



## LITE controller

### 1. FEATURES

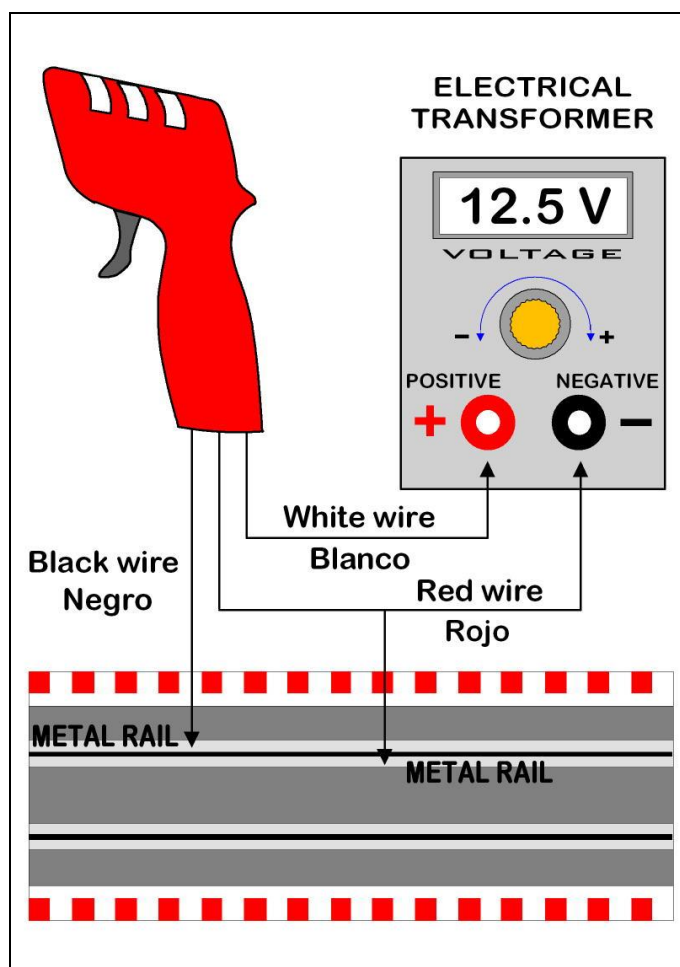
#### 1.1 General features

- Embedded microcontroller.
  - Acceleration and brake control by PWM signals and MOSFET transistors.
  - Magnetic trigger that eliminates friction and is maintenance-free.
  - Built-in protective fuse of 2 A. (+1 Spare).
  - Green LED indicating operation.
  - Extra flexible power cable 1,5 m. long and compact banana connector.
  - Four different power curves offering controls similar to having four resistances of different ohms (approx. 25 - 35 - 45 - 60  $\Omega$ ) in a single controller.
  - Brake adjustment 75% or 100%
  - Adjustable trigger range from minimum (brake).
  - Rubber cable protection.
  - Reduced weight.
  - Low power consumption.

#### 1.2 Connections and electrical specifications:

- It is very important **NOT** to connect the **LITE** Slotting Plus controller to a voltage exceeding 22V for it may cause it to be severely damaged.
- Built-in protective fuse of 2 amperes.
- It is very important to respect the polarity of the connections.
- Correlation of colors and bananas:

BANANA COLORS	TYPE OF CONNECTION	COLOR CABLE
Red	Negative power	Brown
White	Positive power	Blue
Black	To track	Yellow / green



Scheme to connect the controller to the track and transformer.

### **REMEMBER**

To change the direction of circulation of the cars, **ONLY** have to invest the position of the electrical cables which are connected to the metal rails of the track.

## **2. INSTRUCTIONS**

### **2.1 Select the power curve.**

The **LITE** controller has a triple switch with which it is possible to select between 4 power curves (Fig.1). Activating switches 1 and 2 with a little screwdriver or the like (Fig.2), we can select between the 4 different power curves (Fig. 3).

