

Installation of Lane Gate “Right” chip

The DRS Lane Gate “Right” chip is for D124/D132 lane changers where cars can move from the left lane to the right lane only. That includes the following models:

Suitable for: #30345 Straight Type
#30362 Left Curve - In to Out
#30365 Right Curve - Out to In

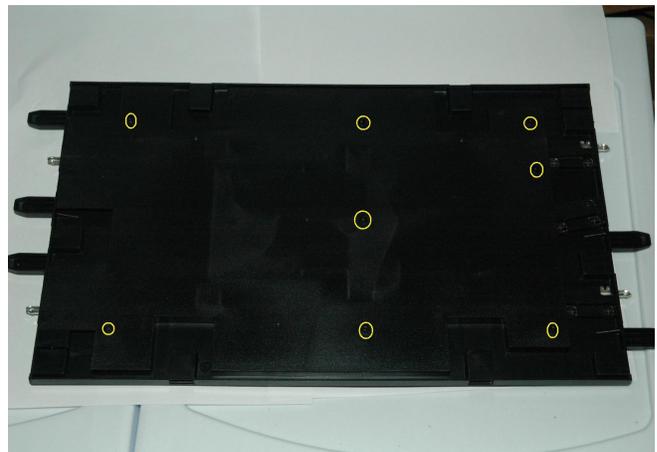
Tools required: #0 Philips screwdriver
T9 Torx driver for security screw (or small flat blade)
Wire cutter/stripper
Drill and drill bit (3mm or 7/64")
Tape or low-temp hot glue gun

Warning!

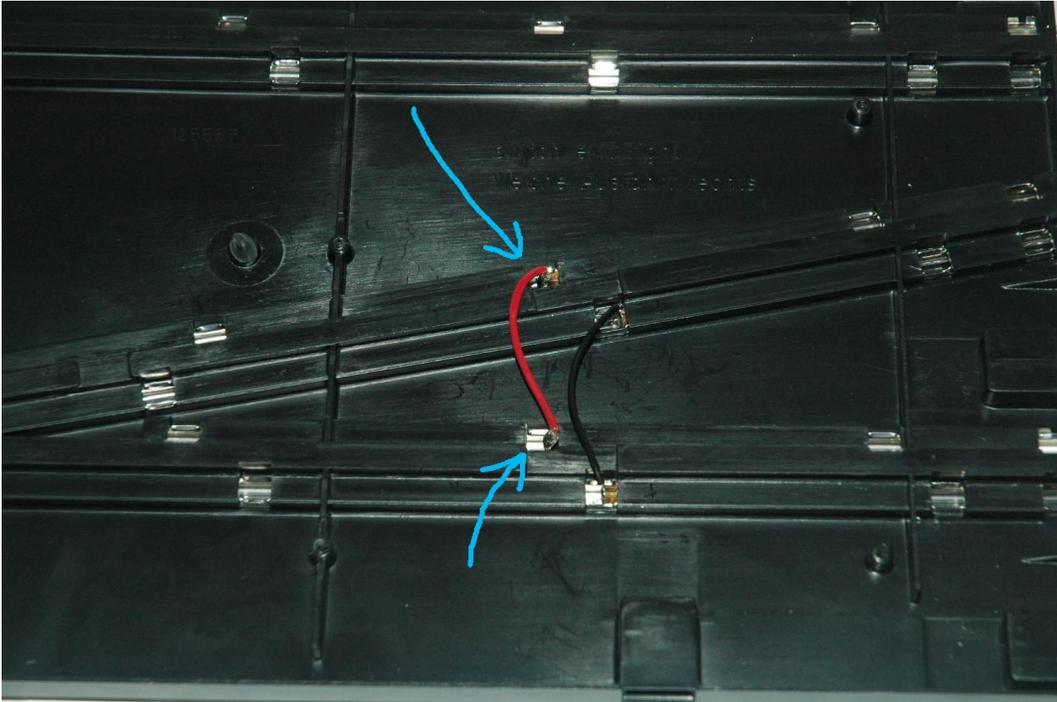
The process of disassembling and modifying your lane changer will void its warranty. You are advised to thoroughly test any new lane changer to verify it works properly while it is still under warranty.

