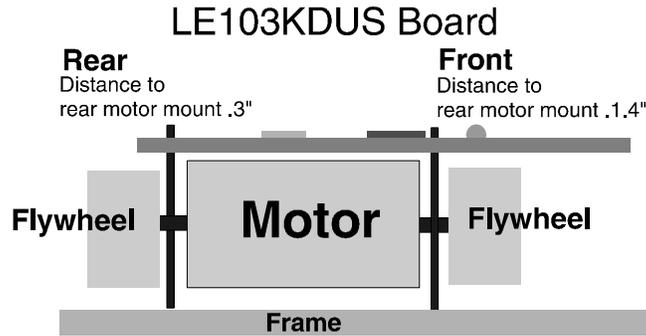


Designed for Atlas, Stewart, Kato, and Con-Cor locomotives with the Kato Drive or similar motor mounts.



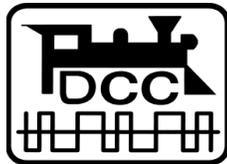
- * Provides 1A continuous motor current.
- * Selectable for operation with 14/27 or 28/55 speed steps.
- * Optional operation on conventional DC layouts.
- * Directional headlights.
- * Support for Advanced Consist Control and Extended Addressing
- * Support for all forms of programming as described in NMRA RP-9.2.3
- * Programmable locomotive address, acceleration and brake momentum, speed curve and much more.
- * Size: L3.05" X W .68" X D .16"

LE103KDUS

April 1998

Digital

plus
 by Lenz TM

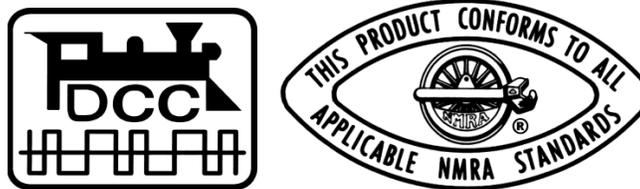


Features of the LE103KDUS Decoder Board

This decoder board is designed for Atlas, Stewart, Kato, and Con-Cor locomotives with the Kato Drive or similar motor mounts. The LE103KDUS has solder pads for track pickups and headlights at each end of the decoder to allow easy installation. The decoder mounting is offset allowing the decoder to fit into a wide variety of locomotives. Since soldering of the track leads, light leads and motor leads to the decoder solder pads is required, this decoder is only recommended for users who have experience soldering electronics.

Although this decoder board has a low price, it is packed with features you expect in a high end decoder. Such as: advanced consist control; extended addressing; optional user settable speed tables; short form programming on the main for acceleration and deceleration trim; and CV29 Direction Bit allows the user to set the desired forward locomotive direction. The LE103KDUS also supports all forms of programming described in NMRA Recommended Practice 9.2.3, including the user friendly direct CV programming mode.

DIGITAL plus decoders built to the NMRA standards and recommended practices are labeled:



This prestigious label means that the NMRA has independently tested this product and found that it fully complies with all NMRA DCC Standards, Recommended Practices and industry norms.

Many characteristics of the LE103KDUS board can be programmed to customize the decoder to its locomotive. For example, you can operate the decoder with the factory pre-set speed table or generate your own. You can set which end of the locomotive is the forward end. You can even decide whether or

not you want to be able to operate on conventional DC layouts.

Please read “The Configuration Variables and Their Meanings” section later in this booklet for details on the configuration variables supported by the LE103KDUS. There you will find much more information regarding the features and their respective settings.

First, we will describe how to install the decoder in your locomotive.

Preparing to Install the LE103KDUS

The locomotive must be tested for excellent operation on normal DC power before installing the decoder. Replace worn out motor brushes and burned out light bulbs. Clean any dirt or oxidation from the wheels and pickups, and make sure that electrical contact is smooth. Now is also a good time to lubricate your locomotive. Only a locomotive with impeccable mechanical performance will perform well with the decoder.

Take note which motor brush is connected to the right rail and which to the left rail. This information allows you to connect the decoder to the motor with the correct polarity.

Some advice on the current draw of the decoder output:

The current for all the decoder outputs is supplied by an internal rectifier with a maximum current rating of 1.2 Amps. The sum of all currents to the motor and the function outputs cannot exceed this limit. Each individual output can only draw up to its limit.

In other words, the maximum current of either the motor or lights, cannot exceed the individual limits or the total decoder limits.

