Light will turn off if entering Neutral From Reverse (NFR).
- You will hear a short air release when the engine stops moving and enters neutral, and a longer air release about three seconds later followed by air pumps and other background sounds. In addition to the pumps, cooling fans and vents will come on at random time intervals in neutral. After ten seconds the cooling fans shut off if they were on when you entered neutral.
- If the diesel locomotive is left in Neutral From Reverse, special Low Idle state marked by subdued throbbing motor sounds will automatically come on after 30 seconds (see description of Low Idle in the section on Quantum System Sounds on page 15). The diesel locomotive will return to normal diesel motor sounds when the throttle is turned up.
- After the pumps start, you can also use the direction switch to blow the horn or turn on or off the bell⁸.

If you cannot enter neutral, or have difficulties with any of the operations, you may need to program your locomotive for optimal use with your particular power pack (see Analog Programming in next section).

⁴It is not necessary to wait for the engine start up to finish before entering forward. If you turn up the throttle, the start up sounds terminate and the diesel locomotive will immediately go into normal forward operation.

⁵V-Start is set at 8.5 volts. It is important to note where V-Start is located on your throttle control to know where you will enter and leave neutral.

• Squealing brakes occur if the engine exceeds 40 scale-mph (smph) and then slows down to below 20 smph.

⁷If Regulated Throttle Control is enabled (see below) it is important to wait until the locomotive stops on its own. The engine's electronic inertia will keep it moving even though you have reduced the throttle far enough below V-Start to stop the locomotive. In your attempt to stop the locomotive, do not try to reduce the throttle so far that all sounds go off.

• In neutral, the bell has a distinctive turn on effect as the pneumatic clapper gains full motion to strike the bell.

Changing the Locomotive's Direction without Turning off the Sound

You can use the power pack's direction switch while the locomotive is in neutral to change the engine's direction.

- Put the locomotive in neutral by bringing the throttle down below V-start and wait for the locomotive to stop⁹.
- Flip the direction switch after you hear the short air release but before you hear the longer air release and the pump sounds turn on. During this short time (3 seconds) the horn will not blow when you flip the direction switch.
- Turn up the throttle anytime thereafter to operate the locomotive in the opposite direction.

If you have waited until the pumps start in neutral and now wish to change direction, you can either:

1. Turn the power all the way off, change the direction switch and turn the power back on, or,
2. Flip the direction switch (the horn will come on) and then turn up the throttle. When the locomotive starts to move in the opposite direction, the horn will stop automatically and then hoot one more time if the direction is Forward for a total of two hoots. Or if the direction is Reverse, the horn will hoot two more times for a total of three hoots¹⁰.

Note: To prevent the first horn hoot from being too long, do not delay in turning up the throttle after you have flipped the direction switch.

Standard Throttle Control™ (STC™) and Regulated Throttle Control™ (ATC™)

Quantum locomotives have two types of Analog throttle control available, Standard and Regulated Throttle. Both Standard Throttle Control (STC) and Regulated Throttle Control (RTC) will apply more power to the motor as a function of increasing track voltage beginning at the V-Start setting. RTC includes a motor speed control feature that prevents the locomotive from reacting quickly to changes in voltage or minor impediments such as misaligned track joints, tight curves, rough switches, etc. An engine under STC may come to an unrealistic halt from a raised track joint or a drop in voltage while the same engine under RTC will continue at the same speed. RTC operates your engine as though it has the mass and inertia of a real locomotive; your engine will resist changes in speed once it is moving and will resist starting up quickly if at rest. You will be able to operate your locomotive at very slow prototypical speeds without having to adjust your throttle continually to maintain speed.

While small obstacles will not affect the engine's speed under RTC, a continual force will slow your train down, just like the prototype. For instance, if your diesel locomotive encounters a grade under RTC, it will eventually slow down. Providing more throttle will slowly accelerate it back to speed. The same engine under STC would quickly slow down or stop if it encountered a grade.

The type of throttle control also affects how your engine decelerates. Under STC, your engine will respond quickly to a reduction in track voltage. Under RTC, your locomotive will decelerate slowly as you bring the throttle down. If you bring the throttle down below V-Start, the engine will slowly come to a stop. You can, however, force an engine to slow down rapidly under RTC by bringing the throttle down quickly; this reduces the available power to the motor speed control circuit and forces the speed to decrease faster than RTC would normally allow. Once the locomotive slows down and regains normal RTC operation, it will continue to decelerate slowly according to its built-in inertia. For instance, if your engine was running at top speed and you quickly reduced the track voltage to just below V-Start, where the locomotive would normally be stopped, the engine's speed would at first slow down rapidly as you reduced the available power to the motor, and then would start decelerating at a rate determined by the RTC inertia and finally coast to a stop.

STC and RTC are selected under Analog Programming (see next section). The default is RTC.

Engine Load

You can set your diesel locomotive to have any of 16 different loads (also called inertia or momentum levels; see Analog Programming in next section). As you increase track voltage, the motor is provided an increasing portion of that power which, depending on the load setting, will gradually accelerate the locomotive more realistically until it reaches full speed. Level 0 is the default, which is no load.

Under STC, the level 0 load setting will allow your engine to accelerate or stop as quickly as the internal flywheels will allow. Under RTC, level 0 will add no additional load to the built-in inertia already provided by RTC. For any load setting from 1-15, your diesel locomotive will take longer to change speed under either STC or RTC. At level 1, it will take approximately 15 seconds more to achieve full speed at max throttle¹¹; at level 15, it will take over 3* minutes to achieve full speed. In addition, at higher load settings, your engine will decelerate more slowly as you decrease your throttle.

⁹On some power packs that have high internal resistance, the track voltage may rise slightly as the locomotive slows down and requires less power to operate. As the engine slows, you may need to reduce the throttle a little more to remain below V-Start.

¹⁰Standard prototype railroad signaling is two hoots before starting in forward and three hoots before starting in reverse.

¹¹Some unloaded power packs produce excessive voltage at max throttle and will activate the Quantum high voltage circuit breaker. When this happens, your engine will stop and emit a series of hoots until the power is reduced to a lower voltage (see Troubleshooting, page/EJ).

Sound of Power™

The diesel locomotive will produce Sound-of-Power labored diesel motor sound effects if you have selected any of the load settings from level 1 to 15. Under acceleration, the motor sounds will be more labored until the locomotive has achieved its final speed where it will then produce standard sounds appropriate to its throttle setting. Under deceleration, the engine sounds are less labored until it achieves its final speed where it will again produce standard diesel sounds appropriate to its throttle setting.

Helpers

Prototype Helpers are locomotives that are used to provide extra power and/or braking for a heavily loaded train. These engines can be part of the head end consist or as mid train helpers or as pushers at the end of the train. Helper engines behave differently than the train's lead locomotive. Their horns and bells are usually not operated and their lighting options are different or not used at all.

When you make up your train using more than one locomotive, the Quantum System allows you to easily program how each engine will behave by selecting between a Lead engine, Mid Helper, End Helper, or Pusher. Each type of helper engine has different lighting and sound characteristics as described in the table in the next section on Analog Programming.

Normal and Reversed Direction

Quantum also allows you to reverse the directional sense of your locomotive. This is normally not an issue with DC two-rail trains since all engines will go in the same direction whether they are facing forwards or backwards. However, certain features like directional lighting or diesel Low Idle do depend on the directional sense. For instance, if you program your engine to be an End Helper for your consist, its Reverse Light operates when the engine is moving in Reverse and the Headlight is disabled. This is ideal for providing a Reverse Light for the consist. However, if this diesel locomotive is facing backwards at the end of a consist, the Reverse Light faces forwards and will be lit when the consist is moving Forward and there will be no Reverse Light for the consist. The "Direction" program feature will ensure that this End Helper's backward facing Headlight will come on only when the consist is backing up and the forward facing Reverse Light, will not light at all. When making up a train with different Helper types, it is recommended that you also change its directional sense if the Helper is intended to be operated backwards within the consist. See "Option 4 Direction", Analog Programming, next section.

