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**Coors Light**  
**The Silver Bullet®**  
**Steam Locomotive Set**  
OPERATION MANUAL  
3V PS2



FYS



Thank you for purchasing this RailKing product.  
**PLEASE READ BEFORE USE AND SAVE**

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## **CAUTION: ELECTRICALLY OPERATED PRODUCT:**

**Recommended for Ages 14 and up. Not recommended for children under 14 years of age without adult supervision. As with all electric products, precautions should be observed during handling and use to prevent electric shock.**

**WARNING:** When using electrical products, basic safety precautions should be observed, including the following:  
Read this manual thoroughly before using this device.

- M.T.H. recommends that all users and persons supervising use examine the hobby transformer and other electronic equipment periodically for conditions that may result in the risk of fire, electric shock, or injury to persons, such as damage to the primary cord, plug blades, housing, output jacks or other parts. In the event such conditions exist, the train set should not be used until properly repaired.
- Do not operate your layout unattended. Obstructed accessories or stalled trains may overheat, resulting in damage to your layout.
- This train set is intended for indoor use. Do not use if water is present. Serious injury or fatality may result.
- Do not operate the hobby transformer with damaged cord, plug, switches, buttons or case.

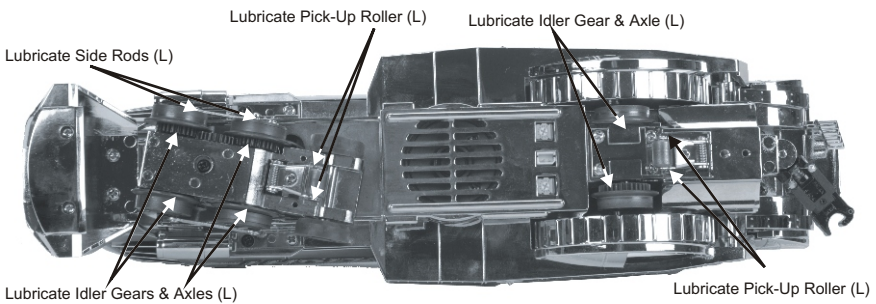
This product may be protected by one or more of the following patents: 6,019,289; 6,280,278; 6,281,606; 6,291,263; 6,457,681; 6,491,263; 6,604,641; 6,619,594; 6,624,537; 6,655,640.

# Set Up Checklist

- Lubricate the locomotive
- Check to see whether the battery needs to be charged for full sound effects
- Prime the smoke unit
- Apply power to run as described in the Basic Operating Section of this manual

## Lubrication

You should lubricate the engine to prevent it from squeaking. Use light household oil and follow the lubrication points marked “L” shown below. Do not over-oil. Use only a drop or two on each pivot.



### *Lubrication Points on the Locomotive*

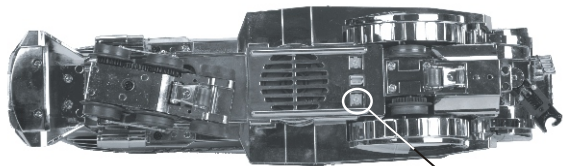
## Priming the Smoke Unit



Running the engine without a primed smoke unit may cause damage

When preparing to run this engine, add 15-20 drops of smoke fluid through the smokestack (see below). We recommend M.T.H. ProtoSmoke™ fluid. Do not overfill the unit or the fluid may leak out and coat the interior engine components.

If you choose not to add smoke fluid (or have already added fluid but choose to run smoke-free), turn off the smoke unit by turning the smoke volume control fully counter-clockwise. **Failure either to add fluid to the smoke unit or to turn it off may damage the smoke unit heating element and/or wicking material.**



Smoke Unit Volume Control

### *Smoke Unit Switch Location*

## ProtoSmoke™ Fluid

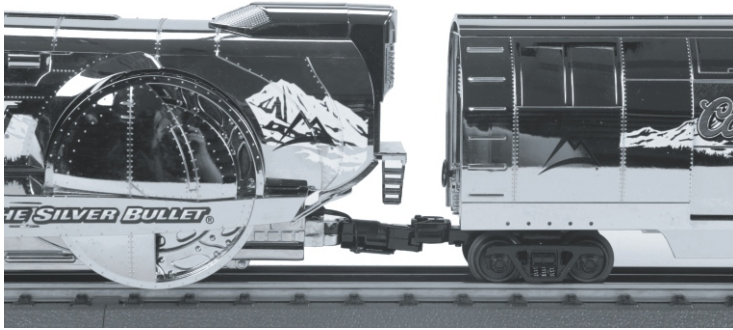
ProtoSmoke is the recommended fluid for M.T.H. products and can be used in other manufacturers products as well. Choose from 12 different scents: Christmas, Coal, Diesel, Wood Burning, Coffee, Eggs & Bacon, Vanilla, Candy Cane, Barbeque, Pipe Smoke, Cinnamon Roll, and Apple Pie



## Placing the Engine on the Track

Place the engine and cars on the track, taking care to make sure that all wheels are riding on the track to avoid any short circuits.

At this point, you are ready to begin running your set.



## Checking the Battery

You may find, if your locomotive was built several months before you set it up, that the rechargeable battery has run down and needs to be charged before operating. If you notice that the sounds are garbled, test and charge the engine as described in the "Self-Charging Battery Back-Up" on page 16.

# Basic Operation

The Throttle knob controls how fast your train will travel.

Turn the throttle knob up 1/2-way, until the engine lights shine bright.

Put the engine into motion by pressing the Direction button on your transformer once. (hold it for approximately 1 second)

If the engine does not begin to move as soon as you firmly press the Direction button, you may not have sent enough voltage to the track to make the train move. Turn the throttle up a bit higher until the train begins to move.

