

JTElectronics

Capacitor Discharge Unit Board

Model: CDU1

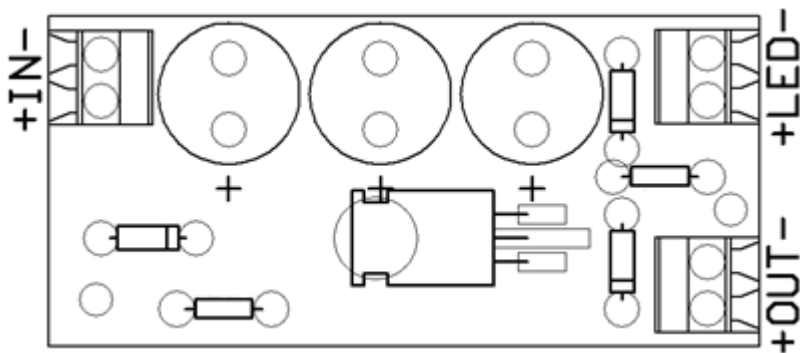


This CDU will allow switching a Point/Turnout motor without fear of burning out the motor coils if a control switch gets stuck in the “ON” position – most commonly when the switch contacts get welded together.

The CDU will send a large but short pulse of power to the point motor which will operate it normally, and if the control switch is kept operated the current to the point motor is then limited to a very small safe level of around 50mA. Once the control switch is released, the CDU charges again and is ready for operation in less than 1 second.

An orange LED is “ON” when the capacitors are charged, and “OFF” when there is a problem (like output is shorted or the control switch is stuck in the ON position).

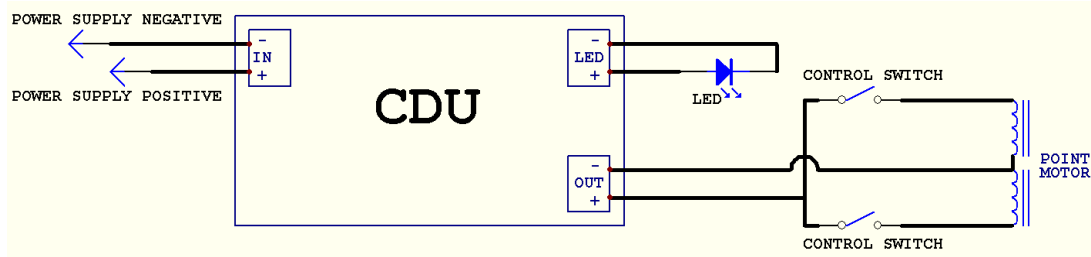
CAPACITOR DISCHARGE UNIT



CDU1 BOARD SPECIFICATIONS:

Nominal Supply Voltage	15 – 30 volts DC or AC
Capacitance	2x 2200uF/35V with space to fit a third capacitor eg. Jaycar RE-6241
Board Dimensions	72mm x 36mm

