

Motor railcar of 842 series (ex. M273.2)

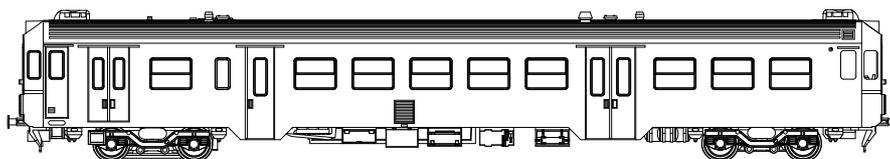


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The motor railcar 842 was developed for the transport of express trains and passenger trains on main lines. They were produced in the years 1993-94 in the number of 37 pieces in the factory Vagonka Tatra Studénka. The vehicle is powered by two motors with a hydrodynamic transmission - one engine for each chassis. They are operating with different cars of the type Bix, Baffix, 043, 042 and so on. This railcar is still in full operation in the current passenger traffic (2019) in the Czech Republic.

Parameters of model

Length: 298mm, weight: 350 g, supply: 12 VDC, 0.4 A maximum, minimum track radius: 380 mm

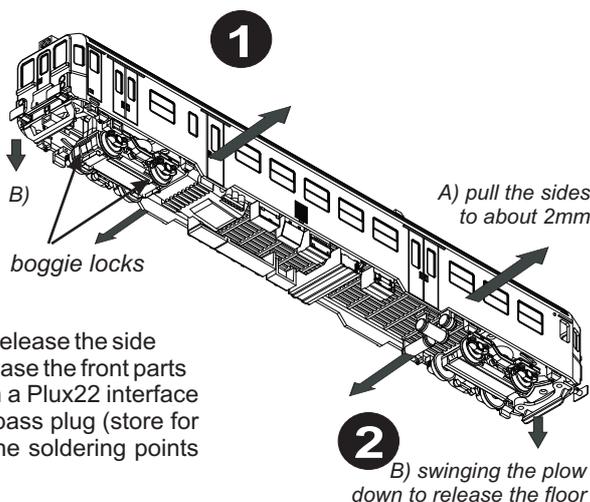


Safety and warranty

This model is made of plastic and metal parts and is only suitable for use by persons 14 years and older. It is comprised of small parts which present a choking hazard for small children. This product is an electronic device. Take all precautions to avoid electric shock. Power supply should not exceed a voltage output of 12 VDC with a maximum current output of 1 amp. Only a power supply that is in compliance with local regulations should be used. This model is only to be used in non-commercial applications. There is a warranty period of 1 year after the invoice date. Excluded from the warranty are misprints, paint errors and wearable parts such as friction tires, carbon brushes, etc. Damage caused by

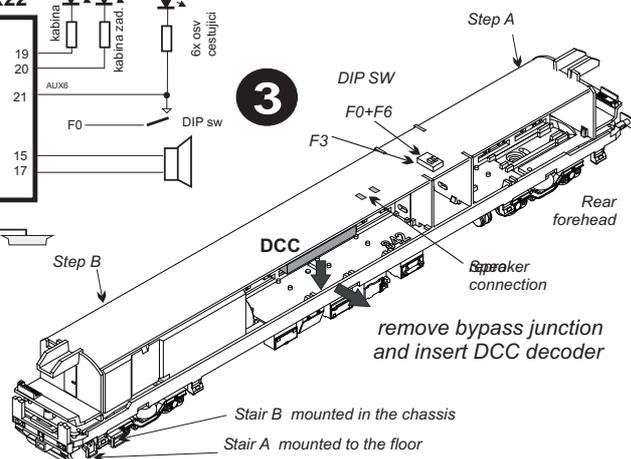
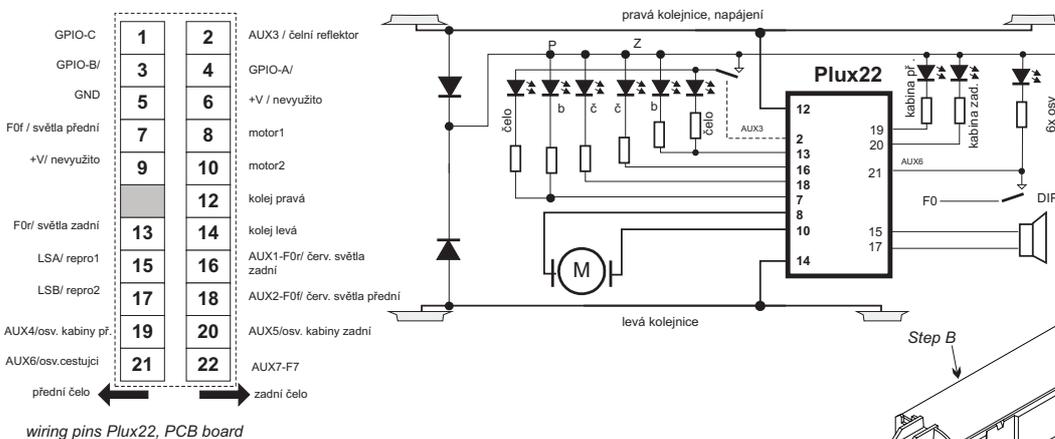
Storage and maintenance