Ready? Let's get started. Both track sections of the lane changer need to be worked on.

1. Begin with the exit half. This is the section that does not have the sensor and flipper.
2. Remove the back cover plate. Some have 8 screws, others have 10, but all are visible.



3. Isolate the short inside rail by removing the jumper wire as shown. It is usually a red wire.

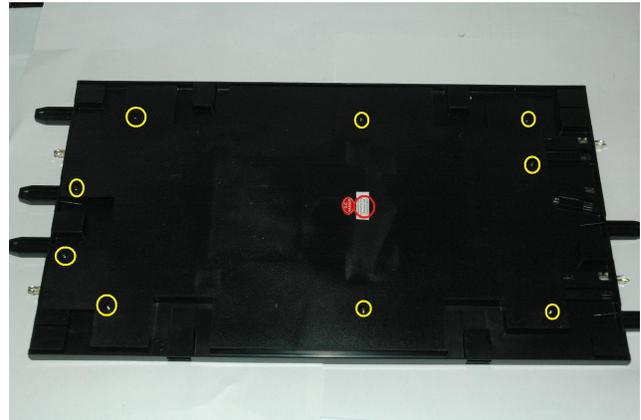


4. After removing the jumper, re-install the back cover plate. You are done modifying the exit half.

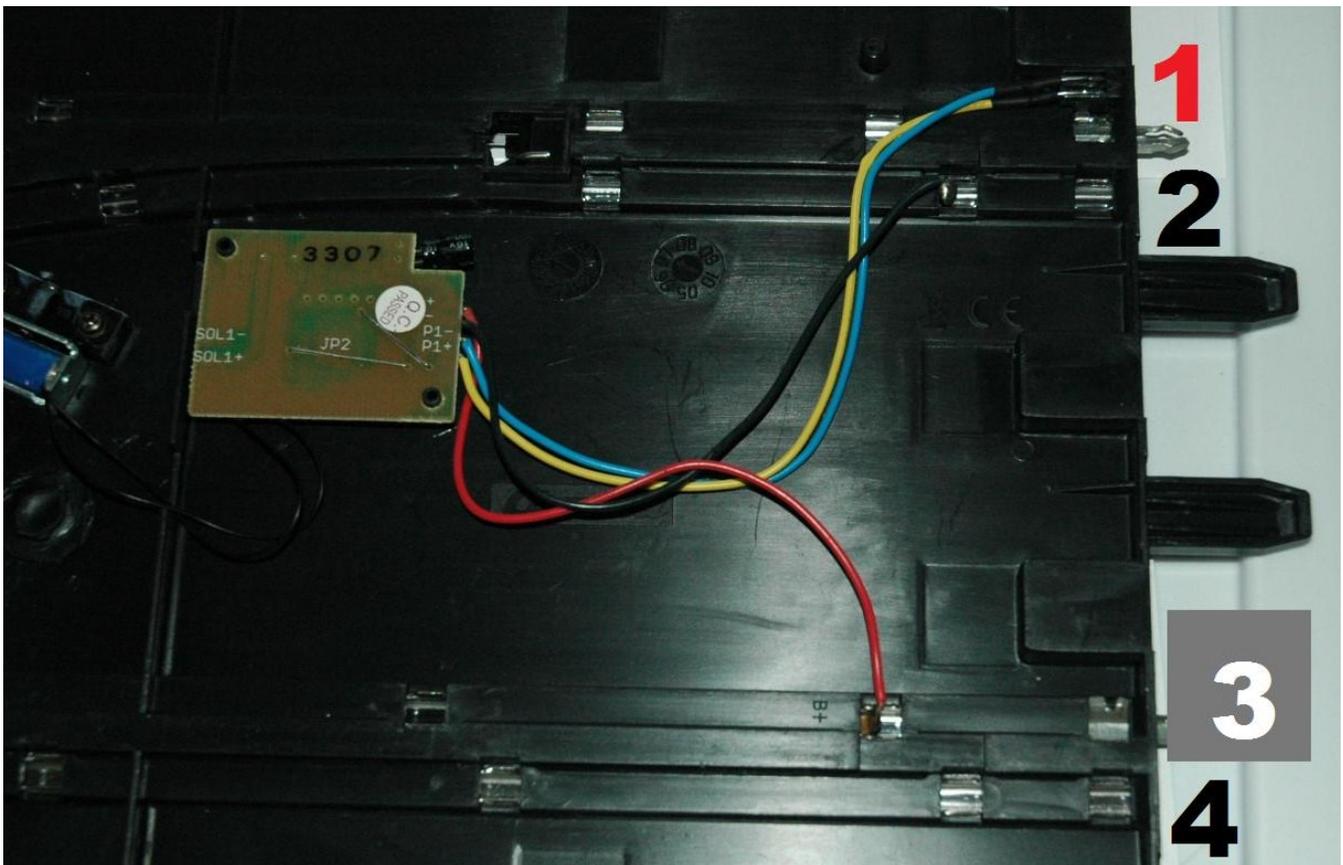


5. Now take the entry section and start by removing its back plate, held by 8-10 screws.

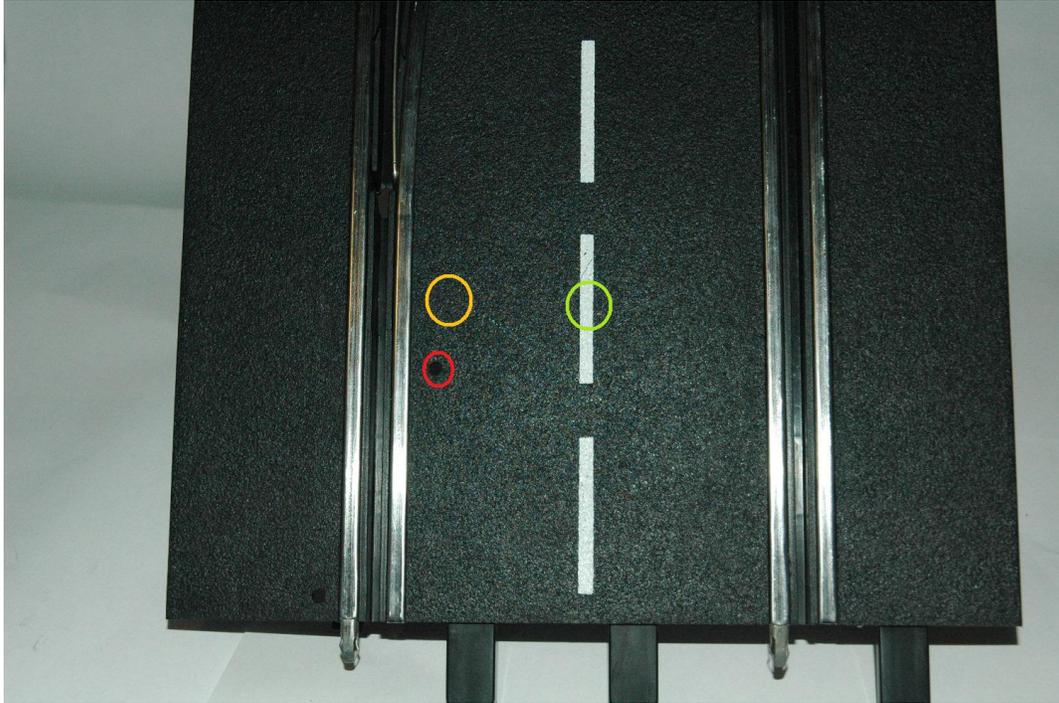
6. A torx T9 security screw is hidden under the white label.