Additional Analog Operation

Your Quantum diesel locomotive is equipped with our new OSI QARC™ (Quantum Analog Remote Control) Technology, which uses special remote control signals to operate different Quantum features without the need for complicated and expensive digital systems like DCC. With QARC technology, you can operate features that are otherwise available only in DCC plus features that are not yet available in DCC. QARC will allow you to: 1) turn on or off lights, 2) shut down and start up locomotives, 3) make up consists easily, 4) simplify Analog programming, 5) set System Volume or Mute while train is operating, 6) trigger Coupler Crash sounds, 7) operate prototype-like Air Brakes, 8) turn on Dynamic Brakes, 9) activate verbal speedometer readout, and operate many other features. The QARC System makes Analog operation more fun and more prototypical than DCC by eliminating the need to configure function keys. Every button on QARC controllers does exactly what it says. The only major difference between QARC and DCC is that you are not able to independently operate multiple trains on the same powered track section at different speeds at the same time.

The QARC controller, called Quantum Engineer, can be added to your existing Analog power pack. Wiring is simple: two wires go to the variable DC output from the power pack and two wires go to the track. All features on the power pack remain the same including throttle and reverse switch control. See our web site at www.walthers.com for further information.

Analog Programming

The Diesel Locomotive can be Programmed Using a Standard Power Pack.

All advanced operations are easily programmed via your standard HO power pack. After entering programming (described below), features are selected and operated by using the direction switch.

Program Option#s (POP's ¹²)	Option Name	Message" when Entering Option	Option Description
1	System Volume" (16, Max)	"Volume equals X"	Sets System volume: \, 7 levels) where level 16 is maximum volume and level 0 is off.
2	Load (0, No Load)	"Load equals X"	Selects the starting and stopping momentum for both Regulated Throttle Control (ATC) and Standard Throttle Control (STC). Level 0 (no load), Level 1-15, increasing load with acceleration to full speed from 15 seconds to 210 seconds in ATC and from 3 seconds to 45 seconds in STC.
3	Helper (Normal)	"Helper equals" "Normal" "Lead" "Mid" "End" "Pusher"	Selects Normal, Lead, Mid, End, DIC or Pusher Helper in consists. Normal Engine has all sounds and lights enabled. Lead engine has all sounds enabled and Reverse Light disabled. Mid Helper has horn, bell and all lights disabled ¹⁵ . End Helper has horn, bell and all lights disabled. Pusher has reverse light on all the time as train warning light. Horn, bell and all lights except Number Boards are disabled.
4	"Direction" (Normal}	"Direction equals X"	Selects if the features associated with the locomotive's direction are "normal" or "reversed".
5-7	Reserved	"Reserved"	
8	V-Start (8.5v)	"V-Start equals X"	Sets track voltage where engine will leave neutral. (See Example below)
9	V-Max (12v)	"V-Max equals X"	Sets track voltage where full power is applied to motor.
10	Throttle Mode (ATC)	"Throttle Mode equals X"	Selects between Standard Throttle Control (STC) and Regulated Throttle Control (ATC).
11	Programming Reset	"Warning - about to reset"	After next Quick or Slow Operation, bell rings followed by a hoot to indicate locomotive returned to factory default.
12	About	Model number	Each Quick or Slow Operation provides progressive information about Quantum model number, software version, and software release date.
13	Horn Volume	"Volume equals X"	Customizes Horn Volume (16 levels). Max is 15.
14	Bell Volume	"Volume equals X"	Customizes Bell Volume (16 levels). Max is 15.
15	Motor Volume	"Volume equals X"	Customizes diesel Motor Volume. (16 levels). Max is 15.
16	Vents and Cooling Fan Volume	"Volume equals X"	Customizes Vents and Cooling Fans Volume (16 levels). Max is 15.
17-19	Reserved	"Reserved"	
20	Air Brakes Volume	"Volume equals X"	Customizes Air Brake Air Release Volume (16 levels). Max is 15.
21-25	Reserved	"Reserved"	
26	Pump Volume	"Volume equals X"	Customizes Air Pump Volume (16 levels). Max is 15.
27	Air Let-off Volume	"Volume equals X"	Customizes Long Air Release Volume (16 levels). Max is 15.
28	Short Air Let-off Volume	"Volume equals X"	Customizes Short Air Let-off Volume (16 levels). Max is 15.
29	Reserved	"Reserved"	
30	Flange Volume	"Volume equals X"	Customizes Flange/Squealing Brake Volume (16 levels). Max is 15.
31	Dynamic Brakes Volume	"Volume equals X"	Customizes Dynamic Brake Cooling Fan Volume (16 levels). Max is 15.
32	Coupler Volume	"Volume equals X"	Customizes All Coupler Sound Volumes (16 levels). Max is 15.
33	Reserved	"Reserved"	

Where "X" is the current value of the Program Option. Defaults are shown in parenthesis next to the option name.

Entering Programming

Use this simple sequence to enter programming using the direction switch.

1. Apply power and turn up the throttle to hear the sound system come on.
2. Within five seconds of powering up, turn on the bell with a **Quick** flip-and-back operation.
3. Within three seconds of the bell turning on, turn the bell off with a second **Quick** flip-and back operation.
4. Within three seconds, turn the bell back on again with a third **Quick** flip-and-back operation.

If you delay too long after power has been first applied, the opportunity to enter programming will time out and you will need to start again by shutting off and reapplying track power.

¹²POP is short for "Program Option".

¹³The verbal programming responses (such as "Enter Programming" etc.) have a minimum volume setting to provide programming information even when the system volume is turned all the way off.

¹⁴You can set volume with the manual volume control or with programming or both. The manual volume control will determine the range of volume control under programming, that is, if you turn the manual volume control down to say, 50%, you will not be able to increase the volume above the 50% value using programming.

¹⁵Some lights that are not controlled by the Quantum System may remain on.

Once you perform the three bell operations after applying power, the bell will shut off automatically and you will hear "Enter Programming" and the Headlight and Reverse Lights will flash alternately off and on.

Scrolling through the Program Options

- After entering programming, you will hear an announcement of the first Program Option, "Option 1 - System Volume".
- To access other Program Options, simply flip the direction switch to the opposite position and leave it there. Listen as each option number is announced in order.
- Flip the switch back and leave it there when you wish to stop at a particular option. After you stop at an option you will hear the option number and name announced. When you are scrolling through and stopping at Program Options, **you are not making any changes**. To make changes you must actually **enter** the Program Option.

Note: If you accidentally go to a higher option number other than the one you wanted, simply turn the power off, re-enter programming and start again. Once you reach the last Program Option, it will continue to announce the last option number.

Entering a Program Option and Making Changes

After the verbal announcement of a Program Option, you can enter that option by performing a **Slow or Quick** flip-and-back operation of the direction switch. Upon entering a Program Option, you will hear the current setting for that option. For unused Program Options, you will hear "Reserved". For any volume option, you will hear "Volume equals X" {where "X" is its current volume level setting}. After a moment, you will hear the sound playing at its current volume¹⁶.

Note: Entering a Program Option does not change the settings for that option; it only provides information about its current value. After entering the Program Option, additional **Slow or Quick** flip and-back operations will program new settings as described in the above table. For all level adjustments, a **Quick** operation will decrease one level while a **Slow** operation will increase one level.

