



Further notes re CV29 (Default is 2)

Bit0 (Add 1 to activate) is used to control the default direction of the locomotive. This is useful if the decoder has been retro fitted to a non-DCC fitted locomotive and a wiring error has been made re connection to the motor. Other uses are where the model railway layout requires reversed direction operation.

Bit1 (Add 2 to activate) is used to set the decoder to detect the correct location of the direction command for lighting control, i.e. whether the decoder is expecting 14 or 28/128 Speed Steps. It is not usual to edit this feature as the decoder will handle this function automatically in most cases.

Bit2 (Add 4 to activate) is used to control whether the decoder will operate on both DC and DCC layout control. By default only DCC control is enabled. It is recommended that if only running on a DCC controlled layout to leave DC operation disabled, i.e. CV29 = 2 (default) to enable DC operations add 4 to the current value of CV29.

Bit5 (Add 32 to activate) The decoder stores Short Addresses in CV1 and Long Addresses in CV17 and CV18. Bit5 is used to tell the decoder where to find its allocated address, i.e. for Long Addresses Bit5 is enabled. This feature is usually handled automatically, it is not usually necessary to edit the value of this Bit.

Please Note
If a decoder is returned to default settings, i.e. address 03, etc., if Bit5 is turned 'on' to make the decoder operate in 'Long Address' mode, the decoder will respond to address 100. Turning Bit5 to the 'off' state will return the decoder to 'Short Address' mode, i.e. address 03.
If the decoder has been previously used with both Short and Long Addresses toggling this Bit on/off allows the decoder to use either the Short or Long Address previously programmed.

CV150-154: Motor Control Method

Motor speed control is achieved using a controlled loop system (algorithm) where the decoder checks the speed of the motor and compares the retrieved current speed information of the motor with the 'desired' speed setting, e.g. if the locomotive is climbing a hill, the tendency is for the locomotive to slow down compared to the desired speed set from the controller.

The control system will detect this and try to compensate the speed drop by increasing the drive to the motor. Similarly, when a locomotive moves off from standstill, the control system will try to compensate for the tendency for the locomotive to remain static (inertia at rest).

The control algorithms employed are referred to as PIDs. This refers to Proportional - Integral - Differential. Further explanation is outside the scope of these notes but from the point of view of this note it is the P and I factors that interest us, as follows.

How the decoder reacts and controls the compensation system for speed drops, etc. can be adjusted. Adjustment of the motor drive characteristics is carried out with the following CVs. CV150 allows the selection of one of two base motor control algorithms. The CV value range is 0-1.

This corresponds with: CV150=0 Algorithm 1 is in control.
CV150=1 Algorithm 2 is in control.

Each of the two algorithms can be further adjusted by use of their associated CVs.

Motor control Algorithms: Description

Algorithm 1 (CV150=0)
This algorithm is a non-linear curve which offers lower controlled speed in the low speed end of the curve. This is similar to the Hornby decoder type R8249. CVs 151 & 152 offer control of the P and I factors of the Algorithm (1).



Generally speaking the higher the setting for these two values the motor control becomes 'Stronger' but at the cost of losing fine control. Please check the CV table for the default values applied in this decoder.

Algorithm 2 (CV150=1)

This algorithm is a linear curve which offers higher controlled speed in the low speed end of the curve. This is similar to some Lenz type decoders. CVs 153 & 154 offer control of the P and I factors of Algorithm 2.

Please check the CV table for the default values applied in this decoder.

Note that CV10 (BEMF cut off) also affects motor control performance.

CV201: Locomotive Start Delay

When the locomotive starts there is a particular sequence of sounds played, i.e. Back Ground Idle steam will fade in to the sound of the cylinder cocks, then chuffing will commence. This CV controls when the locomotive actually starts to move after the throttle is applied from stationary. The default is 2.5 seconds. When left in default settings the locomotive will move just about halfway through the cylinder cock sound. The maximum delay duration is 7 seconds. The value range for this CV is 0-70. Zero being no delay and 70 being the maximum value of 7 seconds.

5. The 'Mixer' Section. Adjusting the decoder's Sound Volumes via CVs

CV160 to CV182: Description

6 7 CV160 through to CV182 control the relative volume levels of the played back sounds.

Please see the full CV list on Page 4 for details of CV160 through CV182

CV182 controls the general volume of all locomotive sounds. There are 9 possible settings i.e. 0-8. 0 is no sound, while 8 is full volume. The sound set of the locomotive has been balanced in the factory so that sounds play at the correct volumes relative to each other. However, individual sounds may be fine-tuned in volume by the user to suit by adjusting their associated CV... see table.