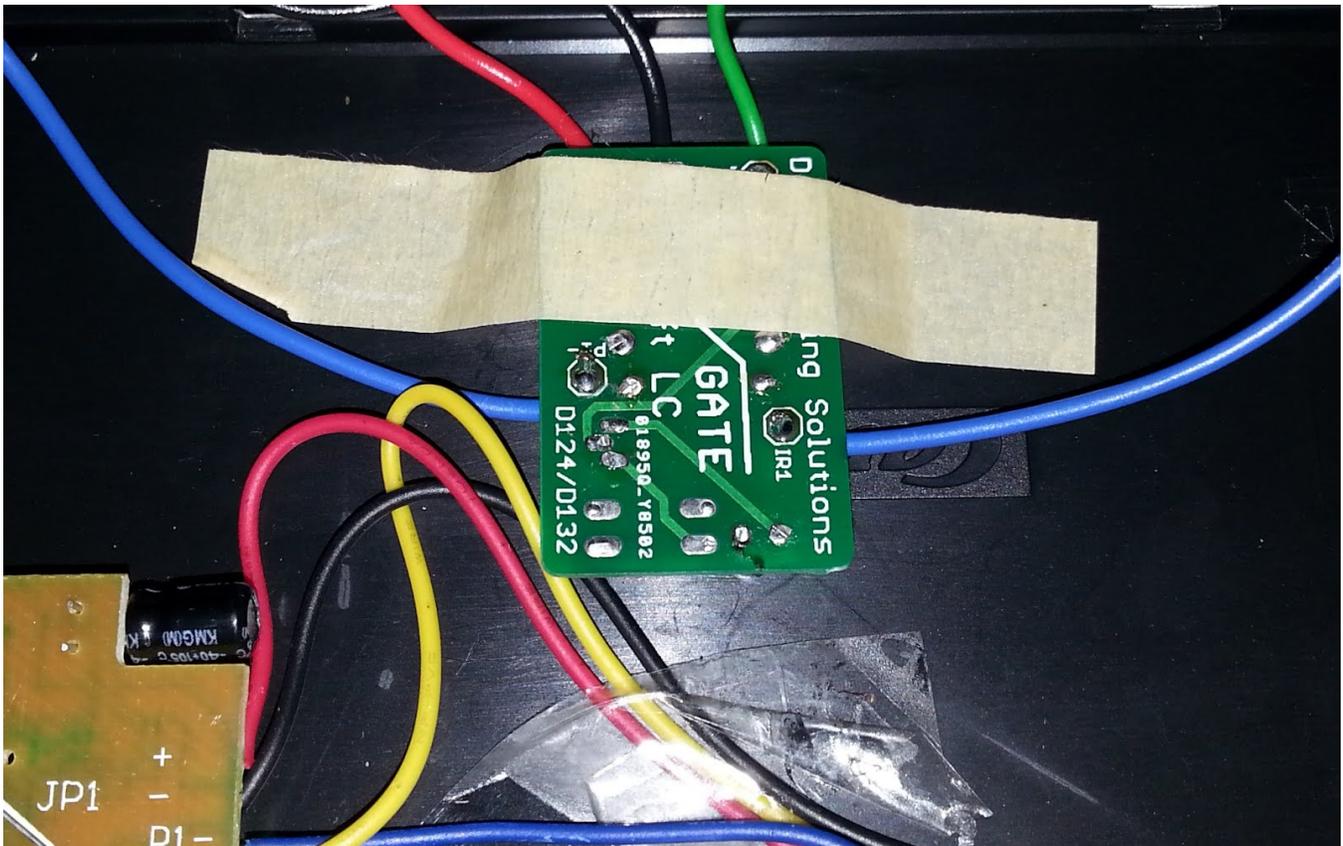
7. Place the section so that the IR sensor (with blue/yellow wires) is at top right. The numbers on the right side of the picture help identify each of the track rails. The factory red (+) wire must go to rail #1. If it is currently attached to rail #3 (as shown in picture), move it to rail #1. The factory black (-) wire may be located rail #2 or #4 and either position is acceptable.