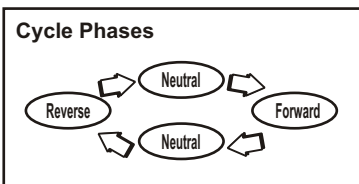
## Activating Features

**Throttle** - To increase or decrease track voltage, and therefore train speed, turn the throttle control knob. Turning clockwise will increase voltage and speed, while turning counterclockwise will decrease voltage and speed. The engine will maintain the speed you set after you release the throttle until you turn it again to change the voltage and speed.

**Bell** - Your locomotive's bell button plays music. To sound the music firmly press and release the Bell button. To turn the music off, press and release the Bell button again. The music will continue to play from the time you turn it on until you press and release the button again to turn it off.

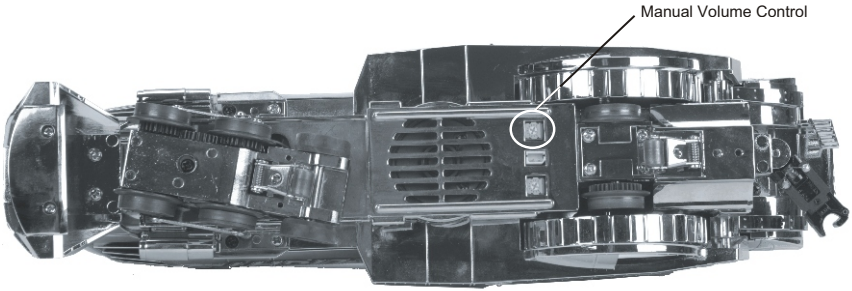
**Horn/Whistle** - To sound the whistle, firmly press the Horn/Whistle button. The whistle will sound for as long as you continue to depress the button. It will stop when you release the button.

**Direction** - Your train is programmed to start in neutral. The train will always cycle neutral-forward-neutral-reverse with each press and release of the direction button. The engine is programmed to restart in neutral each time the track voltage is turned off for 25 seconds or more.



# Manual Volume Control

To adjust the volume of all sounds made by this engine, turn the manual volume control (shown below) clockwise to increase the volume and counter-clockwise to decrease the volume.



*Manual Volume Control*

# Proto-Sound® 2.0 Operating Instructions

This manual contains the operating instructions for Proto-Sound® 2.0 in conventional mode only. Instructions for accessing DCS command mode features accompany the DCS Remote Control System equipment (sold separately).

## Activating Proto-Sound® 2.0 Conventional Mode Features

Your set is equipped with three operating reefer cars that feature operating doors, interior LED flashing lights and operating smoke units simulating cold frosted air. The locomotive in your set triggers all three cars to operate together when a specific series of Whistle and Bell (W-B) button presses are made on a transformer equipped with both whistle and bell buttons (See page 24 for a list of recommended transformers). If desired, additional cars can be purchased separately to lengthen your train.

In addition to the operating car features, your set’s locomotive is equipped with special features that can also be triggered with specific W-B combinations. Each of these features is explained over the following pages. Activating these features is based on the “timing” of the whistle and bell button presses. The chart below indicates the timing sequence required of the operator. Some practice may be required before consistent operation of the features occurs.

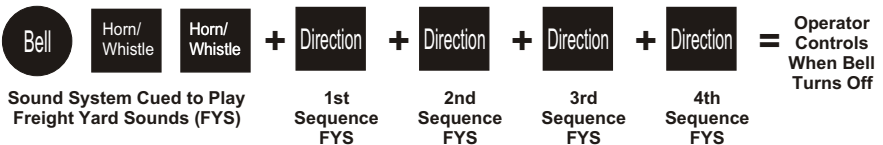
Timing Chart				
Press Horn Short & Firm	½ Sec. Pause	Press Bell Short & Firm	½ Sec. Pause	Press Bell Short & Firm
Total Time Lapse: 1 ½ Seconds				

Feature to Be Activated:	Button Code:
Passenger Station Annoucements	1 Bell, 2 Whistles
Fire the Rear Coupler	1 Bell, 3 Whistles
Fire the Front Coupler	1 Bell, 4 Whistles
Speed Control On/Off	1 Whistle, 2 Bells (From Neutral Only)
Lock into a Direction/Unlock	1 Whistle, 3 Bells
Reset to Factory Defaults	1 Whistle, 5 Bells (From Neutral Only)

## Freight Yard Sounds (FYS):

Your set is equipped with a Freight Yard Sound (FYS) and feature package that simulates the delivery of ice cold beer. **Each sequence described below will play as long as it is left on, randomly generating sounds, but be sure to allow approximately 30 seconds between the button pushes described below to allow the FYS/PSA sufficient time to run through each sequence.**

- To cue the sound system to play the FYS/PSA, quickly but firmly tap the Bell button once followed by 2 quick taps of the Horn/Whistle button while the engine is moving. Tap the buttons quickly but allow approximately ½ second between each press. This function will result in the playing of the bell's music sound.
- Press the Direction button once to stop the engine. This will trigger the first sequence of FYS (the opening of all the reefer car doors). The reverse unit is temporarily disabled so that the train will not move as you use the Direction button to trigger the sounds, and Proto-Sound 2.0 has disabled operator control over the Horn/Whistle and Bell buttons until the full FYS sequence is complete.
- After waiting about 30 seconds for that sequence to run, press the Direction button again to trigger the second sequence of FYS (the closing of the doors).
- After about 30 seconds, press the Direction button again to trigger the third FYS sequence (the 5:00 whistle sound).
- Again, after allowing about 30 seconds for that sequence to run, press the Direction button to trigger the last FYS sequence. Within a few seconds, the engine will start and move out on its own at the current throttle setting, in the same direction it was traveling when you began the sequence while playing the bell's music sounds. Once the music turns off, the operator regains control of the transformer's Bell and Horn/Whistle buttons and can play the bell's music or blow the horn/whistle as usual.