Example:

Suppose the motor may require as much as 1.0 A continuously. Then the function outputs combined must not exceed 0.2 A or 100ma each.

Some advice on installing the decoder:

Although the LE103KDUS has many internal safeguards to prevent damage, you must not allow any metal part of the locomotive to touch the surface components of the decoder. This could cause a direct internal short circuit and the decoder will be destroyed.

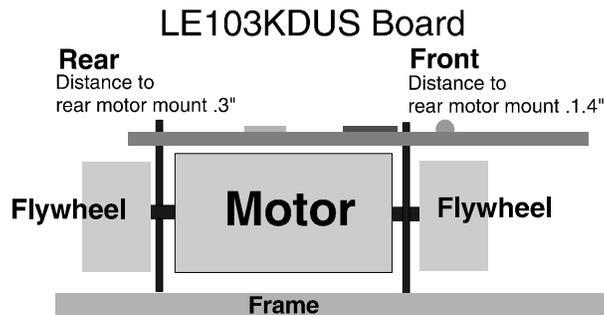
DO NOT WRAP decoder with electrical tape or shrink wrap!

Doing so will impede air circulation and degrade the performance of the decoder. Instead, put electrician tape over any part of the locomotive frame or body that might touch the decoder. This way, you will prevent short circuits without 'suffocating' the decoder.

The LE103KDUS can not be set up for simultaneous use for 2-rail pickup and overhead catenary or trolley operation. If the locomotive is turned the wrong way, the decoder could get twice the track voltage which would destroy it!

Placing the Decoder in the Locomotive

The LE103KDUS is designed to be snapped to the motor mounts of Atlas, Stewart, Kato, and Con-Cor locomotives with the Kato Drive or locomotives with similar motor mounts. The existing circuit board in the locomotive must be removed and discarded before installation of the decoder board.



Before installing the decoder board check to ensure that the motor leads are isolated from the rail pickup. Achieving isolation

may require some different approaches on different locomotives, perhaps unsoldering wires, placing a thin piece of insulating plastic between brush terminal and contact spring. There must be NO electrical contact between the motor and the rail pickup. If you have a VOM, check for infinite resistance between the motor and all the wheels. Take special note that metal contact might occur only when the loco body is reinstalled.

Wiring the Decoder

Wiring the LE103USKD decoder board requires the user to solder wires directly to the decoder. Care should be taken to use the proper tools and proper soldering techniques. Soldering guns of any type can destroy the decoder. Instead a low wattage soldering pencil should be used. Radio Shack produces several low cost models. If unfamiliar with wiring electronics the decoder should be returned for credit.

Step by Step Installation

Each solder pad on the decoder is labeled to assist installation. The user should become familiar with the purpose of each solder pad before proceeding. Figure 1 is included to help identify the labels.

First connect the decoder board to the track voltage pickups:

- Connect right rail pickup wire from the front truck to solder pad labeled T1 on both the front of the decoder board and the right rail pickup from the rear truck to solder pad labeled T1 on the rear of the decoder board.
- Connect left rail pickup wire from the front truck to solder pad labeled T2 on both the front of the decoder board and the left rail pickup from the rear truck to solder pad labeled T2 on the rear of the decoder board.

Next connect the decoder board to the motor terminals:

- Connect the motor lead that used to be connected to the right hand rail to solder pad M1.
- Connect the motor lead that used to be connected to the left hand rail to solder pad M2.

Finally connect the headlights. Note that the headlights should be 12-16 volt bulbs:

- The front headlight is connected to the middle two leads located at the front of the decoder board.
- The rear headlight is connected to the middle two leads located at the rear of the decoder board.

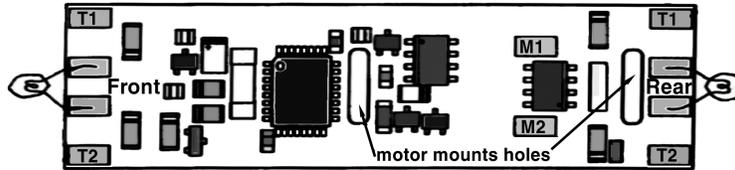


Figure 1: Wiring the LE103KDUS Decoder Board

Checking the Installation

Place the locomotive (without the body) on the programming track and read back the locomotive address from the decoder. If the decoder is properly installed, you will be able to read back the factory pre-set address 03. Remove the locomotive from the track, and if necessary correct any wiring errors.