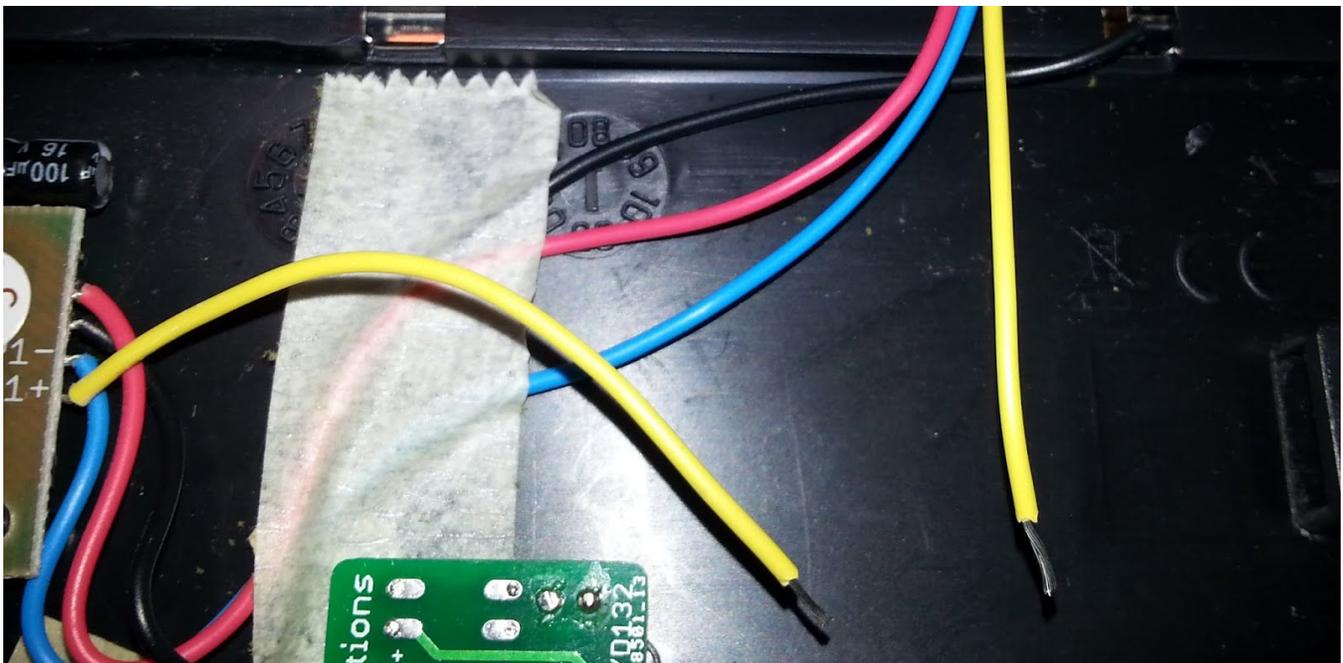
8. Determine where you want to locate the indicator LED. For easiest installation, LED would be in the centerline of track, at the middle of the 2nd white stripe. If you prefer, it can be close to the inside rail. Hold wiring out of harm's way and drill a 3mm or 7/64" hole, drilling from the "top" surface on the track (makes a neater hole). Green circle shows easiest location. Yellow circle location is OK as an option, but do not go closer to the rail or closer to end of track (red circle is bad).



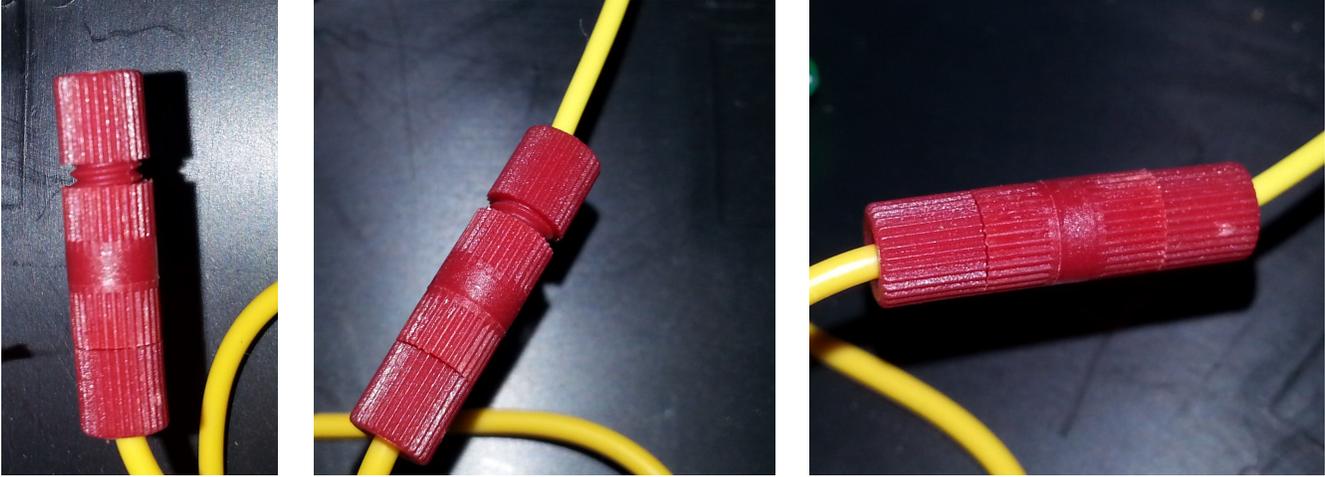
9. Align LED with hole. Secure Lane Gate chip with hot glue or tape.