## Tips on Using FYS

- You can terminate FYS at any time by turning off power to the track for 15 seconds.
- You do not have to be in Forward to use FYS. At the conclusion of the full sequence, the train will pull away from the station in whatever direction you were going when you activated the feature.
- You can use FYS even if you are double-heading with another engine. If the second engine is not equipped with Proto-Sound 2.0, you must remember not to leave the throttle at a high voltage level once you have stopped the engine to run the FYS. Otherwise, the engine without FYS will begin vibrating on the track as its motors strain to move the train, since they cannot be automatically disabled during the FYS cycle (or if an original Proto-Sound engine, FYS are triggered differently and that engine's motor-disable feature will not be active when you run FYS in Proto-Sound 2.0).
- FYS can be triggered from Neutral. It will operate the same as if triggered while in motion except that, at the conclusion of the FYS, the engine will depart in the next direction of travel, as opposed to the direction it was traveling before entering Neutral.

## Proto-Coupler™ Operation

This locomotive is equipped with one coil-wound Proto-Coupler for remote uncoupling action. Because Proto-Couplers are controlled through the Proto-Sound 2.0 microprocessor, they do not require an uncoupling track section or modification to your layout to function. You can fire a coupler from neutral or while in motion. Use the code shown below (and in the chart on p. 7) to fire the coupler(s).

### Rear Coupler:

To fire the rear coupler, quickly tap the Bell button once followed by three quick taps of the Horn button, allowing approximately ½ second to lapse between each quick button press. The sound of the liftbar and air line depletion will play, and the knuckle will be released.



## Front Coupler:

To fire the front coupler (if your engine has one), quickly tap the Bell button once followed by four quick taps of the Horn button, allowing approximately 1/2 second to lapse between each quick button press. The sound of the liftbar and air line depletion will play, and the knuckle will be released.



## Speed Control

M.T.H. engines equipped with Proto-Sound 2.0 have speed control capabilities that allow the engine to maintain a constant speed up and down grades and around curves, much like an automobile cruise control. You can add or drop cars on the run, and the engine will maintain the speed you set. While the engine is programmed to start with the speed control feature activated, you can opt to turn it off. This means the engine's speed will fall as it labors up a hill and increase as it travels downward. It is also affected by the addition or releasing of cars while on the run. Because the engine will run more slowly at a given throttle voltage when speed control is on than when it is off, you should adjust the throttle to a lower power level for operation with speed control off to avoid high-speed derailments. When speed control is off, the volume will drop to allow for better low voltage operation.

**To turn speed control on and off**, put the engine in neutral, then quickly tap the transformer's Horn button one time then quickly tap the Bell button two times, allowing approximately 1/2 second to lapse between each quick button press. Two horn blasts will indicate that the engine has made the change. Repeat the 1 horn, 2 bells code to return it to the other condition. You will want to do this during the initial neutral upon start-up if you ever couple this engine to another engine that is not equipped with speed control to avoid damaging the motors in either engine. Each time you shut down the engine completely, it will automatically turn speed control on.



## Locking Locomotive Into A Direction

You can lock your engine into a direction (forward, neutral, or reverse) so that it will not change directions. To do this, put the engine into the direction you want (or into neutral to lock it into neutral), run it at a very slow crawl (as slowly as it will move without halting), and quickly but firmly tap the Horn button once followed by three quick taps of the Bell button, allowing approximately ½ second to lapse between each quick button press. Two horn blasts will indicate that the engine has made the change. The engine will not change direction (including going into neutral) until you repeat the 1 horn, 3 bells code to return the engine to its normal condition, even if the engine is kept without power for extended periods of time.



## Reset To Factory Default

To override the settings you currently have assigned to the engine and reset it to its factory defaults, while in Neutral tap the Horn button quickly once, followed by five quick taps of the Bell button, allowing approximately ½ second to lapse between each quick button press. Two horn blasts will indicate that the engine has made the change.



## Automatic Sound Effects

Certain Proto-Sound 2.0 sound effects automatically play in programmed conventional mode conditions:

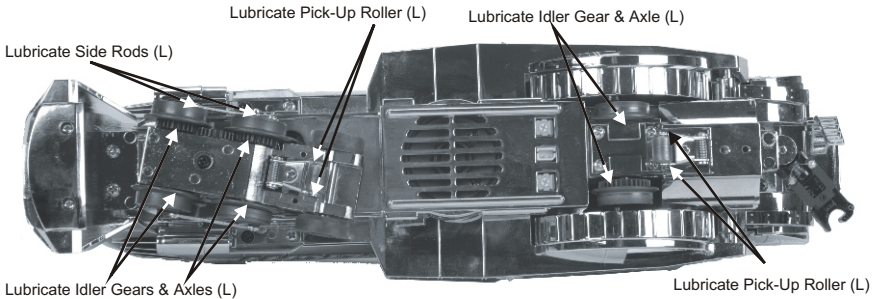
- Squealing Brakes play any time the engine's speed decreases rapidly.
- Cab Chatter plays at random intervals when the engine idles in neutral.
- Engine Start-up and Shut-down sounds play when the engine is initially powered on or is powered off for five seconds or more.

# Maintenance

## Lubricating and Greasing Instructions

The engine should be well oiled and greased in order to run properly.

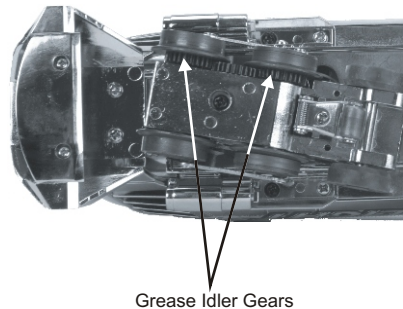
You should regularly lubricate the engine to prevent it from squeaking. Use light household oil and follow the lubrication points marked “L” shown below. Do not over-oil. Use only a drop or two on each pivot point.