Note: Since "System Volume" is the first Program Option, you can use **Quick or Slow** operations immediately after entering programming to change the system volume.

Moving on to Other Program Options or Leaving Programming

- Flip the direction switch at any time to the opposite position, and leave it there. Quantum will first return to and announce the current program option and then automatically advance to onto higher options.
- Exit Programming any time you want by turning the power off and back on again.

Example 1: Setting Throttle Mode (Program Option# 10)

This will determine whether your locomotive uses Regulated Throttle Control (RTC) or Standard Throttle Control (STC).

- Enter Programming after powering up your engine by turning the bell on, then off and then on as described above.
- After the "Enter Programming" followed by "Option One - System Volume" announcement of the first Program Option, flip the direction switch and leave it there. You will hear the announcement "Option 1, 2, 3 ... etc.". Stop when you hear "ten" by moving the direction switch back. You will hear "Throttle Mode".
- Use a **Slow or Quick** operation of the direction switch to enter this option. If the throttle mode is at its default value (RTC), you will hear "Mode equals Regulated;" otherwise, you will hear "Mode equals Standard."
- Use a **Slow or Quick** operation of the direction switch to change the throttle mode. Repeated **Slow or Quick** operations will cause the throttle mode to alternate between its two possible values (RTC, STC, RTC, STC ... etc.)
- Once you have selected the throttle mode you wish to use, turn the throttle off. When you then power up again, your locomotive will be using the throttle mode you have just selected.

Example 2: Setting V-Start (Program Option # 8)

This will determine the voltage (and throttle position) where your engine will leave neutral and move out.

- Enter Programming after powering up your engine by turning the bell on, then off and then on as described above.
- After the "Enter Programming" followed by "Option One - System Volume" announcement of the first Program Option, flip the direction switch and leave it there. You hear the announcement "Option 1, 2, 3 ... etc.". Stop when you hear "eight" by moving the direction switch back. You will hear "V-Start".
- Use a **Slow or Quick** operation of the direction switch to enter this option. You will hear "V-Start equals X" where "X" is the track voltage value currently set to leave neutral".

- Use a **Slow or Quick** operation of the direction switch to activate this option. Hear the message "Set throttle to V-Start" and after three seconds the voltage will be announced¹⁷. If you move the throttle, the new track voltage value is announced a few seconds later.
- Once throttle is set, use a **Slow or Quick** operation of the direction switch to start the procedure. The bell will ring continually, indicating the correct value is being calculated. If you chose a very low setting, be patient. If you do not get a setting within a minute, return to the beginning of this option or start over¹⁸ and then choose a slightly higher throttle value.
- At the end of the process, the engine will move slightly and stop. The horn will hoot, signifying the end of the operation and you will hear the message "V-Start = X" where "X" is the new setting.

Note: The final value of V-Start will decrease from the original voltage reading because resistance in the power pack or pickups will drop the voltage slightly during this calibration procedure.

Note: Sometimes it is difficult to see the engine move unless you are watching carefully.

- To leave programming, turn the throttle off, and then power up for normal engine operation.
- Or continue to V-Max by moving the direction switch and waiting for the next programming option to be announced.

Example 3: Setting V-Max (Program Option# 9)

V-Max is set in the same manner as V-Start except after entering this Program Option, you will hear "Set throttle to V-Max" which is the position where you want the full track voltage to be applied to the motor (usually about 80% of full throttle)¹⁹. Then do a **Quick or Slow** operation to set V-Max.

Note: At end of V-Max setting, the engine will not move as it does under V-Start.

Note: When double heading your Quantum equipped locomotives²⁰, make sure that both locomotives have similar speed/throttle characteristics by adjusting V-Start and V-Max to prevent them from fighting each other.

For more information, download the *Quantum Analog Reference Manual (Version 3)* from <http://www.walthers.com>

DCC Operation

These steps will allow you to start operating your diesel locomotive immediately using any qualified NMRA command station.

1. Select engine number 3.
2. Set your controller to 128 (preferable) or 28 (acceptable) speed step range.
3. Start your locomotive immediately by pressing the F6 function key to hear the engine start up sounds. Directional Lighting System (Headlight, Reverse Light, and Mars Light²¹) will be off. Use the F1 or F0 key to turn on the Directional Lighting. Cab Lights and Number Board Lights will be on. Cab Lights will shut off automatically after ten seconds.

When you reduce the throttle to zero, the engine will automatically enter neutral when the engine stops. You will hear a short air release when the engine stops moving and a longer air release about one second later followed by air pumps and other background sounds²². The Directional Headlight will go dim or, if your model diesel locomotive has a Mars Light, it will stop pulsing and go dim and headlight will go off.

The direction of your locomotive will change when you press the direction key.

¹⁷ Quantum systems have a built in voltmeter that measures the track voltage and announces its value verbally. Depending on the power pack, this voltage may be slightly different than values measured by an external meter. However, since the Quantum voltmeter uses its own values for throttle levels, it is the correct value for the system.

¹⁸ See section above: Moving on to Other Program Options or Leaving Programming.

¹⁹ V-Max should not be set too low when using RTC. For most MRC™ power packs, the best choice for V-Max is about 1.5 volts below the highest throttle setting as determined by the Quantum internal voltmeter.

²⁰ Do not double-head Quantum engines with standard engines and then operate the horn or bell while engines are moving. The standard engine will reverse direction and fight with the Quantum engine.

²¹ Not all locomotive models have the Mars Light feature.

²² Neutral sounds also include cooling fans with vents opening and closing that turn on and off randomly.

Function Keys

The following table lists features that have been pre-assigned to your DCC function keys. Operation of these keys can be different in the neutral state (locomotive stopped) and the *motive* states (locomotive moving in forward or reverse). After you have selected your locomotive, simply press any of the function keys listed below to produce the described effects.

Function Key*	Forward and Reverse	Neutral
F0 or FL or Headlight	Directional Lighting on or off	Directional Lighting on or off
F1	Bell on or off	Bell on or off
F2	Horn or horn with Doppler Effect (see below)	Horn on or off
F3	Coupler Crash/Coupler Fire	Coupler Arm or Coupler Fire
F4	Diesel Motor Cooling Fans on or off	Diesel Motor Cooling Fans on or off
F5	Dynamic Brake function on or off	Dynamic Brake function on or off
F6	Doppler	Start Up
F7	Brake Squeal/Flanges and Air Brakes	Brake Set - Long Air Let-off
F8	Audio Mute on or off	Audio Mute on or off
F9	Short Air Let-off	Shut Down
F10	Locomotive's Verbal Speed Readout in SMPH.	Locomotive's Verbal Status Readout
F11	Number Board Lights on or off	Number Board Lights on or off
F12	Cab Lights on or off	Cab Lights on or off

* Quantum supports the new NMRA 0-12 function key standard; the old 0-8 standard is not supported.

If you have a DCC command station that supports only the older 0 to 8 function key standard, you will have no way to initiate Shut Down in Neutral with these pre-assigned feature to function key mappings. There is an interim solution to this problem; by changing CV 41 from its default value of 32 to decimal 128, you can control Shut Down in Neutral from function F7 (instead of function F9) on your DCC command station. In Forward and Reverse, F7 will still control the locomotive Air Brakes.

Directional Lighting Operation (F0 or FL or Headlight)

The FL (or F0, or Headlight) key toggles the Directional Headlight/Reverse/Mars Light System²³ on or off.

The defaults for Headlight/Reverse Light and Mars Directional Lights are off. When toggled on, the Directional Lights²⁴ come on according to the table below.