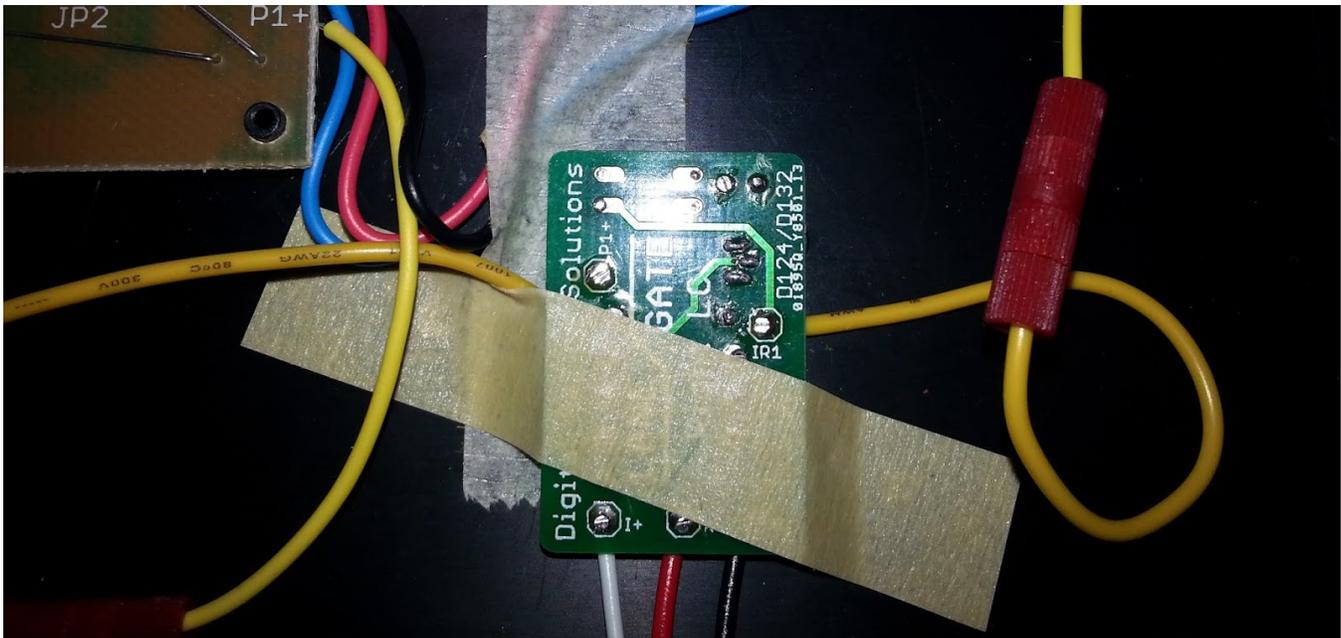
10. Locate the factory wires to the IR sensor. Cut the yellow wire at its middle. Strip 3/16" from each cut end.