### *Lubricating the Locomotive*

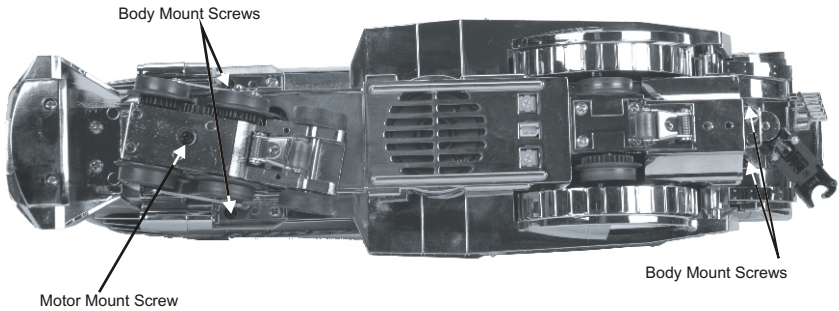
The locomotive’s internal gearing was greased at the factory and should not need additional grease until after 50 hours of operation or one year, whichever comes first. To access the gear box and axles, do the following:

1. Turn the engine upside down.
2. Remove the boiler by removing the body mounting screws shown on page 13.
3. Remove the motor mount screw (shown on Page 13) and then, pull the motor away from the truck block and lightly coat the motor worm gear and bronze drive gear (in the truck block) with grease.
4. Use a grease tube dispenser to put a small amount (approx. 1-2 ml.) of lithium-based grease into the gearbox and axles.
5. Replace the screws and reassemble the boiler.



### *Greasing the Idler Gears*

## Removing the Body



### *Removing the Body*

## Cleaning The Wheels, Tires, and Track

Periodically check the locomotive wheels and pickups for dirt and buildup, which can cause poor electrical contact and traction and prematurely wear out the neoprene traction tires. Wheels and tires can be cleaned using denatured (not rubbing) alcohol applied with a cotton swab.



To clean the track, use RailKing Track Cleaning Fluid found in Maintenance Kit (30-50010) or denatured (not rubbing) alcohol and a clean rag. Unplug the transformer and wipe the rails of the track, turning the rag frequently to ensure that you are using clean cloth on the rails. Thereafter, keep an eye on the track and clean it when it gets dirty to ensure good electrical contact and to lengthen the life of the tires.

Clean any type of track with this heavy-duty track cleaning block (40-1099). Durably constructed from ABS plastic, the block includes a built-in cleaning pad. For really stubborn track, you can insert sandpaper into the block in just a few quick steps.



Track Cleaning Block (40-1099)



Maintenance Kit (30-50010)

## Traction Tire Replacement Instructions

1. Remove the side rods from the wheels in order to slip the new tire over the grooved drive wheel. Make sure to note the position of all rods before removing.
2. Make sure the old tire has been completely removed from the groove in the drive wheel, using a razor blade or small flathead screwdriver to pry away any remains.
3. Slip the new tire onto the wheel. You may find it useful to use two small flathead screwdrivers to stretch the tire over the wheel.
4. If you twist the tire while stretching it over the wheel, you will need to remove and reinstall the tire. Otherwise your engine will wobble while operating.
5. Make sure the tire is fully seated inside the groove. Use a razor blade to trim away any excess tire that doesn't seat itself inside the groove properly.
6. Reinstall the side rods in the same positions as noted. Failure to align rods correctly may cause binding or damage to the drive system.

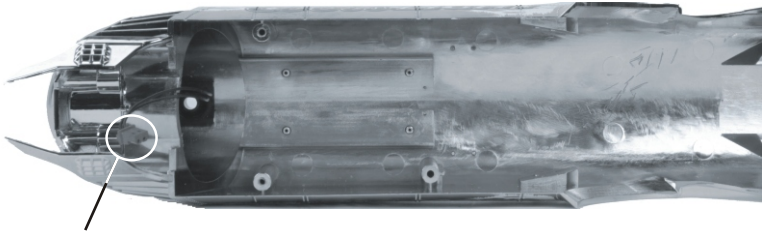
One set of replacement tires is packaged with your model. Additional sets are available directly from the M.T.H. Parts Department (order online: [www.mth-railking.com](http://www.mth-railking.com), e-mail: [parts@mth-railking.com](mailto:parts@mth-railking.com); mail: 7020 Columbia Gateway Drive, Columbia MD 21046-1532, FAX: 410-423-0009).

# Headlight Replacement Instructions

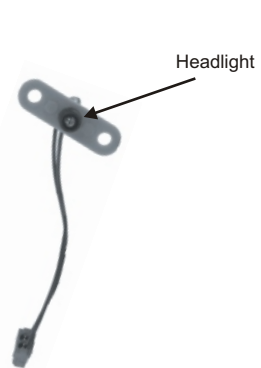
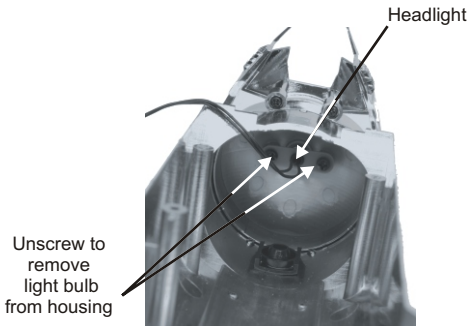
The locomotive's lights are controlled by a constant voltage circuit in the engine. They are easy to remove and replace when they burn out. See the diagrams and directions below for instructions on accessing and replacing the light bulbs in this locomotive.

You can obtain replacement bulbs directly from the M.T.H. Parts Department (order online: [www.mth-railking.com](http://www.mth-railking.com), e-mail: [parts@mth-railking.com](mailto:parts@mth-railking.com); mail: 7020 Columbia Gateway Drive, Columbia MD 21046-1532, FAX: 410-423-0009).

1. To replace the headlight in this model you will need to follow the disassembly instructions for greasing the engine on pages 12 & 13. Once the boiler has been removed, disconnect or unplug headlight assembly connector.
2. Remove headlight housing
3. Carefully remove light bulb from headlight housing and pull wires and light bulb through hole in the top of the boiler front.
4. Reassemble in reverse order, being careful not to pinch any wires.