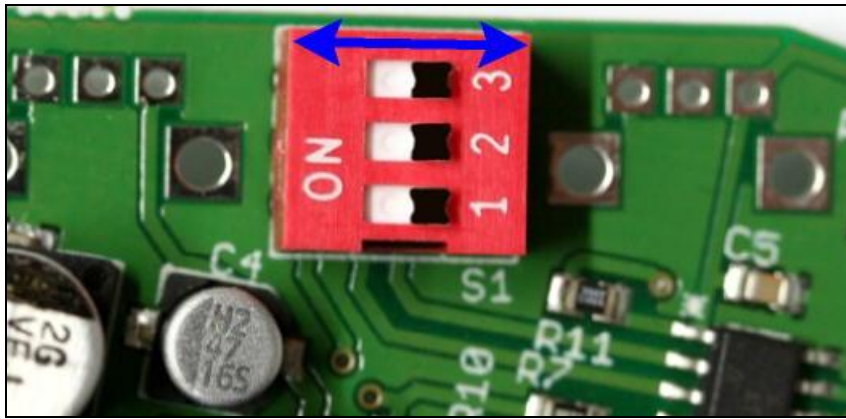


Fig. - 1 -

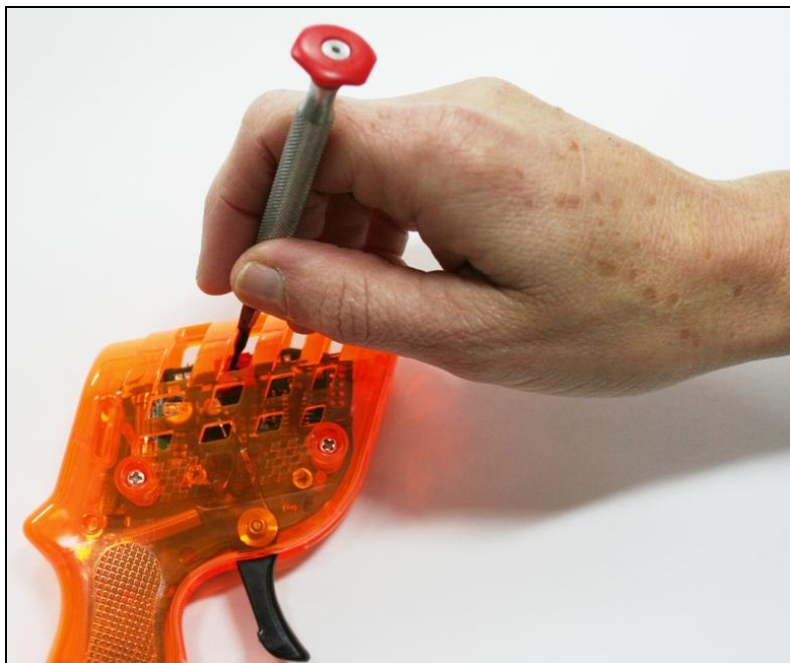


Fig. - 2 -

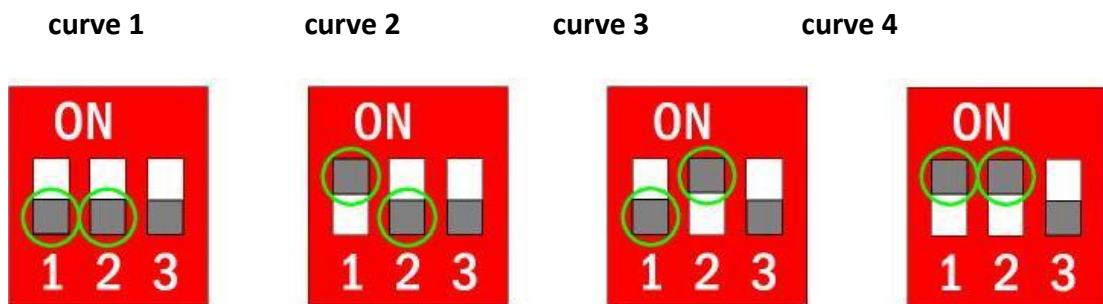


Fig. - 3 -

curve 1: approx. 25Ω - curve 2: approx. 35Ω - curve 3: approx. 45Ω - curve 4: approx. 60Ω

## 2.2 Brake selector.

Activating the switch number 3 (fig.4) you can decide two braking intensities. In the “off” position you have got the 100% brake and putting the switch in the “on” position you have 75% brake.

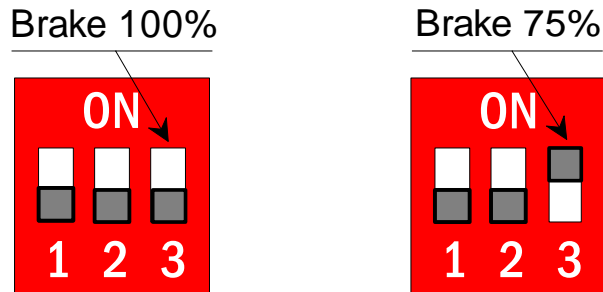


Fig. - 4 -

## 2.3 On light.

The **LITE** controller includes a green LED light that indicates at all times that the remote is ready to be used (Fig.5) white circle. If when connecting the controller to the track the light doesn't light up, first check if it has been connected properly, then check if the track has power, and last examine the state of the fuse and replace it if necessary.