Once the locomotive can be properly programmed on a low current programming track, it is safe to check the installation on normal track power. If the locomotive operates backward in digital mode you can either program CV29 or invert the two motor leads. If the locomotive operates backwards in analog mode T1 and T2 are inverted.

Programming the locomotive decoder LE103KDUS

Locomotive address, acceleration and brake momentum and all other properties of the decoder can be changed as often as desired. This process is called *programming*.

The properties will be saved in non-volatile memory locations on the locomotive decoder. The values will be permanently saved,

even after disconnecting the operating voltage. These memory locations are called "Configuration Variables, or CVs" by the NMRA. The LE103KDUS has a total of 128 CVs. Not all of them are used at this time as many are reserved for future use.

The reading and writing of these values is done electronically, the locomotive does not need to be opened after initial installation of the decoder to read or later modify any CV value.

Any NMRA DCC Command Station, such as the DIGITAL plus LZ100 and a Hand Held LH100 or an Interface LI100, can be used to program the locomotive decoder LE103KDUS. With older command stations (including Arnold or Märklin) the decoder supports index mode, a special form of register mode which allows you to easily address all the CVs. Using the Arnold Commander 6, or the ROCO 'DIGITAL is cool' command station, only register 1 (locomotive address) can be set. Many other DCC command stations support paged programming. The LE103KDUS supports this mode as well. Details for reading and writing the decoder's configuration variables can be found in the manuals of the appropriate equipment.

The configuration variables and their meaning

The new line of Lenz advanced decoders, version 4.1, support a full range of features which are set up using a variety of configuration variables. All the configuration variables are numbered. These numbers are used during programming and are identical for all decoders that conform to the NMRA standards independent of the manufacturer. The following table lists the various CVs supported in the LE103KDUS decoder. Both the New CV numbers and the older Register numbers are provided for cross reference.

Please note: Some CVs (such as CV29) have specific meanings for each bit. The bit assignments in this table use a bit numbering scheme of 1-8 to correspond to the 1-8 display on DIGITAL plus systems. Many other systems use a scheme of 0-7 to refer to the individual bits. If you are using such a system you should subtract one from all bit numbers described in these CVs.

Table 1: LE103KDUS Configuration Variables

CV	Reg	Description	Range	Setting
1	1	Locomotive address: This is the number with which you select a locomotive in the DIGITAL plus system.	1-127	3
2	2	Start voltage: This is the voltage applied to the motor in speed step 1. Set this value so that the locomotive just starts moving in speed step 1.	1-15	8
3	3	Acceleration Momentum: Determines the rate of change of speed upon acceleration. A higher value leads to a slower acceleration.	1-31	1
4	4	Brake Momentum: Determines the rate of change of speed upon braking. A higher value leads to longer brake distance.	1-31	1
-	5	CV29 when the page/pointer register has a value of 1 or value of CV pointed to by Register 6 when register 6 is being used as a pointer register	0-55	4
-	6	Page/Pointer Register: Used during programming for paging or indexing	0-127	1
7	7	Version Number: This location stores the version number of the decoder. This location is read only.	-	41
8	8	Manufacturers Identification: This value is the manufacturer ID of the decoder, (Lenz =99). This location is read only.	-	99
17	-	Extended Address High Byte	192-231	0
18	-	Extended Address Low Byte The two byte address if used is contained in CV17+18	0-255	0
19	-	Consist Address The advanced consist address if used is stored in CV19	0-255	0
29	*5	Decoder Configuration, Byte 1: Several decoder properties are set with this byte. Changes are best done in binary mode (see the information for the Hand Held LH100). When Register 6 has a value of one CV 29 is also available in Register 5 The detailed properties are:	0-55	4