*Disconnected assembly connector*



*Remove Light Bulb from Housing*

## Self Charging Battery Back-up

The special rechargeable 2.4v self-charging battery recharges continuously during train operation and should last for up to five years. The battery is a dry battery that should not leak or cause any damage to your engine. Depending upon when your engine was built, it may need to be charged right out of the box.

If engine sounds seem distorted or garbled at low voltages or become silent when power from the transformer is turned off, test the battery to determine whether it should be recharged or replaced.

**Test:** Put the engine in neutral and leave the track voltage at 10-12 volts (high enough for the lights to shine brightly) for 15 minutes.

**Recharge:** If the sounds are improved at the end of the 15-minute test charge, the battery charge has run down and can be recharged. There are a number of ways you can do this:

Leave the engine in neutral with track voltage at 10-12 volts for 6-7 hours so the battery can fully recharge (if your engine has a smoke unit, be sure it is turned off).

Use M.T.H.'s battery recharger (Item No. 50-1019) (sold separately) that plugs into a wall outlet and a special port under the engine to recharge the battery overnight without leaving it on the track.

**Replace:** If the sounds are not improved at the end of the 15-minute test charge, it is time to replace the battery. Available through M.T.H. Parts:

(Item No. 50-1024) AA NiCad Proto-Sound® Battery (Blue Casing)

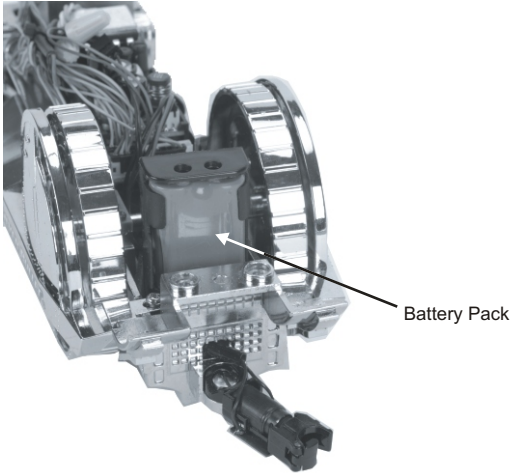
(Item No. BG4000004) AAA NiMH Proto-Sound® Battery (Green Casing)

DO NOT substitute alkaline batteries for these rechargeable batteries. Using alkaline batteries in this system can result in damage to the PS 2.0 circuit board and/or the batteries.

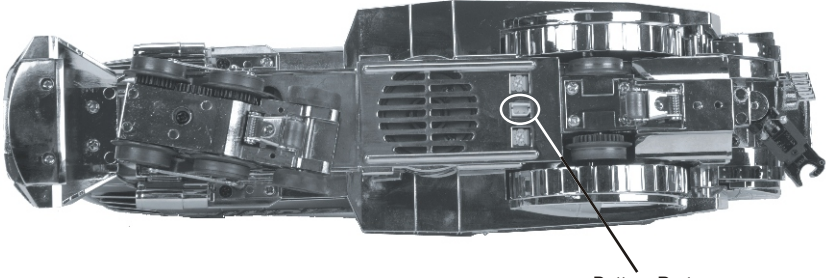
\*\*Do not use alkaline batteries for testing or checking purposes for the 3-Volt PS2 boards. Using alkaline batteries will damage the 3-Volt battery charging circuit.\*\*



# Self Charging Battery Back-up cont.



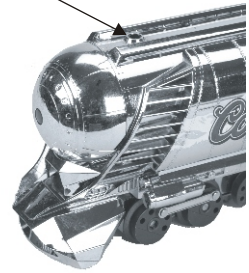
*Battery Location*



*Battery Recharging Port*

## ProtoSmoke™ Unit Operation

Add Smoke Fluid



This locomotive contains a self-powered smoke unit that outputs smoke through the smokestack on the roof of the engine. The smoke unit is essentially a small heating element and wick that soaks up and then heats a mineral oil-based fluid that emits a harmless smoke. The smoke is then forced out of the stack by a small electric fan. Smoke volume is controlled by the Proto-Sound 2.0 system.

With a few easy maintenance steps, you should enjoy trouble-free smoke unit operation for years.

When preparing to run this engine, add 15-20 drops of smoke fluid through the smokestack (see above). We recommend M.T.H. ProtoSmoke™ fluid. Do not overfill the unit or the fluid may leak out and coat the interior engine components.

If you choose not to add the fluid (or have already added the fluid but choose to run smoke-free), turn off the smoke unit, by turning the Smoke Volume Control Fully Counter Clockwise see pg 3 “Smoke Unit Volume Control Location”. Failure either to add fluid to the unit or to turn it off may damage the smoke unit heating element and/or wick material.

When the smoke output while running the engine begins to diminish, add another 10-15 drops of smoke fluid or turn the smoke unit off. When storing the unit for long periods of time, you may want to add about 15 drops of fluid to prevent the wick from drying out.

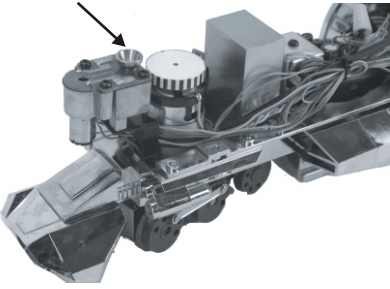
After removing the engine from storage, add another 25 drops of fluid, letting the wick soak up the fluid for 15 minutes prior to operation.

If you experience poor or no smoke output when the smoke unit is on and has fluid, check the wick to see if it has become hard, blackened, and unabsorbent around the heating element. To remove the smoke unit you will first have to remove the boiler shell (by removing the body mounting screws shown on pg 12). To do this, follow these instructions:

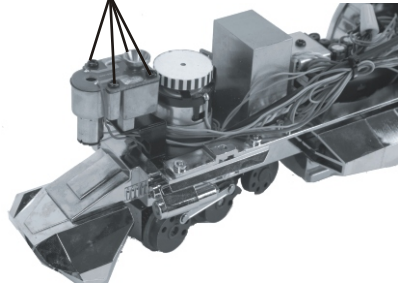
1. Once the boiler has been removed, locate the smoke unit assembly (see below).
2. Use a phillips head screwdriver to remove the inspection cover screws see below..
3. After removing the inspection cover, inspect the wick. If it is darkly discolored and hard, it should be replaced.