Setting up volumes using the 'Mixer' Section

It is recommended that the following CV adjustment procedure is executed in 'Operate Mode' with the locomotive on the 'Main' track. This is sometimes referred to as 'Programming on the Main.' Using this programming method greatly speeds up the process of setting the sound balance of the decoder. However, please note you will need to return the locomotive to the 'Programming Track' and use 'DIRECT CV' Programming mode in order to read back any CV values.

Suggested Sound Volume Set-up Procedure

Start by setting up the general locomotive volume level by adjusting CV182 until the volume level of the locomotive 'Steam Exhaust' is at the desired level while the locomotive is running at slow to moderate speed.

The sounds on board the locomotive decoder have been preset in volume to give a 'balanced' sound at whatever volume CV182 is set at. However, each individual sound component can now be adjusted in volume to suit.

The associated CV number for each locomotive sound can be found on the CV table on page 4.

If you become confused while adjusting the sound volumes the following will assist:

CV8. Apart from the usual 'general reset' function common to all Hornby decoders (CV8=8) on the sound decoder CV8 has a secondary function i.e. writing the value '5' to CV8 will reset all sound volume levels to default levels i.e. CV160 to CV181 will be returned to default values i.e. 4. All other CVs will be left as programmed by the user.

Once you are more familiar with the sound volume set up procedure you will find that it is very easy to set a sound volume levels while the locomotive is on the Main track. This technique allows you to instantly hear the sound volume change as the associated CV is edited. Please see your DCC controller manual re programming in 'Operational Mode' or 'Programming on the Main'.

Note, if you wish to read back any CV setting you must place the locomotive on the 'Programming Track'.

6. Driving Hints and Tips: Making the most of the sounds

Locomotive Running Sounds

Generally, a locomotive pulling a rake of coaches will make loud 'Chuffing' sounds when cruising (constant speed) and accelerating. Negotiating an incline under load the locomotive will also make loud or heavy chuffing noises. In these cases the locomotive is working hard. On the flat, or when going 'downhill' a locomotive may not make any real 'chuffing' sounds at all as it is cruising under its own momentum. In this case the locomotive is not working so hard.

In the TTS decoder we have included the ability to toggle the sound system between two modes for added realism while driving your loco... Use F17 to toggle between the two different sound modes.

F17 OFF... This is the default mode i.e. Steam Exhaust 'chuffing' sounds are played all the time the locomotive is accelerating or at constant speed.

F17 ON... In the second mode (Cruise Mode) all Steam Exhaust 'chuffing' sounds are replaced with the same sound set that is used when the locomotive is decelerating i.e. (wind noise, wheels etc.) The locomotive sound varies as the locomotive speed changes.

Note, if you intend to use the two different sound modes selected by F17, you may wish to set the volume level of the "deceleration" sounds (CV177) slightly higher than the 'acceleration' sounds (CV160). It is a matter of personal preference.

Typically, 'Cruise Mode' may be activated when running downhill or at high constant speed on the flat. Use F17 to return to default mode for short bursts of power to maintain constant speed on the flat or for long durations when negotiating an incline or pulling a heavy load. Switch between these two sound modes to give a realistic experience of the locomotive's operation.

Function Control

By careful manipulation of the various Function controls on the DCC controller it is possible to simulate a 'realistic' driving experience. It is recommended that you study the full list of sound functions (See table below) and familiarise yourself as to which are 'Loop' play sounds and those that 'Play Once' for a specific duration.

It is recommended that you do this as it may have some bearing on how you use your controller. See previous note in Section 2 on page 3 regarding controllers that do not support 'momentary' action function control.

For a 'realistic driving experience' try the following procedures and sounds.

For a 'realistic' driving experience we suggest that when going from stationary to speed that you at first apply enough throttle to get the locomotive moving. When the locomotive first moves off, the sound of the cylinder cocks will be heard, then steam exhaust 'chuffing' commences. Once the locomotive is moving you can open the throttle to accelerate the locomotive to the desired speed.