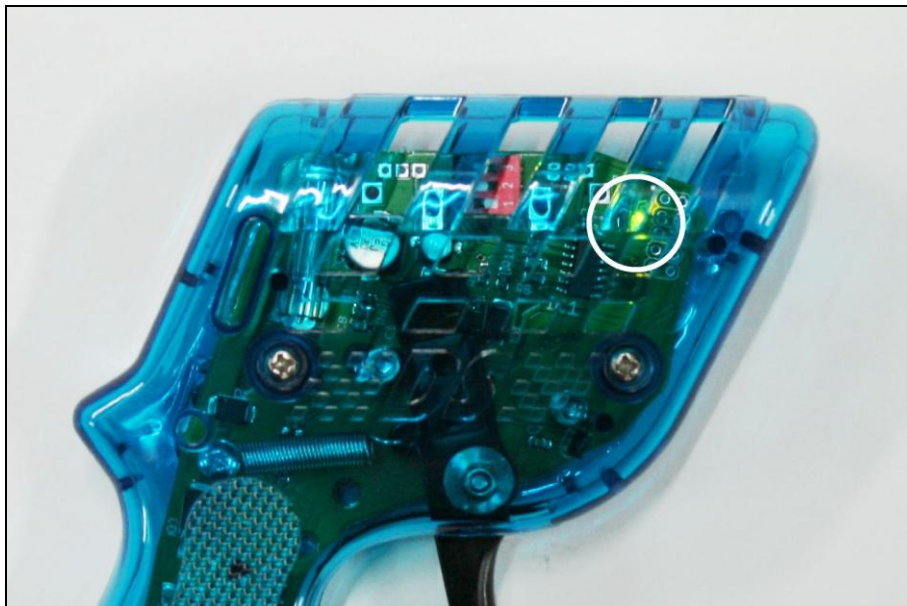


Fig. - 5-

## 2.4 The fuse.

The **LITE** controller also includes a 2 amp fuse to protect it from possible overcharges (Fig. 7 blue circle). To replace it you must open the casing by unscrewing the three screws.

## VERY IMPORTANT

**ALWAYS** use a FAST acting fuse of 2A or a maximum of 5A

**and that the value of the fuse NEVER exceed the amperes of power supply.**

If replacing the fuse and fuse burns out again, please check the connections to track, check the connections to the controller with the polarity outlined in these instructions, examine the car to detect any anomaly or a possible crossing of the braids and finally, check the track to find a possible crossing between two lanes. If the fault persists contact Sloting Plus [info@sloting.com](mailto:info@sloting.com)

### 2.7 Adjust the range of the trigger.

You have one option to adjust the travel of the trigger to your liking. Adjust the minimum position (maximum brake) by moving the hexagonal stopper from left to right (Fig. 6 yellow circle).

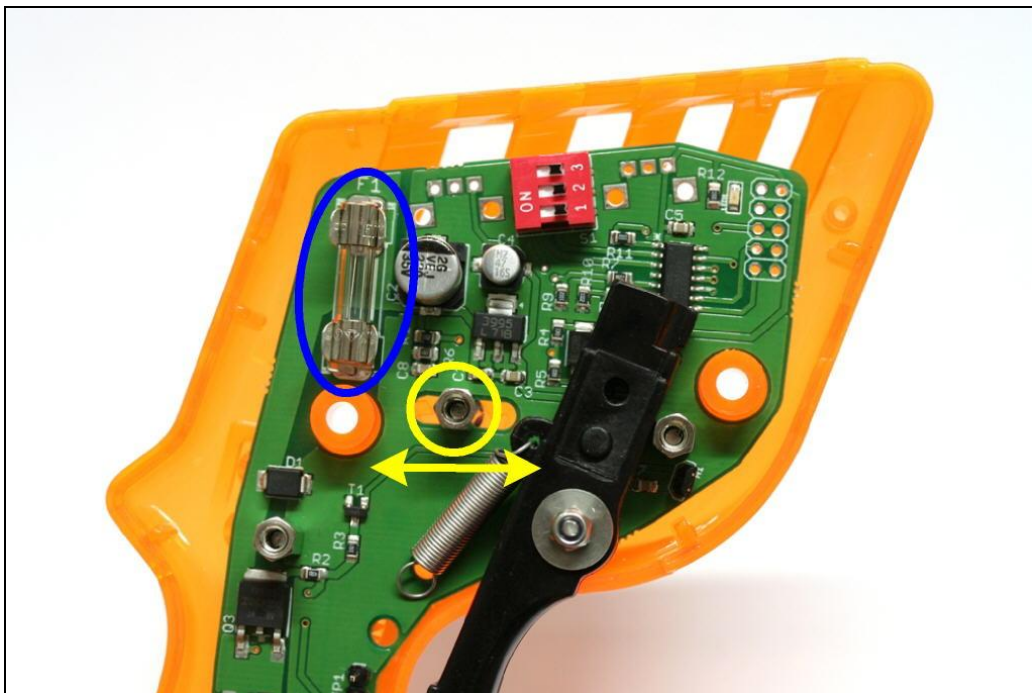


Fig. - 6 -

After modifying the trigger range you **ALWAYS** must calibrate it to the new position.

1. Connect the controller to the track (the track must have power but no car on it)

2. Without touching the trigger, for a quick moment connect the two pins together with a screwdriver or anything metallic and long enough to touch both pins at the same time (Fig. 8).
3. After three seconds press the trigger all the way and hold it for three more seconds.
4. Disconnect the remote from the track and reconnect it again.

Once the controller is reconnected again it should be calibrated to its new parameters and its operation should be normal.



Fig. - 7 -