Replacement parts and wick replacement instructions are available directly from the M.T.H. Parts Department phone: (order online: [www.mth-railking.com](http://www.mth-railking.com), e-mail: [parts@mth-railking.com](mailto:parts@mth-railking.com); mail: 7020 Columbia Gateway Drive, Columbia MD 21046-1532, FAX: 410-423-0009.

Smoke Unit Location



Remove these five screws to inspect the Smoke Wick



## Adding Smoke Fluid (Operating Reefer)

Ensure the lock-down screw is removed during un-packaging

Open the reefer door (To open the reefer car door, command the door open, reference page 7 and 8 for conventional operation using the 1 bell, 2 whistle Freight Yard Sound command. Once the door is open, turn track power OFF.)

Pull the beer cargo load out using the tab molded into the bottom of the beer load

Remove the filler cap

Put in the same amount that you would for an engine (10-15 drops)

Put filler cap back on

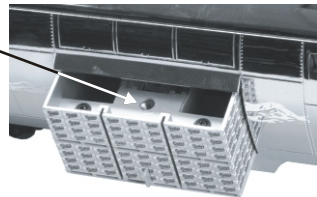
Push beer cargo load all the way to the back of the car. If not pushed all the way back it can interfere with the door operation

After adding the smoke fluid and replacing the beer load, place the car on the track, apply track power and send the Freight Yard Sound command to close the door.



Remove lock-down screw

Add Smoke Fluid



Filler Cap



**WARNING;** Do **NOT** open the reefer car door manually. The reefer car door will break if forced open by hand.

To open the reefer car door, command the door open, reference page 7 and 8 for conventional operation using the 1 bell, 2 whistle Freight Yard Sound command. Once the door is open, turn track power OFF.

Once the door is open, follow the instructions above to remove the beer load and add smoke fluid.

After adding the smoke fluid and replacing the beer load, place the car on the track, apply track power and send the Freight Yard Sound command to close the door.

## Troubleshooting Proto-Sound® 2.0 Problems

Although Proto-Sound® 2.0 has been designed and engineered for ease of use, you may have some questions during initial operation. The following table should answer most questions. If your problem cannot be resolved with this table, contact M.T.H. for assistance (Order online: [www.mth-railking.com](http://www.mth-railking.com), e-mail: [parts@mth-railking.com](mailto:parts@mth-railking.com), Fax: 410-423-0009, Phone: 410-381-2580, Mail: 7020 Columbia Gateway Drive, Columbia MD 21046-1532, ).

<b>Starting Up</b>	<b>Remedy</b>
When I first turn the power on, the engine will not begin to run. I have to turn the throttle off and then on again to get the engine to operate.	This is normal behavior. To prevent accidental high-speed start-ups, Proto-Sound 2.0 is programmed to start up in neutral anytime track power has been turned off for several seconds.
<b>Whistle/Horn</b>	<b>Remedy</b>
When I press the whistle/horn button, the bell comes on instead.	Reverse the transformer leads.
I can't get the horn to blow when I press the whistle button.	You may be pressing the button too quickly. Try pressing the whistle/horn button more slowly, taking approximately one full second to fully depress the button.
<b>Bell</b>	<b>Remedy</b>
When I press the whistle button, the bell comes on instead	Reverse the transformer leads.
I can't get the bell to ring when I press the bell button.	You may be pressing the button too quickly. Try pressing the bell button more slowly, taking approximately one full second to fully depress the button.
The bell won't work on a separate bell button.	Check the wiring of the separate button.
<b>Coupler</b>	<b>Remedy</b>
When I try to fire the coupler, FYS starts.	You are waiting too long between whistle button presses.
The Proto-Coupler won't let the engine uncouple on the fly.	Try lubricating the coupler knuckle with a dry graphite lubricant. Do NOT use oil.

<b>Lock-out</b>	<b>Remedy</b>
I can't get the engine to run after I power up the transformer. It sits still with the engine sounds running.	The engine is locked into the neutral position. Follow the procedure in the "Lock into a Direction" section.
The engine won't lock into forward, neutral, or reverse.	Engine speed must be below 10 scale mph (approx. 10 volts or less in conventional mode).
<b>Volume</b>	<b>Remedy</b>
The sounds seem distorted, especially when the whistle or bell is activated.	Proto-Sound 2.0 volume is set too high. Turn the volume control knob on the bottom of the chassis counter-clockwise to reduce the volume.
<b>Battery</b>	<b>Remedy</b>
The engine will not leave the initial neutral setting.	Check to be sure the battery is installed and fully charged. See the "Self-Charging Battery Back-Up" section.
I get no sounds when the engine shifts between directions.	The battery may be dead or need to be charged. See the "Self-Charging Battery Back-Up" section.
After I turn off my transformer, my engine continues to make sounds before quitting.	Proto-Sound 2.0 is designed to continue to sound for a few seconds after power to the track has been shut off.
<b>FYS</b>	<b>Remedy</b>
The FYS sounds occasionally repeat themselves.	Proto-Sound 2.0 has a built-in random number generator that randomly selects each sound clip to play. Because there are a limited number of sound clips available in each FYS sequence, it is probable that some of these sound clips will be repeated from time to time.