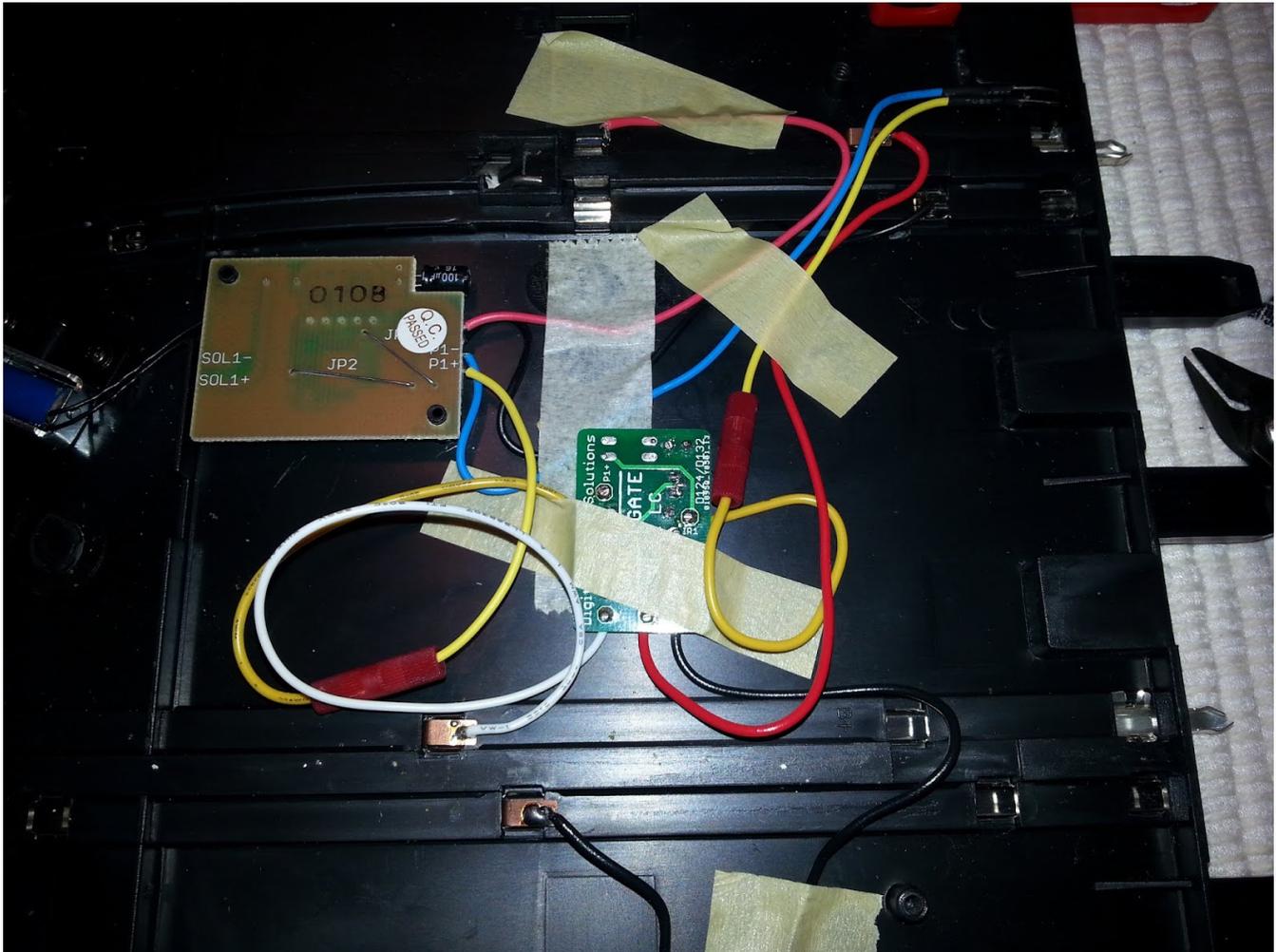
11. Splice the cut ends to the yellow leads of the Lane Gate chip using the Posi-Lock splice connectors provided. To make the splice, unscrew the open end of the splice about two turns. Insert the bare wire into the end and push. You'll feel a slight "give" as the wire seats inside the splice. Tighten the end and pull gently on the wire to verify it is secure.