Directional Lighting Operation in DCC and Analog with Mars Light Option

	Forward	Neutral from Forward	Reverse	Neutral from Reverse
Headlight	On	Off	Off	Off
Reverse Light	Off	Off	On	Off
Mars Light	Pulsing	Dim	Dim	Dim

Directional Lighting Operation in DCC and Analog without Mars Light Option

	Forward	Neutral from Forward	Reverse	Neutral from Reverse
Headlight	On	Dim	Dim	Dim
Reverse Light	Off	Off	On	Off

Coupler and Coupler Crash Sounds (F3)

There are two ways to use the F3 key.

- As your engine is about to couple up to a string of cars, press the F3 key to trigger the crashing sound of engine coupling. Use the F3 key again as the engine moves out to trigger the same sound as the slack is taken up in the cars.
- Use the F3 key in neutral to produce uncoupling sounds as you disconnect cars over uncoupler magnets. Press the F3 key once to produce the sound of the lift bar and coupling pin being raised. This also arms the uncoupling sound effect. Press the F3 key again while moving or in neutral to trigger the sound of the coupler knuckle opening and air-lines parting.

²³Explicit lighting control features for headlight, reverse light and Mars Light can be assigned to DCC function outputs. (See OSI DCC Reference Manual, version 3)

²⁴Quantum uses constant voltage lighting that is independent of track voltage.

Sound-of-Power™

Your diesel locomotive will produce labored diesel motor sounds under acceleration and lighter diesel motor sounds under deceleration but only if CV 3, or CV 23 and CV 4, or CV 24 are set to non-zero positive values. The level of labored sounds is proportional to the values for these four CVs, and how much the throttle is increased or decreased.

Diesel Motor RPM: Quantum has all eight diesel motor throttle "notches" found on prototype locomotives. As you increase the throttle, you will hear the RPMs increase for every increase in ten speed steps (at 128 speed step setting). Idle is considered Notch 1 and occurs for speed step 0. Notch 2 ranges from 1 to 10, Notch 3 from 11 to 20, Notch 4 from 21 to 30, etc. If your controller has an option to increment or decrement your throttle set setting by ten speed steps, it is very easy and predictable to set your notch value.

Horn and Bell Buttons (F2, F1)

Some DCC controllers have separate horn and bell buttons along with Function Keys assigned to Horn and Bell operation. The horn is usually assigned to F2. The F2 key behaves differently than using the horn button.

- Pressing the F2 key and releasing it will cause the horn to come on and stay on, until you press F2 again²⁵.
- Pressing the horn button will blow the horn only as long as you are holding it down.

Pressing the F1 key and releasing it will cause the bell to come on and stay on, until you press F1 again. There is no difference in operation between the bell button and its corresponding Function Key.

Doppler Operation (F6)

With DCC, you can trigger the Doppler effect by quickly interrupting the horn signal in the same way it is described under Analog control. Or you can use the Function Key dedicated to the Doppler effect.

- Start the horn and/or bell by pressing and releasing their function keys²⁶.
- Press F6 to hear the Doppler shift. A few seconds after the horn button is turned *off* with the F2 key the engine sounds return to normal²⁷.

Squealing Brake and Flange Sounds (F7)

- Quantum provides automatic brake squeal as an engine slows to a stop. The operator can also control squealing sounds for continuous and variable brake sounds for protracted stops or to simulate the sounds of squealing wheel flanges on curved track.
- Squealing Brakes come on automatically when the speed is reduced from high-speed travel (over 40 smph) to less than 20 smph.
- Pressing the F7 key when the engine is moving at any speed will manually activate Squealing Brake sounds, and repeated pressings while the Squealing Brake sounds are occurring will continue the sounds uninterrupted.

Note: If you slow the engine too quickly, the brake sounds will terminate abruptly when the locomotive stops and enters neutral.

Note: If you lower your throttle to speed step 0 on a moving locomotive, the F7 key will apply Air Brakes as long as the locomotive continues moving. See next section.

Air Brakes (F7)

If you have selected any non-zero deceleration inertia or momentum value in CV 4 and/or CV 24, the F7 key can be used to apply brakes to stop the engine more quickly than it would normally stop from the inertia settings²⁸. To use Air Brakes:

- Turn the throttle down to speed step 0 on a moving engine; this enables the F7 key to act as a brake.
- Press the F7 key. Hear a brief brake squeal sound and air being released from the brake lines continually. The longer the air is released the greater the braking action.
- Press the F7 key again to stop the air release. The train will continue to slow at the last braking value.
- If you want to apply more braking, press the F7 key again to release more air. When you reach the desired amount of braking, press F7 again to stop the air release.

Note: If you continue to release air (for over 24 seconds total), all the pressure will be released and brakes are on full; you will hear no further air release sounds.

- Turn up the throttle to any value above 0 to release the brakes; this returns the engine's deceleration to a value determined by the sum of CV 4 and CV 24.
- If the engine is in Neutral when the F7 key is pressed, a long air release sound simulates setting the brakes. However, no braking effect is activated²⁹.

If the throttle is set to any speed step except 0, air brakes are not enabled; instead the F7 key will now manually activate squealing brake/flange sounds but will not affect the engine's deceleration.

²⁵ Since the prototype horn uses compressed air, you may hear the air pump sounds tumon after the horn is operated.

²⁶ If you don't touch either horn or bell, the doppler shift will still occur but will be less dramatic.

²⁷ If the bell was on, it will shut off prior to sounds returning to normal.

²⁸ C4 and C24 determine the deceleration rate. Applying the brakes increases the deceleration rate temporarily.

²⁹ If the brakes are set in neutral, turning up the throttle automatically releases the brakes.

Automatic Features with "Take Control" Operation

The Quantum System allows the operator to take control of certain automatic features by using their associated function key. Once you "Take Control", the features will no longer have automatic operation and you will control their operation and their state with their function key commands. Automatic and Take Control operations are described in the table below.

Diesel Locomotive "Take Control" Operation

	Automatic Operation			TakeControl	
	Forward	Reverse	Neutral	Function Key	Operation
Vents & Cooling	Non-operating	Non-operating	On and off at random times	F4	Toggles Fans Vents/Fans operation between on or off.
Number Board Lights	On	On	On	F11	Toggles Number Board Lights on or off
Cab Lights	Off after 10 seconds	Off after 10 seconds	On after 10 seconds	F12 Lights on or off.	Toggles Cab

- Take Control of Automatic Fans with the F4 key to stop automatic operation and control whether the Cooling Fans are on or off.

Regardless of the state of the automatic fans (on or off), if you press the F4 key, the cooling fans will be set to on if the F4 key is "1" and off if the F4 key is "0" and automatic operation will be disabled. Thereafter, the fans will respond only to the state of the F4 function. Automatic operation will be restored if the power is shut down and reapplied or if the F6 Start Up key is double pressed in neutral (see the description of Start Up on the following page).

Three Stages of Shut Down: 1 Disconnect, 2. Standby, 3. Total Shut Down (F9)

Engine Shut Down has three distinct stages that you can control. Each stage is entered by double pressing the F9 key³⁰.

Stage One: Disconnect

- Double press the F9 key in neutral to enter Disconnect. You will hear a long air let-off.
- To leave Disconnect, either double press the F6 Start Up key described in the Start Up section or double press the F9 key again to reach the next stage of Shut Down, Standby.

If you double press the F9 key in neutral, the motor drive will be disconnected. Once you hear the long air let-off, the throttle can be moved up and down without the diesel locomotive moving. As the throttle is moved up or down, you will hear the diesel motor rev up and down in proportion to the throttle setting.