<b>FYS</b>	<b>Remedy</b>
Once in FYS, the engine doesn't go into reverse.	So that FYS effects can be as realistic as possible, Proto-Sound 2.0 disables the reversing unit whenever FYS is enabled. This way the engine remains still at its stop as the operator cycles through the FYS sequences.
When the FYS enters its last sequence the bell automatically comes on	FYS is programmed to start ringing the bell at that point. After approximately 12 seconds, it will automatically turn off.
When FYS is enabled, pressing the whistle and bell has no effect	Because FYS must control various effects in each sequence, Proto-Sound 2.0 takes control of these sound effects until you exit FYS
I push the direction button but the next sound clip in the sequence does not play or the engine does not come out of FYS after fourth press of the direction button.	Each FYS clip must play for aprox. 30 seconds before FYS will advance to the next step in the FYS cycle. Wait at least 30 seconds in each FYS sound clip before pressing the direction button.
<b>No Door Operation</b>	<b>Remedy</b>
No Door Operation (Conventional Mode)	Check the reefer car is sitting on a powered Operating Track section
	Ensure track power is higher than 10VAC
	Check that there are no obstructions in the door area
No Door Operation (DCS Mode)	Ensure there is a Silver Bullet engine on the track and it's added to the DCS Remote
	Ensure the track voltage is higher than 10VAC
	Check that the reefer car is not sitting on an un-powered piece of track
<b>Beer Load</b>	<b>Remedy</b>
Can't slide beer load out of reefer	Check that the shipping screw is not installed

<b>Smoke</b>	<b>Remedy</b>
Weak Smoke Output	Check smoke stack for air bubbles, add fluid if needed
	If the smoke unit has just been filled it may take a minute for the heater to get back to full temperature
<b>Sounds</b>	<b>Remedy</b>
Sounds Aren't Timed to the Door	This is normal when you run the reefer car for the first time. The circuit is smart and will adjust the door speed after 5 up/down cycles to match the sound
	Check that there are no obstructions in the door area
<b>Smoke Unit</b>	<b>Remedy</b>
When applying power in Conventional Mode my Coors car smoke units runs	This happens when power was removed from the Coors car in DCS mode during the middle of a door open/close cycle. Operate the Coors car in DCS mode and cycle the door(s)

# Transformer Compatibility and Wiring Chart

Proto-Sound 2.0 is designed to work with most standard AC transformers. The chart below lists the many compatible transformers. Note that many of the operational commands described in these instructions require a bell button, so if your transformer does not have its own bell button, you should consider adding one to get the full benefit of the system. In addition, the chart details how the terminals on these transformers should be attached to your layout.

<b>RECOMMENDED AC TRANSFORMERS</b>					
<b>Transformer Model</b>	<b>Center Rail</b>	<b>Outside Rail</b>	<b>Min/Max. Voltage</b>	<b>Power Rating</b>	<b>Transformer Type</b>
MTH Z-500	Red Terminal	Black Terminal	0-18v	50-Watt	Electronic
MTH Z-750	Red Terminal	Black Terminal	0-21v	75-Watt	Electronic
MTH Z-1000	Red Terminal	Black Terminal	0-21v	100-Watt	Electronic
MTH Z-4000	Red Terminal	Black Terminal	0-22v	390-Watt	Electronic
Lionel 1032	U	A	5-16v	90-Watt	Standard
Lionel 1032M	U	A	5-16v	90-Watt	Standard
Lionel 1033	U	A	5-16v	90-Watt	Standard
Lionel 1043	U	A	5-16v	90-Watt	Standard
Lionel 1043M	U	A	5-16v	90-Watt	Standard
Lionel 1044	U	A	5-16v	90-Watt	Standard
Lionel 1053	U	A	8-17v	60-Watt	Standard
Lionel 1063	U	A	8-17v	60-Watt	Standard
Lionel LW	A	U	8-18v	75-Watt	Standard
Powermaster	U	A	8-18v	135VA	Electronic
All-Trol	Left Terminal	Right Terminal	0-24v	300-Watt	Electronic
Dallee Hostler	Left Terminal	Right Terminal			Electronic
Lionel LW	A	U	8-18v	75-Watt	Standard
Lionel KW	A or B	U	6-20v	190-Watt	Standard
Lionel MW	Outside Track Terminal	Inside Track Terminal	5-16v	50V.A.	Electronic
Lionel RS-1	Red Terminal	Black Terminal	0-18v	50V.A.	Electronic
Lionel RW	U	A	9-19v	110-Watt	Standard
Lionel SW	U	A	Unknown	130-Watt	Standard
Lionel TW	U	A	8-18v	175-Watt	Standard
Lionel ZW	A,B,C or D	U	8-20v	275-Watt	Standard
Lionel Post-War Celebration Series ZW	A,B,C or D	Common	0-20v	135/190 Watt	Electronic

\* Conventional Mode Only



## Additional Features Accessible With The DCS Remote Control System

(Additional equipment required)

While conventional mode operation of a Proto-Sound 2.0 engine yields wonderfully realistic sound and several train control features, command mode operation allows the user to access a world of command functions never before accessible to O Gauge railroaders. With the addition of the DCS Remote Control System (including a DCS remote handheld and Track Interface Unit) users gain many advanced features, including:

The Silver Bullet engine uses special DSP code to remotely trigger the Coors reefer

CDS softkey Coors Delivery Stop. Plays a howling wind sound from the engine and the door open/close and smoke/LED functions happen automatically. It lasts approx 30 seconds

CDO softkey Coors Door Open. Plays the mechanical door opening sound in time with the door opening on the reefer. The smoke and LED's will run. The door will stay open indefinitely. The smoke will shut itself off after 3 min. the LED's will run indefinitely

CDC Coors Door Close. Plays the mechanical door closing sound in time with the door closing on the reefer. The LED's and smoke will shut off when the door shuts

FYS This will play the FYS script just like any other engine, except the Freight Sounds are a loading dock for beer delivery. The reefer door will open (the smoke unit will already be running to preheat) and the LED's will come on and the mechanical door opening sound will play in time with the door opening on the first DIR button press. The DIR button will cycle the FYS just like a regular engine. The 2nd DIR button press will close the door and the smoke and LED's will shut off when the door closes. Also, the mechanical door sounds will play in time with the door shutting. The 4<sup>th</sup> DIR button press will wrap up the FYS sequence and the engine will pull out of the freight dock at the same speed it entered (when the FYS button was pressed).omotives belonging to a consist to operate together

The reefer door, when it first comes out of the box, may not be perfectly timed to the door open/close sounds. This is normal. Cycling the door open/closed 5 times will set the door speed to match the door open/close sounds.