Below are some suggestions as to when certain sounds activated by the Function controls listed below might occur during locomotive operations in 'real life'.

| F# | Sound Description | Play Structure |
|-----|--|----------------------|
| F1 | Background Steam/Cylinder Cock/Steam exhaust/Coasting ON-OFF | Various |
| F2 | Whistle Very Long | Plays Once |
| F3 | Whistle 4 Bursts | Plays Once |
| F4 | Whistle Long-Short | Plays Once |
| F5 | Whistle 1 Burst | Plays Once |
| F6 | Wheel Slip | Plays Once |
| F7 | Coal Shovelling | Loops until disabled |
| F8 | Blow Down | Loops until disabled |
| F9 | Safety valve | Loops until disabled |
| F10 | Injector | Loops until disabled |
| F11 | Cylinder Cock | Loops until disabled |
| F12 | Brake | Plays Once |
| F13 | Tender Coal Pusher | Loops until disabled |
| F14 | Guard's Whistle | Plays Once |
| F15 | Coupler Clank | Plays Once |
| F16 | Fireman's Breakfast | Loops until disabled |
| F17 | Toggle Sound Mode between 'Chuffing' and 'Coasting' | Various |
| F19 | Whistle Long Lo-Hi | Plays Once |
| F20 | Whistle 2 Bursts Distant | Plays Once |
| F21 | Whistle 2 Bursts Lo-Hi | Plays Once |
| F22 | Whistle 2 Bursts | Plays Once |

Note: Functions F0 and F18 are lighting controls

When moving off the following sounds are commonly heard in the following order...

There will be a short pause before the locomotive moves off as you hear the sound of steam entering the cylinders, the sound will then change to the familiar 'sound of 'steam exhaust' i.e. chuffing.

- Guard's Whistle (F14) followed by a Whistle (Probably a short whistle e.g. F5, F22)
- Turn Throttle Control slightly, until locomotive starts to move
- Apply a little Wheel Slip (F6)
- If desired, Turn Throttle Control to set the locomotive speed

Other sounds that may be heard...

Tender Coal Pusher (F13), Coal Shoveling (F7), try turning on the Coal Pusher (F13) and interrupting occasionally with the coal shoveling sound. Occasionally Safety Valve (F9)

When the locomotive is running the following sounds are commonly heard...

Safety Valve (F9), Injectors (F10), Tender Coal Pusher (F13) followed immediately by Coal Shovelling (F7), various Whistles.

Also, try toggling between the two locomotive running sound modes.. i.e. use F17 to switch between default 'chuffing' mode and 'cruise' mode sounds. See previous explanation for more information.

When the locomotive is stopping...

When the locomotive is almost at rest apply a little brake squeal (F12)

When the locomotive is stationary e.g. in a station, the following sounds are commonly heard...

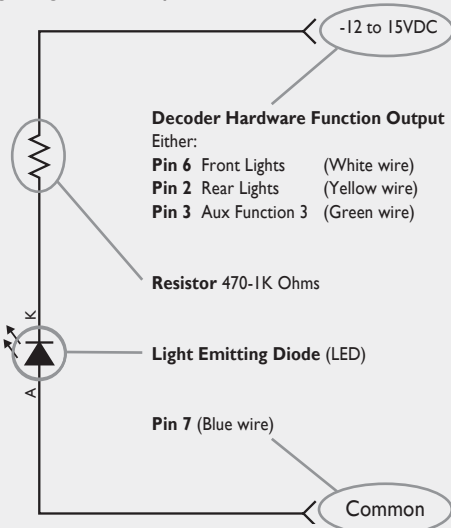
Safety Valve (F9), Injectors (F10), Coupler Clank (F15), Tender Coal Pusher (F13) followed immediately by Coal Shovelling (F7), Possibly Cylinder Cock (F11)

When the locomotive is in a siding the following sounds are commonly heard:

Tender Coal Pusher (F13), Coal Shoveling (F7) Safety Valve (F9), Blow Down (F8) (A rarely used; boiler cleaning function) and Breakfast (F16)

- Decoder Current Limits**
- Function Output current limits are 100mA per function hardware connection.
 - Total Current Draw from decoder is 800mA (motor + functions).
 - Decoder can handle 1A peak for short durations. (No Function Load).

Typical example of the configuration of lighting connections regarding function output



Please note
The Hornby Britannia is not fitted with lights. The above is standard information for the TTS series of Hornby decoders.
If your locomotive is equipped with incandescent light bulbs ('Grain of Rice') please ensure that they are rated a current level below 100mA at 12-15VDC. Most bulbs of this type are rated at approximately 65mA.

8. Troubleshooting

- No Sound** Turn on sound (F1).
The decoder does not support DC running with sound. Reset Decoder.
- Jerky Running** Reset Decoder.
Clean Rails / Wheels / Pickups.
- No Control from the Locomotive** Check Decoder Address.
Reset Decoder.
Reset Controller.
Clean Rails / Wheels / Pickups.
- No Response** Check Decoder Address.
Reset Decoder.
Reset Controller.
Clean Rails / Wheels / Pickups.

For Customer Care contact:
+44 (0)1843 233525
or via website www.hornby.com