CDU WIRING EXAMPLE

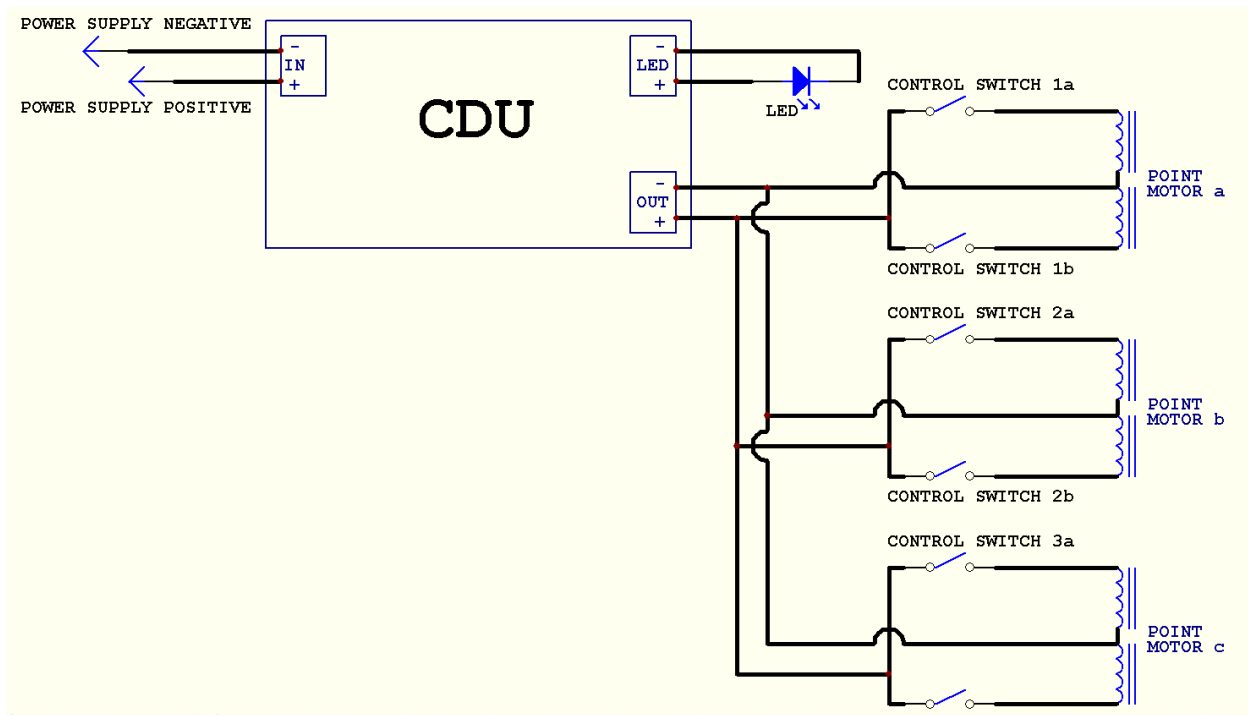


The diagram shows a single point motor being operated but you can connect two point motors in parallel to operate both of them at the same time. You could even connect more point motors in parallel if really required but you will need to test operation and possibly add a third capacitor to the CDU board to supply extra power.

PLEASE NOTE: The CDU is designed to work with 3-wire “solenoid” type point motors. It will NOT work successfully with “DC motor” slow-motion type point motors as they require power to be supplied for a longer time. Some users have the CDU working with “DC motor” type point motors by changing the capacitors to 3x 4700uF types which will supply power for a longer time.

CDU WITH MULTIPLE POINT MOTORS WIRING EXAMPLE

You can connect as many point motor sections to the CDU as you require as you will only be switching one point motor at a time. Just wire up each individual point motor and control switch section and wire them in parallel to the CDU “OUT” connections.



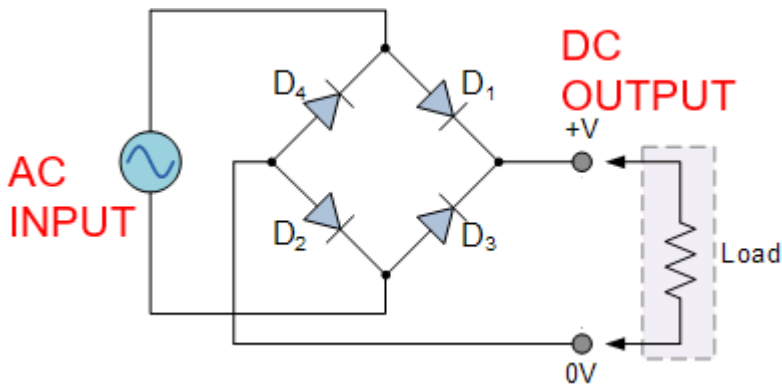
On large track layouts you may need to use heavier gauge wire on long wiring runs between the CDU, control switches, and the point motor. As an alternative, you could install another CDU on the other side of your track layout nearer to the other group of control switches and point motors so you can use shorter wiring to the second group of point motors and control switches.

Powering the CDU from 16VAC

Sometimes you may only have 16V AC available to power the CDU, and it will work OK, but there will only be about 7 or 8 volts available to power the point motors. This will most probably be too low to make them operate correctly, or reliably.

You can easily convert the 16V AC to DC before it enters the CDU by using a “bridge rectifier” circuit. While converting the AC to DC, the bridge rectifier also increases the available DC voltage to about 23V DC which will operate the point motors correctly.

Bridge Rectifier Diagram: The “Load” is the CDU and the DC output voltage is $1.41 \times$ the RMS AC input voltage.



Bridge Rectifier to CDU Wiring Diagram: The four diodes are a standard 400Volt 1Amp IN4004 (eg. JayCar code ZR-1004) but just about any general purpose rectifier diode will do the job just fine. These diodes have a silver band on one end that corresponds to the “bar” end in the Bridge Rectifier diagram above. I have marked these with the red lines to make it more visible as it’s very important to get them connected correctly. The two “bar” ends are connected to the positive input of the CDU.