Note: You can also turn on the Dynamic Brakes (see description of Dynamic Brakes below) to create Sound-of-Power as the throttle is moved up and down. Engineers on prototype diesels use the Dynamic Brakes to load the diesel motor-generator to test its output and efficiency while the locomotive remains stationary.

Stage Two: Standby

- Double press the F9 key while in Disconnect to enter Standby. You will hear a long air let-off followed by a special "Low Idle" sound. The Directional Lighting and Mars Light will then shut down. The motor will remain disconnected, while the Air Pumps, automatic Cooling Fan Operation, Number Board Lights and Cab Lights will continue to operate. In Standby, the engine will not respond to throttle or function keys³¹. The three exceptions are the F6 Start Up Function Key, the F8 Mute Key {described below} and the F10 Status Key (described below).
- To leave Standby, either double press the F6 Start Up key described in the Start Up section or double press the F9 key again to reach the final stage of Shut Down, Total Shut Down.

Note: Standby is ideal for leaving your engines running on a siding. Besides the low idle motor sounds, the engine will not respond to accidentally changing the throttle setting or pressing the function keys.

Stage Three: Total Shut Down

- Double press the F9 in Standby to enter Total Shut Down. You will hear a long air let-off.
- To leave Total Shut Down, double press the F6 key.

If you double press the F9 key while in Standby, you will hear a long air let-off after which the locomotive will advance to Total Shut Down. The air pumps will turn off, followed by the Number Boards and the sounds of the cooling fans shutting off, the louvers closing and the diesel motor shutting down. A few seconds later you will hear the engineer's door open and then shut. In Total Shut Down, the engine will not respond to throttle or function keys. The two exceptions are the F6 Start Up Function Key {described below} and the F10 Status Key (described below).

³⁰ Double pressing ensures that Shut Down stages are not entered or exited accidentally. Double pressing is defined as two F9 commands sent within two seconds. Note that the F9 key may have to be pressed three times, due to the command station and locomotive having different initial states for F9.

³¹ Function keys will only produce a short air let-off.

If power is turned off at any stage of Shut Down (Disconnect, Standby or Total Shut Down) or during a Shut Down procedure, the engine will remember the last Shut Down stage where it was during power down, and will power up in the same stage. If Start Up is initiated during any of the above Shut Down procedures, Shut Down is aborted and the engine returns to normal operation.

Note: Total Shut Down allows the operator to take the engine "off line" (turn off sounds, lights, ignore throttle settings and function commands) independent of the operating session; that is, the engine will still be "off line" when power is reapplied for the next operating session.

Dynamic Brakes (F5)

The prototype diesel locomotive has Dynamic Brakes that cause the train to slow down by using the traction motors in generator mode. This helps dissipate the energy of a moving train by converting it to electrical power, which is then applied to a large air-cooled resistor load in the locomotive.

- Pressing the F5 key in Forward or Reverse will set the locomotive diesel motor sound to idle at the lowest Sound of Power setting and turn on the powerful Dynamic Brake Cooling Fans.
- Pressing the F5 key in neutral will turn on the Dynamic Brake Fans while diesel motor sounds remain at idle.

The Dynamic Brake function automatically turns off when entering or leaving neutral, or the speed of the locomotive drops below 7 smph³², or if the throttle is turned up. The Dynamic Brakes cannot be turned on in Forward or Reverse unless the engine is traveling over 8 smph.

Note: In contrast to Air Brakes (F7), Dynamic Brakes do not increase the deceleration rate specified by CV 4 and CV 24.

Start Up (F6)

If your diesel locomotive is in any stage of Shut Down, you can return your locomotive to normal operation by double pressing the F6 Key. Start Up will be different for each stage of Shut Down, but all will start up with a long air release and will enter normal operation.

Start Up from Disconnect: If you double press the F6 key in Disconnect, the diesel locomotive will produce a long air let-off, dynamic brakes will shut off (if on) and the locomotive will enter normal operation.

Start Up from Standby: If you double press the F6 key in Standby, the diesel locomotive will produce a long air let-off, Directional Lighting will turn on (if previously on), the diesel motor sound will change from the special Low Idle to regular Idle, and the engine will enter normal operation.

Start Up from Total Shut Down: If you double press the F6 key in Total Shut Down, the diesel locomotive will produce a long air let-off, you will hear the engineer's door opening and closing, Cab Lights come on (if available and Normal or Lead Helper), Number Boards come on (if available and Normal or Lead Helper), Directional Lighting turning on (if previously on), followed by the vents opening, the diesel motor starting up, the pumps starting up, and the locomotive entering normal operation. During the Start Up procedure, none of the function keys are active.

If the throttle is turned up from zero during any of the above Start Up procedures, the Start Up procedure will abort and the engine will enter normal operation.

Note: Whenever a Start Up command is sent, regardless of whether the engine is in Shut Down or operating normally, the Quantum System will automatically restore all Automatic Operations.

Mute (F8)

The Quantum System allows you to reduce the System Volume to a lower level or increase it back to its original setting using the F8 function key. This is useful when you need to reduce the sound to engage in a conversation or to answer the phone. If you have many trains operating at once, you can reduce the volume on all those that are running in the background of the layout and increase the volume of the closest engine. The Mute feature changes the sound gradually over a second or two, which allows the sound to increase or decrease realistically as the locomotive approaches or recedes from the observer.

- Press the F8 key in Neutral or Forward/Reverse to gradually decrease or increase the locomotive's volume.

Note: Mute state is not maintained if power is turned off and back on; the locomotive will return to full volume setting.

Note: Mute volume can be programmed in CV 51.1.

Status (F10)

Quantum provides verbal information about the engine's current operating state when the locomotive is in neutral or the engine's current speed in scale miles per hour when the locomotive is moving.

- Press the F10 key in Neutral; the locomotive will verbally report first its currently enabled long or short loco ID followed by its consist ID if it has one, followed by its shut down state (Disconnect, Standby or Shut Down).
- Press the F10 key in Forward or Reverse; the locomotive will verbally report the locomotive's speed in scale miles per hour.

Note: When Status Report is activated, the locomotive's sounds will reduce to one half their current volume settings during the verbal report and then return to normal volume when the report has ended.

³² *Dynamic Brakes on prototype locomotives are lesseffective and are seldom used at lowspeeds.*

Function Key Operation in Neutral

Some Function Keys used in Forward and Reverse will have different effects in Neutral:

- The F7 key produces Brake Squeal for a moving engine but produces a long air let-off in neutral.
- Pressing F6 results in Doppler shift for a moving engine but activates Start Up in neutral.
- Pressing F9 produces a short Air Let-off in a moving engine but activates Shut Down in neutral.

Note: Horn, Bell, Doppler Shift, Squealing Brake and Neutral sounds are described in detail on page 15, in the *Quantum System Sounds* section of this manual.

DCC Programming

Most command stations currently available will program Quantum equipped locomotives in Service or Ops Mode. If your command station will not program in Service Mode, check with the command station manufacturer - some companies will give you a free upgrade. Also, see Troubleshooting on page 16.

Changing the System Volume Electronically in CV 51.0

You can change the volume either manually as described in the *Special Operation and Troubleshooting* section or electronically using QSI CV 51.0 in DCC³³. To change volume in Service or Ops Mode, do the following:

- Set CV49 to 0.³⁴
- Enter the System Volume in CV 51. The System Volume can be set to any value between 0 (no sound) and 127 (100%). The default System Volume is 127.

Note: When you change the System Volume, you will immediately notice the change in volume in Ops Mode.

Changing the Mute Volume Electronically in CV 51.1

To change the Mute Volume in Service or Ops Mode, do the following:

- Set CV 49 to 1.
- Enter the Mute Volume in CV 51. The System Volume can be set to any value between 0 (no sound) and 63 (100%). The default Mute Volume is 63.