Please note DCS Remote Software revision 3.11 or later is required to access these additional features. If your remote does not display 3.11 or later after the Remote power is turned on, go to MTH's website, [www.protosound2.com](http://www.protosound2.com) and download the latest DCS software to access these additional features.

## Continued...Additional Features Accessible With The DCS Remote Control System

- DCS Proto-Speed Control - Establishes desired locomotive speed in scale miles per hour increments via a thumbwheel control and allows operator to set maximum speed and acceleration/deceleration rates
- ProtoSmoke™ Variable Output Control - Controls how much smoke each engine outputs and matches smoke to locomotive speed
- Locomotive Lighting Control - Controls locomotive headlights, marker and interior lights, beacon lights, ditch lights, and MARS lights
- Emergency Stop-Single button push stops all Proto-Sound 2.0 trains but does not turn off the power
- One Touch Global Mute/UnMute-Single button mutes or unmutes all DCS-controlled locomotives' user-defined actions, including sound, lights, and smoke
- Proto-Dispatch Operation-Public Address-like feature allows users to speak through locomotive speaker during operation
- Proto-Cast-Allows users to play audio recordings through locomotive speaker during operation
- Proto-Doppler Sound Effects Set Up-Users can configure locomotive for Doppler Operation, including setting distance points for Doppler start, repeat, and stop modes
- Independent Volume Control of Engine Sounds, Bell, Horn & Whistle for each Locomotive
- Control up to 50 different DCS-Equipped Locomotives at one time with multiple TIUs
- Proto-Effects™ Set Up-User can select individual Proto-Effects™ operations to be active or inactive, including cab chatter, train wreck sounds, coupler sounds, Direction Control Set Up-User can set initial individual start-up direction (start in forward or reverse) for double-heading operations
- Locomotive Consist Set-up-User can determine locomotive values for consist make-ups, allowing multiple loc

# Service & Warranty Information

## How to Get Service Under the Terms of the Limited One-Year Warranty

When you suspect an item is defective, please check the operator's manual for standard operation and troubleshooting techniques that may correct the problem. Additional information may be found on the M.T.H. Website. Should you still require service, follow the instructions below to obtain warranty service.

First, e-mail, write, call or fax M.T.H. Electric Trains or a M.T.H. Authorized Service Center (ASC) in your area to obtain Repair Authorization. You can find the list of ASCs on the M.T.H. Website, [www.mth-railking.com](http://www.mth-railking.com). Authorized Service Centers are required to make warranty repairs on items sold *only* from that store; all other repairs may-- or may not be done at the store's own discretion. If you did not purchase the item directly from the ASC, you will need to select a National Authorized Service Center (NASC) or contact M.T.H. Electric Trains directly. NASC Dealers are compensated by M.T.H. to perform warranty service for any customer whose repair qualifies for warranty service. A list of NASC retailers can be located on the M.T.H. Website or by calling 410-381-2580. Should the warranty no longer apply, you may choose either an ASC or NASC retailer to service your M.T.H. Product. A reasonable service fee will be charged.

**CAUTION:** Make sure the product is packed in its original factory packaging including its foam and plastic wrapping material to prevent damage to the merchandise. There is no need to return the entire set if only one of the components is in need of repair *unless otherwise instructed by the Service Center*. **The shipment must be prepaid and we recommend that it be insured. A cover letter including your name, address, daytime phone number, e-mail address (if available), Return Authorization number (if required by the service center, a copy of your sales receipt and a full description of the problem must be included to facilitate the repairs. Please include the description regardless of whether you discussed the problem with a service technician when contacting the Service Center for your Return Authorization.**

Please make sure you have followed the instructions carefully before returning any merchandise for service. Authorized M.T.H. Service Centers are independently owned and operated and are not agents or representatives of M.T.H. Electric Trains. M.T.H. assumes no responsibility financial or otherwise, for material left in their possession, or work done, by privately owned M.T.H. Authorized Service Centers. If you need assistance at any time email MTH Service at [service@mth-railking.com](mailto:service@mth-railking.com), or call 410 381-2580.

## Limited One-Year Warranty

All M.T.H. products purchased from an Authorized M.T.H. Retailer are covered by this warranty. See our Website to identify an Authorized M.T.H. Retailer near you.

M.T.H. products are warrantied for one year from the date of purchase against defects in material or workmanship, excluding wear items such as light bulbs, pick-up rollers, batteries, smoke unit wicks, and traction tires. We will replace or credit (at our option) any defective item with a manufactured suggested retail price of \$279.95 or less (excluding all motive power and electronic items), if the item is returned to an M.T.H. Authorized Service Center (ASC) or M.T.H. National Authorized Service Center (NASC) within one year of the original date of purchase. For any item with an MSRP greater than \$279.95 (including all motive power and electronics), We will repair, replace or credit (at our option) the defective item without charge for the parts or labor, if the item is returned to an M.T.H. Authorized Service Center (ASC) or M.T.H. National Authorized Service Center (NASC) within one year of the original date of purchase. This warranty does not cover damages caused by improper care, handling, or use. Transportation costs incurred by the customer to ship the product for warranty service are not covered under this warranty.

Items sent for repair must be accompanied by a return authorization number, a description of the problem, and a copy of the original sales receipt from an Authorized M.T.H. Retailer stating the date of purchase. If you are sending this product to an Authorized Service Center, contact that Center for their return authorization.

This warranty gives you specific legal rights, and you may have other rights that vary from state to state. Specific questions regarding the warranty may be forwarded to M.T.H. directly

Service Department  
M.T.H. Electric Trains  
7020 Columbia Gateway Drive  
Columbia MD 21046-1532  
410-381-2580  
[service@mth-railking.com](mailto:service@mth-railking.com)