CV	Bit No	Description	Range	Setting
29	bit 1	locomotive direction: 0 normal: locomotive moves forward when the arrow on the Hand Held points up. 1 inverted: locomotive moves forward when the arrow on the Hand Held points down.	0,1	0
	bit 2	speed step mode: 0 Operation with 14 or 27 speed steps. This setting is selected when the locomotive decoder is used with a software below version 2.0, ROCO-Digital, LGB-Digital, Arnold Digital and with all other Digital systems that do not support the 28 speed step mode. 1 Operation with 28 speed steps. This setting is selected when the locomotive decoder is used with a Command Station with software version 2.0 or higher. The Command Station has to be set to 28 speed step mode for the decoder address, if you are using this setting! Other Digital systems supporting the 28 speed step mode can use the decoder in this setting.	0,1	0
	bit 3	Usage on conventional DC layouts: 0 locomotive operates in digital mode only 1 locomotive can operate in both conventional DC and digital mode.	0,1	1
	bit 4	always 0	0	0
	bit 5	speed curve: 0 factory pre-set speed curve is used 1 user defined speed curve is used. Please enter the appropriate values into CV 67 to 80 before setting this bit.	0,1	0
	bit 6	Extended Addressing 0= Normal addressing 1=Two Byte extended addressing	0-1	0
	bit 7 bit 8	always 0	0	0

CV	Description	Range	Setting
60	Decoder Configuration, byte 2: Similar to CV 29, but other properties are set with this byte:		
	bits 1-2 not used		
	bit 3 Brake momentum on DC operation. This setting is only active with conventional DC operation disabled. (CV 29, bit 3 = 0) This setting can be used to achieve prototypical braking at red signal indications. 0 locomotive proceeds with track voltage dependent speed inside the conventional section. 1 locomotive brakes in the conventional section with pre set brake momentum.	0,1	0
	bits 4-8 not used		
67 to 81	Values for user defined speed curve: These registers are used for a user defined speed curve. The factory setting for these registers is 0. If you are trying to use this speed curve unmodified, your locomotive will not move! The value in each register determines the velocity of the locomotive for each assigned speed step: For the 14 speed step mode, speed step 1 is using the value in CV 67, speed step 2 the value in CV 68, speed step 3 the value in CV 69, etc. For the 28 speed step mode, speed step 1 is using the value in CV67, speed step 3 the value in CV 68, speed step 5 the value in CV 69, etc. The intermediate speed steps are calculated by the decoder.	0-63	0

Creating a Speed Curve

Start by writing down how you want to assign the internal speed settings to the speed steps, for example by making up a table as shown below. The table shown is just an example and gives the factory pre-set speed curve for a starting speed of 1.

In the following description, we will assume that the decoder is properly installed and tested, and the locomotive is on the programming track with the power on. We assume you are familiar with the general process of programming using your command station.

Speed step in 14/27 mode	Speed step in 28 mode	Internal speed setting	CV / register
1	1	1	67
2	3	3	68
3	5	5	69
4	7	7	70
5	9	9	71
6	11	12	72
7	13	15	73
8	15	19	74
9	17	23	75
10	19	28	76
11	21	34	77
12	23	42	78
13	25	52	79
14	27	60	80
-	28	63	81

Warranty

Lenz GmbH does everything it can do to ensure that its products are free from defects and will operate for the life of your model railroad equipment. From time to time even the best engineered products fail either due to a faulty part or from accidental mistakes in installation. To protect your investment in Digital Plus products, Lenz GmbH offers a very aggressive 10 year Limited Warranty.

This warranty is not valid if the user has altered, intentionally misused the Digital Plus product, or removed the product's protection, for example the heat shrink from decoders and other devices. In this case a service charge will be applied for all repairs or replacements. Should the user desire to alter a Digital Plus Product, they should contact Lenz GmbH for prior authorization.

Year One: A full repair or replacement will be provided to the original purchaser for any item that has failed due to manufacturer defects or failures caused by accidental user installation problems. Should the item no longer be produced and the item is not repairable, a similar item will be substituted at the manufacturers discretion. The user must pay for shipping to an authorized Lenz GmbH warranty center.

Year 2 and 3: A full replacement for any item will be provided that has failed due to manufacturer defects. If the failure was caused by accidental user installation or use, a minimal service charge may be imposed. Should the item no longer be produced and the item is not repairable, a similar item will be substituted at the manufacturers discretion. The user must pay shipping to and from the authorized Lenz GmbH warranty center during this portion of the warranty period.

Year 4-10: A minimal service charge will be placed on each item that has failed due to manufacturer defects and/or accidental user installation problems. Should the item no longer be produced and the item is not repairable, a similar item will be substituted at the manufacturers discretion. The user must pay shipping to and from the authorized Lenz GmbH warranty center during this portion of the warranty period.

Please contact your dealer or authorized Lenz GmbH warranty center for specific instructions and current service charges prior to returning any equipment for repair.



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

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DIGITAL plus