Note: When you change the Mute Volume, and the locomotive is muted, you will immediately notice the change in Mute Volume in Ops Mode.

Note: The Mute Volume level will be the smaller of either the Mute Volume setting or one half the current System Volume. In other words, the Mute Volume will never be more than one half the system volume.

Enable/Disable Horn Triggered Doppler Shift (CV 51.2)

- Set CV 49 to 2.
- Set CV 51 to 0 to disable Horn Triggered Doppler, set to 1 to enable Horn Triggered Doppler.

Changing Individual Sound Volumes (CV 52.X³⁵)

To change the volume of individual sounds listed in the table below do the following³⁶:

- Set CV 49 to the Primary Index for the individual sound from the table below.
- Enter Volume level in CV 52 as follows: "0" = No sound, "1 - 15" sets volume from the lowest level at "1" to the highest at "15", with volume levels at 2db increments.

Primary Index entered into CV 49	Sound
0	Horn
8	Bell
10	Diesel Motor
16	Air Pump
19	Vents and Cooling Fans
21	Long Air Let-off
22	Short Air Let-off
24	Flanges/Squealing Brakes
28	Dynamic Brakes
34	Coupler Sounds
37	Air Brake Sounds

See your *Diesel Model Specifications* sheet for individual sound volume default settings.

³³System Volume changes in DCC also apply to Analog and vice-versa.

³⁴You will hear the value spoken out (Ops Mode Only).

³⁵"X" refers to the value in column 1 of the table, the Primary Index number that will be entered into CV 49.

³⁶Setting any Individual Feature Volume in DCC will also apply to Analog and vice-versa.

Reset all ³⁷ CV's to Factory Default Values (CV 56.128.255)

Note: This does not affect Analog settings, except volumes.

- Set CV 49 to 128.
- Set CV 50 to 255.
- Set CV 56 to 113 ³⁸. InOps mode, you will hear 3 hoots when reset is completed.

Special ID Programming (CV 56.129)

If you cannot program your ID number in Service Mode and your command station prevents you from changing your ID in Ops Mode using CV 1, or CV 17 and CV 18, use the following alternative procedures to program your engine IDs.

Procedure for Entering Short (Primary) Address in CV 56.129 in Ops Mode

- Set CV 49 to 129.
- Set CV 50 to 1.
- Set CV 56 to your short address (1 or 2 digits). Hear the address spoken back.
- If necessary, set CV 29, bit 5 to 'O' (or set CV 29 to 6 which is factory default) to enable your new primary address.

Procedure for Entering Long (Extended) Address in CV 56.129 in Ops Mode.

- Determine the value of CV 17 and CV 18 for your Extended Address from the ID Table in your *Diesel Model Specification Sheet* or follow instructions in CV 17 and CV 18 in the *Quantum DCC Reference Manual (Version 3)* to calculate a different ID number.
- Set CV 49 to 129.
- Set CV 50 to 17.
- Set CV 56 to the value of CV 17 from the table. There will be no verbal response.
- Set CV 50 to 18.
- Set CV 56 to the value of CV 18 from the table. Hear the new full Extended Address spoken out.
- Set CV 29, bit 5 to '1' (or set CV 29 to 38 ³⁹), to allow operation with your new Extended Address.

Disable/Enable Verbal Announcements (CV 62)

In Ops mode, Quantum will automatically speak out the value of the CV you enter.

- To disable set CV 62 to 0⁴⁰; to enable set CV 62 to 1. Default is Enabled.

CV Inquiry with Verbal Feedback in Ops Mode (CV 64)⁴¹

To inquire about the current value of any CV through Verbal Feedback in Ops Mode:

- Set CV 64 to the CV you wish to query. Hear the verbal message "CV 'X' equals 'Y'", where 'X' is the CV number and 'Y' is the value.

Note: If the CV has a Primary Index such as OSI CV nn.mm (where nn is the CV number and mm is the Primary Index), set CV 49 to mm before you set CV 64 to nn. For example, if you want to inquire about the Bell Volume, which is CV 52.8, set CV 49 to 8 and set CV 64 to 52. You will hear, "CV five two point eight equals 'Y' (where 'Y' is the current volume setting).

Note: If you enter either '17' or '18' in CV 64, you will hear the full Extended Address ID number spoken out.

Common NMRA Configuration Values (CV 29)

Each bit in CV 29 controls some basic operational settings for DCC decoders, including Extended Addressing, Speed Table Enable, Power Source Conversion, Lighting Operation, Locomotive Direction, and others. Default is 6.

³⁷Consult the Quantum DCC Reference Manual (Version 3) to learn how to reset different groups of CV's.

³⁸"113" is QSI's Manufacturer's ID Number assigned by the NMRA.

³⁹"Entering" 38 leaves the other configuration settings in CV 29 at factory default, but changes the ID to extended type.

⁴⁰You will not hear "CV62=0".

⁴¹This option is not affected by CV 62 (Disable/Enable Verbal Announcements).

The following table provides some of the more common values for CV 29 for the features indicated.

Extended Addressing	Speed Tables	Power Conversion	28/128 Speed Steps	Reversal Direction	Decimal Value	Binary Value	Hex Value
			X		2	00000010	2
		X	X		6	00000110	6
	X		X		18	00010010	12
	X	X	X		22	00010110	16
X			X		34	00100010	22
X		X	X		38	00100110	26
X	X		X		50	00110010	32
X	X	X	X		54	00110110	36
			X	X	3	00000011	3
		X	X	X	7	00000111	7
	X		X	X	19	00010011	13
	X	X	X	X	23	00010111	17
X			X	X	35	00100011	23
X		X	X	X	39	00100111	27
X	X		X	X	51	00110011	33
X	X	X	X	X	55	00110111	37

For more information, download the *Quantum DCC Reference Manual (Version 3)* from www.walthers.com.

Quantum System Sounds⁴²

Diesel Motor Rev: Quantum allows diesel motors to be operated with all eight notches corresponding to the throttle notches used on the prototype. As the throttle is turned up, the diesel motor RPM will increase in fixed increments until the maximum RPM occurs at notch 8.

Diesel Turbo: Turbo appliances are used to improve the engine's horsepower on modern diesels by pumping air into the intake manifold under pressure. The power to operate the turbo comes from the diesel motor's exhaust pressure, which causes the turbo high-pitched whine to lag behind the revving of the motor. Quantum systems use a separate sound for the turbo to allow it to lag behind revving the motor up and to "hang" for a few seconds when the motor is revved down.

Low Idle: Low Idle is used on prototype engines to maintain a warm and ready locomotive with a minimum of fuel consumption. The special Low Idle sound has a lower base throb and is less harsh than the normal idle.

Cooling Fans: The enormous diesel motors and generators enclosed in the diesel cab need ventilation to stay cool. All diesel locomotives have powerful cooling fans on the roof to draw outside air through louvers on the sides of the locomotive, which is blown across large radiators. You will also hear the sounds of louvers opening before the fans start. When cooling fans shut down, you will hear the louvers close.

Air Pumps: When an engine is sitting still, the pumps come on in a steady beat to replace the air lost from the brake air release or any other air operated appliances. Once the pressure is up, the pumps only turn on occasionally to maintain the pressure. Diesel Air Pumps are operated directly from the motor and are quite noticeable when turned on in a non-moving locomotive. In Forward, you will hear the air pumps come on soon after the horn is operated to maintain the air pressure.

Appliance Air Release: Compressed air is used on engines for operating various appliances. You will hear both a short air release or long air release at various times.