The lead from the "IR1" pad on the Lane Gate chip gets spliced to the IR sensor yellow wire. The lead from Lane Gate pad "P1+" gets spliced to the yellow wire going to "P1+" on the factory board.



12. Connect the other three Lane Gate wires by installing contacts into rails. Red goes to #1. Black can go to either #2 or #4. White goes to #3.



13. Secure loose wiring with tape or hot glue and install cover.

14. Test your modified RIGHT lane changer before placing it in your layout.

After Lane Gate installation, test your work by connecting the newly modified lane changer to the right of your Black Box or Control Unit. Place one straight section to the right of the lane changer. Do not connect any additional track to the right of the straight section during initial testing. By having no other track on the approach end of the lane changer, isolation of the detection rail is guaranteed.

Turn on the Black Box or Control Unit. The green LED on the lane changer should light up. Place a car ahead (to the right) of the lane changer in the far lane (the detection zone). The LED should go out. ID a second car and place it in the near lane, beside to the first car. Drive the second car and try to change lanes. The flipper should not move. Reset the second car to its original position. Remove the first car. The LED should light up. Drive the second car and again try to change lanes. The flipper should function normally when the LED is on. Here are remedies If things are not working correctly for you:

TROUBLESHOOTING

No LED and buzzing noise or black box/control unit power fault?

Are you sure you used a RIGHT chip in a RIGHT lane changer, following the RIGHT directions?

You might have reversed the switch lane connections: red to #1, black to #2 or #4.

Is the white wire connected to the proper rail? White must connect to #3.

No LED, no noise, no nothing:

Chip is not getting power. Red wire needs to be on outer rail of switched lane #1.

LED always on, does not go out when there is a car in the detection zone:

Detection zone is not isolated. Remove jumper from the exit section (steps 3 & 4)

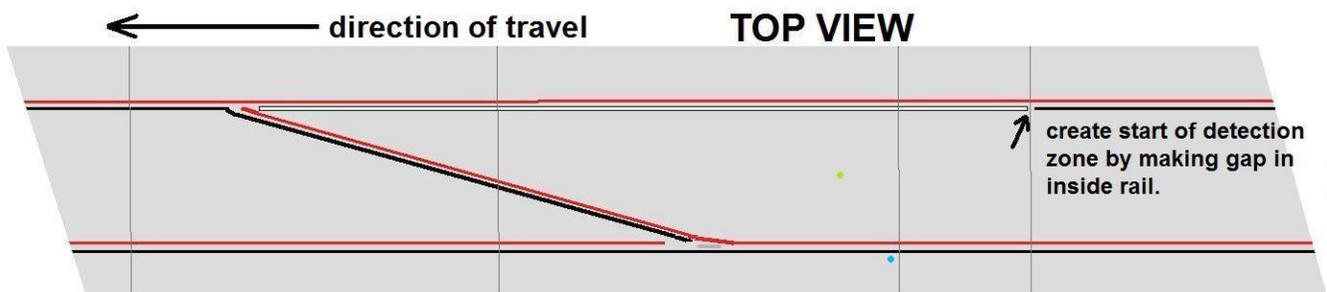
Lane changer flipper no longer works, but LED turns on/off as described in testing.

Double check step 11. If the wire colors usage is different in your track, go by location and pad name, not wire color.

15. Now that the installed Lane Gate chip has been verified, a “detection” zone needs to be created.

This is achieved by isolating the inside rail of the right lane as it approaches the lane changer. The modification you made to the exit section in step 3 took care of isolating one end. On the approach end, this requires a making a gap in the inside rail of the target lane (#3 shown in step 7).

Depending on how long of a detection zone you want, this could be as simple as removing the joiner prong from the inside rail at a section joint. Another option is to use a $\frac{1}{4}$ or $\frac{1}{3}$ track section ahead of the lane changer and do the prong isolation on the approach end of it. The most extreme option is to use a coping saw to cut the inside rail of an track section.



16. When you add anti-collision to lane changers, it becomes important to have power taps in the necessary places. A power tap to the isolated rail inside of the detection zone will defeat the anti-collision circuit. Likewise, creating the isolated rail means the track is no longer a continuous loop, so power taps/jumpers will be most likely be needed in some spots.