Storage and transport should only be done in the original box. The model must be protected from intensive sunlight and temperatures above 30 degrees Celsius. Before using the model, it should run 15 minutes in both directions at different velocities in order to break in the components. Cleaning of the wheels and contact wipers should only be done with soft tissues wetted with alcohol or methyl alcohol. **Never use organic thinner!** The model comes lubricated with high viscosity oil for long time storage. For lubrication of the axle and gears in the bogies, only use resin free and acid free lubricants. To lubricate the bogie remove the bogie cover plates carefully, by pressing the plate end and lifting the plate downwards (see illustration 1). It is recommended before first usage to lubricate the worm gears with fine oil.



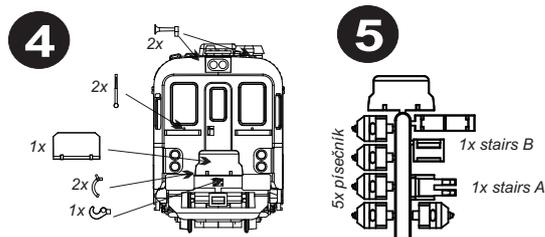
DCC decoder assembly instruction (Plux22)

The body is removed by bending the body to release the clip (Fig. 1 and Fig. 2). First release the side clips and tilt the floor - step A. Then, by carefully pulling both plows at the coupler, release the front parts of the floor - step B. Do not pull the shaft of the coupler! The model is equipped with a Plux22 interface and as a standard I supply with bypass plug for analog operation. Remove the bypass plug (store for future use) and insert the DCC decoder. (Fig. 3). The speaker connection is at the soldering points marked REPRO.



Installation of accessories

Accessories are supplied with the model, which are mounted by the user himself. Fig. 4 shows the location of the parts on both ends of the locomotive.



DIP switch function

F3: On = permanently switched on front reflector (together with position lights) / Off = control of front reflector functions F3
F6 + F0: On = Interior with position lights / Off = interior independently AUX6

Front reflector and cab lighting control

PCB wiring allows DCC to control the headlight function independently. The AUX3 (F3) output can also be used to switch on the headlight when position lights are switched on. This function is activated by the DIP switch fig. 3. The model is also equipped with driver's cab lighting controlled from the DCC decoder (AUX4 and AUX5). It is advisable to configure the decoder to switch the cabin lights together with the shift mode. The interior lighting of the passengers is controlled independently by the AUX6 function (DIP setting required). In basic DCC mode or analog operation, lighting is common with position lights (F0).

Repair and disposal

Contact your dealer for repair inquiries. During the warranty period, report problems to your dealer with a copy of the sales invoice. The dealer will confirm if the repair is eligible for warranty coverage. If a request for repair is not a warranty case or a sales invoice is not provided, shipping and repair costs will be charged to the end user. The model should not be disposed of casually, but as electronic waste. Producer: MTB, Segala group sro, 102 00 Praha 10