Air Brakes: When prototype train brakes are applied, air is released from the brake lines to reduce the pressure. The more the pressure is reduced, the greater the braking. You will hear a continual air release sound from the diesel locomotive model as braking is continually increased. The longer the air is released, the quicker the diesel locomotive model will slow down. Once all the pressure is released, the engine will continue at maximum braking which can still require a long stopping distance depending on your load settings. **DCC and QARC4³ Only.**

Brakes Squeal: You can hear the brakes squeal on prototype locomotives when the engine is moving slowly and can become particularly loud when the wheels are just about to stop turning. Listen at slow speeds for automatic brake squeal sounds and the final distinctive squealing sounds as the diesel locomotive slows to a stop.

Dynamic Brakes: Electric motors can act as motors or generators depending on whether they are using power or generating power. When used as generators, the traction motors are disconnected from taking power from the locomotive's prime mover, and instead are connected to large resistor grids in the roof. By increasing the resistive load on the traction motors, the traction motors become harder to turn and act as brakes for the locomotive. The electric power generated by turning the

⁴²Notall features are included on every diesel. Consult your Diesel Model Specifications sheet for a list of features and sounds for your model.

"OARC™ or Quantum Analog Remote Control" Muses special signals under Analog control to operate different Quantum features. With OARC, you can operate features that are recurrently available only in DCC in addition to features that are not yet available in DCC.

traction motors is dissipated as heat by the resistor grid. These resistor arrays get quite hot and require cooling. When dynamic brakes are turned on in the Quantum equipped diesel locomotive, the diesel motor sound drops to notch 1 and the Dynamic Brake cooling fan sounds come on. Since Dynamic Brakes are relatively ineffective at low speeds, the Dynamic brakes will shut off automatically below 8 smph. **DCC and QARC Only.**

Horn: The Quantum System uses authentic locomotive sounds whenever possible. All Quantum horns are engineered by our sound experts to give you the most authentic effects. If you blow the horn briefly, you will produce a realistic short horn sound or "hoot".

Bell: Diesels and Electric locomotives, as well as larger steam engines, usually have pneumatically operated mechanical bells. Small steam engines often have hand-pulled bells. During turn-on in neutral, hear the pneumatic clapper gain greater throw with each stroke until it finally sticks the bell. During shut down in neutral, you will hear the bell fade out along with the short air release sound associated with turning this appliance off.

Doppler Run-by: The engine sounds get louder as the train approaches, then immediately drop to a much lower pitch and lower volume as the train passes by. With a little practice you can change the pitch exactly when and where you want. Doppler shift is based on the speed of the engine, so the sounds change more dramatically when the engine is running faster. After the Doppler shift has occurred and the horn is no longer being blown, the bell shuts off automatically and locomotive sounds return to normal.

Coupler: To give you the most authentic coupler sounds, OSI has identified three distinct types of coupler activity. The first is when the coupler is armed where you will hear the clanking sound of the coupler lift bar and coupler pin raising. The next is the coupler opening, with the hiss of the air-lines parting. The third is when the locomotive couples up to its load of cars, and you hear the crash as all the cars bunch together from the impact. **DCC and QARC only.**

Flanges: When a train enters a curve, the flanges on the wheels ride up on the inside of the rail and squeal. Recreate this squealing effect by pressing and releasing the Brake Squeal/Flanges button quickly and repeatedly as necessary. **DCC and QARC only.**

Special Operation and Troubleshooting

For a full description, see the Troubleshooting section in the Quantum DCC Reference Manual (Version 3) at www.walthers.com.

With some command stations, using the horn button to activate the horn, and, while this button is held down, activating the F6 Doppler Key, will cause the horn to shut off instead of causing a Doppler shift effect.

We have experienced intermittent and independent horn signal interruption with some DCC command stations, causing unexpected Doppler shifts. If this happens frequently, you may want to disable the horn Triggered Doppler (CV 51.2).

Switch Operation with Magnetic Wand (Analog and DCC)

- The locomotive is equipped with a special switch located directly under the plastic diesel roof that can be activated by the Magnetic Wand (enclosed) without having to disassemble the locomotive. The switch can be used to change the volume of your sound system or to reset the engine to factory defaults.

Manual Volume Adjustment (Analog and DCC)

- Locate the switch relay area on the locomotive's roof as shown in the *Diesel Model Specifications* sheet that was included with your model.
- Power up engine and leave in Neutral. Make sure bell is not on.
- Place the enclosed magnetic wand over this switch area on the locomotive's⁴⁴ roof perpendicular to the track and wait as you hear the volume increase or decrease in incremental amounts as the horn hoots about every second. Move the wand away and again place it over the switch area to change the direction (louder or softer) of the volume change. Remove the wand when you reach the desired volume level.

Note: Volume can also be adjusted digitally using the programming methods described in the programming sections of this manual.

Resetting your Engine to Factory Default Values with Magnetic Wand (Analog and DCC)

In case your engine's sound and control system misbehaves and turning the power off for 15 seconds does not return it to normal operation, you can reset your locomotive to original factory values.

- Locate the switch relay area as shown in the *Diesel Model Specifications* sheet.
- Turn off the power.
- Place the Magnetic Wand over the switch area and apply power and leave the wand there until you hear the word "reset". Your engine is now reset. Remove the wand before the manual volume adjustment is activated.

⁴⁴ The wand does not need to touch the body. It can be held a reasonable distance from the roof area to prevent possibly marring the painted surface.

The locomotive has now been returned to original factory defaults including all DCC and Analog values.

Turn your Locomotive Off or On using the Magnetic Wand (Analog Only)

Your locomotive can be selected (turned on) or deselected (turned off) using the Magnetic Wand. When the locomotive is deselected, it will remain unmoving and silent with lights off and will not respond to changes in track voltage or Analog horn or bell signals or programming commands.

To shut off a locomotive:

- Enter neutral and turn on the bell.
- Place the Magnetic Wand over the switch area. The bell will shut off followed by the locomotive shutting down and all lights will go off.

To turn on a locomotive:

- Make sure track power is applied. Place the Magnetic Wand over the switch area on the locomotive. The lights will come on followed by start up sounds. The engine is now selected and will respond to track voltage and all bell and horn signals.

Note: You can turn off an engine in a consist even though it has been programmed as a Helper type with disabled bell and horn sound. Simply send the bell signal command. Even though the bell will not be heard, the Magnetic Wand will shut the locomotive down.

Using the Magnetic Wand makes it easy to turn engines off or on in Analog without the need for blocks. You can place engines on sidings and shut them off without having to switch power off in that track section. You can make up consists by bringing up each locomotive one at a time. After you couple each engine to the consist, shut it down with the Magnetic Wand. When all engines are in place, select each engine in turn with the Magnetic Wand until all locomotives are running. You can now operate the consist as a single unit. When you break up the consist, you first deselect all engines one at a time and then select each one in turn as you disconnect and pull away from the consist.

High Voltage Circuit Breaker (Analog and DCC)

Your locomotive is designed to operate on normal HO track voltage supplied by most HO power packs. If track voltage exceeds 21.5 volts peak, the motor drive circuit will automatically shut down and the engine will coast to a stop, while the Quantum System alerts you to the problem through a continuous series of hoots. This built in safety feature protects Quantum and the electric motor from excessive voltage⁴⁵.

- To restart your engine, reduce the track voltage until the hooting stops and the motors re-engage.

Program Track Operation (DCC)

This locomotive conforms to **NMRA** standards for program track operation. However, the Quantum sound system requires more current to operate than standard decoders and may not respond to the limited program track power from some command stations. If your program track will not respond properly, all CVs in your locomotive can be programmed in Ops Mode.

Reasons why Your Locomotive is Silent or will not Start (Analog and DCC)

In case your engine remains silent after power up and turning the power off for 15 seconds does not return it to normal operation, try the following suggestions to bring your engine back to normal sound operation.

- Make sure the engine has not been Muted with the F8 Key.
- Check to see if your manual volume (using Magnetic Wand) or digital volume has been turned all the way down.
- You may have shut your engine down in DCC using the F9 key, which remains in effect in Analog or it has been shut down using the Magnetic Wand in Analog. Go back to DCC operation and start your engine with the F6 key⁴⁶. Once started, you can return to DC or DCC operation. Or use the Magnetic Wand in Analog which selects and starts the engine if shutdown.
- If the above methods do not start your engine, reset your locomotive to factory default values as described above.

"The high voltage circuit breaker will sometimes activate if the load (inertia or momentum) feature is used. Most power packs have substantial series resistance, which lowers the track voltage when the engine is drawing power. However, with a load setting, the engine does not require much power when it first starts moving. If the throttle is turned up all the way before the engine gains speed, the track voltage will be unusually high and can trigger the high voltage circuit breaker.

"It may take a couple of tries to get it started."

Sounds & Features Common to Analog & DCC	Analog Features*	DCC Features*
<p>Horn or hoot Bell with shut down and turn on effects Diesel Motor Diesel Turbo (optional) Automatic Cooling Fans Doppler Shift Brake or Flange Squeal Neutral Sounds Long Air Release Short Air Release Air Pumps Sound of Power™ Neutral State (Idle) Directional Lighting Bright Headlight Reverse Headlight (op.) Mars Light (op.) Number Board Lights (op.) Cab Lights (op.)</p> <p>Manual Volume Control with Magnetic Wand Reset to Factory Default with Magnetic Wand</p>	<p>System Volume Programming</p> <p>Individual Sound Volume Control</p> <p>Regulated Throttle Control and Locomotive Inertia</p> <p>Helper Type: (Normal) Normal loco, Lead loco, Mid Helper, End Helper, Pusher.</p> <p>Direction: (Normal) Normal/ Reversed</p> <p>Power Pack Programming V-Max (12v) V-Start (8.5v)</p> <p>Shut Down & Start Up with Magnetic Wand</p> <p>QSI QUARC™ Operation** (with OSI OUARC Controllers™). Air Brakes Flanges Dynamic Brakes Engine IDs. Consist IDs. Coupler Sounds Diesel Extended Shut Down Extended Start Up Explicit Lighting Control Controllable Flange Squeal Load on/off toggle Fan on/off toggle Verbal Engine Status Grade Crossing Signals Audio Mute System Volume Control And Additional Features</p>	<p>F0 or FL light control F1-F12 Function Keys 14/28/126 speed steps (28) Coupler Sounds Air Brakes Dynamic Brakes</p> <p>Programming Modes Supported: Address Mode, Register Mode, Service Mode, Direct Mode, Ops Mode Long Form & Ops Mode Short Form</p> <p>NMRA™ CVs supported: 1 Primary Address 2 V-Start 5 V-High 8 OSI MFG's ID Number (113) 3-4,7,17-25,29,33-46,66-95</p> <p>QSI CVs supported: 49 Primary Index 50 Secondary Index 51 Sound Control %0%0 System Volume %0%1 Mute Volume %0%2 Doppler (Enabled) 52 Individual Sound Volume Control 53 Function Output Mapping 56 OSI Configuration 56.128.n Reset 56.253 Version Build Information 62 Auto CV Verbal Feedback (enabled) 64 CV Inquiry Verbal Readout</p>

*Settings in parentheses indicate factory default

**QARC⁴⁷ Technology allows commands to be sent to engines under Analog control to operate different Quantum features. With QARC technology, you can operate features that are otherwise available only in DCC plus features that are not yet available in DCC. The QARC controllers are inexpensive accessories that employ the QARC system. They can be added to your existing power pack to operate additional features on your Quantum⁴⁸ equipped locomotive.

⁴⁷Quantum Analog Remote Control (QARC) Technology
⁴⁸Not all Quantum equipped locomotives contain QARC Technology.

Diesel Model Specifications for Life Like Model ALCo RS-27 Diesel Locomotive

Engine Description:

Quantum Software Version:

H0137f32

Lighting:

Light Options	Included on this Model	Comments
Headlight	X	Dimmable
Mars Light		
Reverse Light	X	
Number Board Lihts		

Extended ID Numbers for Individual Cab Numbers

ID Table

Engine ID#	CV 17 Dec	CV 18 Dec	CV 17 Hex	CV 18 Hex	CV 17 Binary	CV 18 Binary
316	193	60	C1	3C	11000001	00111100
317	193	61	C1	30	11000001	00111101
415	193	159	C1	9F	11000001	10011111
1416	193	160	C1	AO	11000001	10100000
677	194	165	C2	AS	11000010	10100101
678	194	166	C2	A6	11000010	10100110
902	195	134	C3	86	11000011	10000110
903	195	135	C3	87	11000011	10000111
2407	201	103	C9	67	11001001	01100111
2408	201	104	C9	68	11001001	01101000
2410	201	106	C9	6A	11001001	01101010
2411	201	107	C9	6B	11001001	01101011
2414	201	110	C9	6E	11001001	01101110
640-3	217	3	09	3	11011001	00000011
640-4	217	4	09	4	11011001	00000100

Individual Sound Volume Default Settings:

Primary Index entered into CV 4g	Sound	Default
0	Horn	11
8	Bell	11
10	Diesel Motor	10
14	Turbo	N/A
16	Air Pump	11
19	Vents and Coolina Fans	9
21	Lona Air Let-off	11
22	Short Air Let-off	11
24	Flanges/Squealing Brakes	11
28	Dynamic Brakes	8
34	Coupler Sounds	11
37	Air Brake Sounds	11

The above volume default settings apply to both Analog and DCC volume settings.

CV Factory Default Settings

CV 1 Primary Address (3), CV 2 V-Start (32), CV 5 V-High (0).

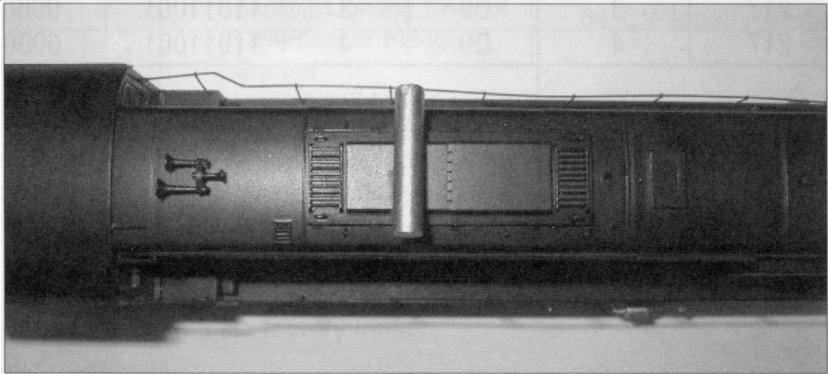
Magnetic Wand Operation:

Your diesel locomotive has a special reed relay located under the roof that can be activated by a Magnetic Wand that was included with your engine. With the Magnetic Wand and without touching your diesel locomotive, you can:

- 1) Increase or decrease the system volume.
- 2) Reset you locomotive to factory default values.
- 3) Turn off your locomotive without the need for block control.
- 4) Turn on your locomotive.

Operations with a Magnetic Wand are described in the **Special Operation and Trouble Shooting** section of your **Diesel Locomotive Operation Manual**.

The diagram below shows the location of the reed switch on the diesel roof.



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